

2002

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

where available

Jurisdiction Report

43

Henrico County

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management’s 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’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve 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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Henrico Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year | |
|-----------------------|---------------------|------|-------|-------|-------|-------------------------------------|--------|--------|--------|----|-----------|-------|------------|-------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | | |
| 1 | Brook Rd | 0.30 | 20000 | G | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.089 | F | 0.593 | 21000 | G | 2002 |
| | | | | | From: | NCL Richmond | | | | | | | | | | | |
| | | | | | To: | I-95 | | | | | | | | | | | |
| 1 | Brook Rd | 0.83 | 23000 | G | 97% | 0% | 2% | 0% | 1% | 0% | C | 0.091 | F | 0.533 | 24000 | G | 2002 |
| | | | | | From: | Hilliard Rd | | | | | | | | | | | |
| | | | | | To: | Wilkinson Rd | | | | | | | | | | | |
| 1 | Brook Rd | 0.72 | 22000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.093 | F | 0.593 | 22000 | G | 2002 |
| | | | | | From: | SR 73 Parham Rd | | | | | | | | | | | |
| | | | | | To: | I-295 | | | | | | | | | | | |
| 1 | Brook Rd | 0.73 | 32000 | G | 95% | 0% | 3% | 1% | 1% | 0% | F | NA | | 34000 | G | 2002 | |
| | | | | | From: | Virginia Center Parkway | | | | | | | | | | | |
| | | | | | To: | Hanover County Line | | | | | | | | | | | |
| 2 | 301 Chamberlayne Av | 0.55 | 15000 | G | 95% | 1% | 2% | 0% | 2% | 0% | C | 0.092 | F | 0.578 | 16000 | G | 2002 |
| | | | | | From: | I-95 | | | | | | | | | | | |
| | | | | | To: | Parham Rd | | | | | | | | | | | |
| 2 | 301 Chamberlayne Av | 0.17 | 28000 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.105 | F | 0.726 | 30000 | G | 2002 |
| | | | | | From: | Hanover County Line | | | | | | | | | | | |
| | | | | | To: | ECL Richmond | | | | | | | | | | | |
| 5 | Osborne Tnpk | 1.99 | 10000 | G | 92% | 0% | 1% | 5% | 1% | 0% | C | 0.12 | F | 0.835 | 10000 | G | 2002 |
| | | | | | From: | New Market Rd | | | | | | | | | | | |
| | | | | | To: | Osborne Tnpk | | | | | | | | | | | |
| 5 | New Market Rd | 2.13 | 7200 | G | 94% | 1% | 3% | 2% | 1% | 0% | C | 0.115 | F | 0.787 | 7400 | G | 2002 |
| | | | | | From: | Laburnum Ave | | | | | | | | | | | |
| | | | | | To: | I-295 | | | | | | | | | | | |
| 5 | New Market Rd | 3.27 | 7700 | G | 94% | 1% | 3% | 2% | 1% | 0% | F | 0.104 | F | 0.696 | 7900 | G | 2002 |
| | | | | | From: | Willis Church Rd | | | | | | | | | | | |
| | | | | | To: | Charles City County Line | | | | | | | | | | | |
| 6 | Patterson Ave | 1.04 | 19000 | G | 95% | 0% | 3% | 0% | 1% | 0% | F | 0.089 | F | 0.559 | 19000 | G | 2002 |
| | | | | | From: | Goochland County Line | | | | | | | | | | | |
| | | | | | To: | Pump Rd | | | | | | | | | | | |
| 6 | Patterson Ave | 0.69 | 24000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.637 | 25000 | G | 2002 |
| | | | | | From: | Gaskins Rd | | | | | | | | | | | |
| | | | | | To: | Gayton Rd | | | | | | | | | | | |
| 6 | Patterson Ave | 1.04 | 21000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.586 | 22000 | G | 2002 |
| | | | | | From: | Parham Rd | | | | | | | | | | | |
| | | | | | To: | Forest Ave | | | | | | | | | | | |
| 6 | Patterson Ave | 0.52 | 21000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.522 | 24000 | G | 2002 |
| | | | | | From: | WCL Richmond | | | | | | | | | | | |
| | | | | | To: | Hanover County Line | | | | | | | | | | | |
| 33 | Staples Mill Rd | 0.38 | 13000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.100 | F | 0.713 | 14000 | G | 2002 |
| | | | | | From: | I-295 | | | | | | | | | | | |
| | | | | | To: | SR 157; Springfield Rd; Mountain Rd | | | | | | | | | | | |

Virginia Department of Transportation
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 Annual Average Daily Traffic Volume Estimates By Section of Route
 Henrico Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year | | |
|-----------------------|--------|-------|----|---|-----|-------|--------|--------|--------|-----|-----------|----|------------|-------|-------|-------|---|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | | | |
| 33 Staples Mill Rd | 2.18 | 13000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.105 | F | | 13000 | G | 2002 | | |
| | | | | From: SR 157; Springfield Rd; Mountain Rd | | | | | | | | | | | | | | |
| | | | | To: 43-7526 Hungary Rd | | | | | | | | | | | | | | |
| 33 Staples Mill Rd | 1.05 | 19000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.102 | F | 0.678 | 19000 | G | 2002 | | |
| | | | | From: Parham Rd | | | | | | | | | | | | | | |
| 33 Staples Mill Rd | 1.10 | 32000 | A | 97% | 0% | 2% | 0% | 0% | 0% | A | 0.111 | A | 0.576 | 36000 | A | 2002 | | |
| | | | | From: Brenner Blvd | | | | | | | | | | | | | | |
| 33 Staples Mill Rd | 0.37 | 39000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.086 | F | 0.521 | 39000 | G | 2002 | | |
| | | | | From: SR 356 Hilliard Rd; 43-7536 Glenside Dr | | | | | | | | | | | | | | |
| 33 Staples Mill Rd | 1.01 | 32000 | G | 96% | 1% | 2% | 1% | 1% | 0% | C | NA | | | 36000 | G | 2002 | | |
| | | | | From: I-64 | | | | | | | | | | | | | | |
| 33 Staples Mill Rd | 1.32 | 29000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.093 | F | 0.596 | 29000 | G | 2002 | | |
| | | | | To: WCL Richmond | | | | | | | | | | | | | | |
| | | | | From: ECL Richmond | | | | | | | | | | | | | | |
| 33 Nine Mile Rd | 1.49 | 24000 | G | 95% | 0% | 1% | 2% | 1% | 0% | C | 0.083 | F | 0.576 | 25000 | G | 2002 | | |
| | | | | From: Laburnum Ave | | | | | | | | | | | | | | |
| 33 Nine Mile Rd | 2.10 | 20000 | G | 95% | 0% | 1% | 2% | 1% | 0% | F | NA | | | 21000 | G | 2002 | | |
| | | | | From: Beaugard Ave | | | | | | | | | | | | | | |
| 33 Nine Mile Rd | 1.27 | 12000 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.083 | F | 0.539 | 13000 | G | 2002 | | |
| | | | | From: SR 156; Airport Dr | | | | | | | | | | | | | | |
| 33 Nine Mile Rd | 1.43 | 8500 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.095 | F | 0.568 | 8800 | G | 2002 | | |
| | | | | From: SR 33 Y | | | | | | | | | | | | | | |
| 33 Nine Mile Rd | 0.15 | 5000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.096 | F | 0.562 | 5200 | G | 2002 | | |
| | | | | From: US 60; Williamsburg Rd | | | | | | | | | | | | | | |
| 33 60 Williamsburg Rd | 1.38 | 12000 | G | 92% | 1% | 3% | 1% | 3% | 0% | F | 0.094 | F | 0.579 | 13000 | G | 2002 | | |
| | | | | From: WILLIAMSBURG RD US 60 | | | | | | | | | | | | | | |
| | | | | To: I-295 | | | | | | | | | | | | | | |
| 33 60 Williamsburg Rd | 2.24 | 12000 | A | 92% | 0% | 2% | 2% | 4% | 0% | A | 0.114 | A | 0.657 | 13000 | A | 2002 | | |
| | | | | From: ELKORD SR 156 | | | | | | | | | | | | | | |
| 33 60 Williamsburg Rd | 1.85 | 9100 | G | 92% | 0% | 2% | 2% | 4% | 0% | F | 0.088 | F | 0.629 | 9500 | G | 2002 | | |
| | | | | To: New Kent County Line | | | | | | | | | | | | | | |
| | | | | From: SR 33 | | | | | | | | | | | | | | |
| Wye 33 | 0.13 | 13000 | G | 92% | 1% | 3% | 3% | 2% | 0% | F | 0.083 | F | 0.615 | 13000 | G | 2002 | | |
| | | | | To: US 60 Seven Pines | | | | | | | | | | | | | | |
| | | | | From: ECL Richmond | | | | | | | | | | | | | | |
| 60 Williamsburg Rd | 0.57 | 15000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 0.085 | F | 0.523 | 15000 | G | 2002 | | |
| | | | | From: Charles City Rd | | | | | | | | | | | | | | |
| 60 Williamsburg Rd | 1.54 | 16000 | G | 96% | 0% | 2% | 1% | 1% | 0% | C | 0.081 | F | 0.505 | 17000 | G | 2002 | | |
| | | | | From: Laburnum Ave | | | | | | | | | | | | | | |
| 60 Williamsburg Rd | 1.23 | 21000 | G | 92% | 1% | 3% | 1% | 3% | 0% | C | 0.078 | F | 0.534 | 21000 | G | 2002 | | |
| | | | | From: SR 156; Airport Drive | | | | | | | | | | | | | | |
| | | | | To: SR 156 Airport Dr | | | | | | | | | | | | | | |
| 60 Williamsburg Rd | 1.50 | 15000 | G | 92% | 1% | 3% | 1% | 3% | 0% | F | 0.086 | F | 0.588 | 16000 | G | 2002 | | |
| | | | | From: Nine Mile Road SR 33 | | | | | | | | | | | | | | |
| | | | | To: SR 33; Nine Mile Rd | | | | | | | | | | | | | | |
| 60 Williamsburg Rd | 1.38 | 12000 | G | 92% | 1% | 3% | 1% | 3% | 0% | F | 0.094 | F | 0.579 | 13000 | G | 2002 | | |
| | | | | From: I-295 | | | | | | | | | | | | | | |
| 60 Williamsburg Rd | 2.24 | 12000 | A | 92% | 0% | 2% | 2% | 4% | 0% | A | 0.114 | A | 0.657 | 13000 | A | 2002 | | |
| | | | | From: SR 156; Elko Rd | | | | | | | | | | | | | | |
| 60 Williamsburg Rd | 1.85 | 9100 | G | 92% | 0% | 2% | 2% | 4% | 0% | F | 0.088 | F | 0.629 | 9500 | G | 2002 | | |
| | | | | To: New Kent County Line | | | | | | | | | | | | | | |
| | | | | From: Goochland County Line | | | | | | | | | | | | | | |
| East 64 | 2.28 | 24000 | G | 84% | 1% | 2% | 1% | 12% | 0% | F | 0.125 | F | | 22000 | G | 2002 | | |
| | | | | To: I-295 | | | | | | | | | | | | | | |
| Combined Traffic: | | | | 48000 | G | 84% | 1% | 2% | 1% | 12% | 0% | F | 0.091 | F | 0.668 | 44000 | G | |

Virginia Department of Transportation
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 Annual Average Daily Traffic Volume Estimates By Section of Route
 Henrico Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|-------------------|--------|----|-------|-----|--------------------------------------|--------|--------|--------|----|-----------|----|------------|--------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| East 64 | 0.67 | 25000 | G | 98% | 0% | From: I-295 | | | | F | 0.125 | F | | 28000 | G | 2002 |
| | Combined Traffic: | 51000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.107 | F | 0.578 | 56000 | G | |
| East 64 | 1.43 | 31000 | G | 98% | 0% | From: US 250 Near Short Pump | | | | F | 0.123 | F | | 34000 | G | 2002 |
| | Combined Traffic: | 61000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.104 | F | 0.600 | 68000 | G | |
| East 64 | 1.39 | 44000 | A | 98% | 0% | From: Gaskins Rd | | | | C | 0.135 | A | | 48000 | A | 2002 |
| | Combined Traffic: | 86000 | F | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.117 | A | 0.555 | 90000 | F | |
| East 64 | 2.03 | 47000 | G | 98% | 0% | From: Parham Rd | | | | F | 0.111 | F | | 52000 | G | 2002 |
| | Combined Traffic: | 95000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.111 | F | | 105000 | G | |
| East 64 | 2.03 | 51000 | G | 98% | 0% | From: US 250; Glenside Dr | | | | F | 0.090 | F | | 56000 | G | 2002 |
| | Combined Traffic: | 100000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.094 | F | 0.537 | 111000 | G | |
| East 64 | 1.19 | 67000 | G | 98% | 0% | From: US 33 Staples Mill Rd | | | | F | 0.089 | F | | 74000 | G | 2002 |
| | Combined Traffic: | 138000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.090 | F | 0.528 | 153000 | G | |
| | | | | | | To: WCL Richmond | | | | | | | | | | |
| City of Richmond | | | | | | | | | | | | | | | | |
| East 64 | 0.74 | 67000 | G | 98% | 0% | From: Henrico County Line | | | | F | 0.089 | F | | 74000 | G | 2002 |
| | Combined Traffic: | 138000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.090 | F | 0.528 | 153000 | G | |
| East South 64 95 | 0.48 | 67000 | G | 92% | 1% | From: I-95; I-195 | | | | F | 0.087 | F | | 71000 | G | 2002 |
| | Combined Traffic: | 131000 | G | 91% | 1% | 2% | 1% | 5% | 0% | F | NA | | | 137000 | G | |
| East South 64 95 | 2.72 | 71000 | A | 92% | 1% | From: SR 161 Boulevard | | | | C | 0.096 | A | | 74000 | A | 2002 |
| | Combined Traffic: | 141000 | A | 91% | 1% | 2% | 1% | 6% | 0% | C | NA | | | 147000 | A | |
| East 64 | 1.67 | 52000 | G | 94% | 1% | From: I-95 East Interchange | | | | F | 0.105 | F | | 53000 | G | 2002 |
| | Combined Traffic: | 97000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.105 | F | | 100000 | G | |
| East 64 | 0.25 | 38000 | G | 94% | 1% | From: US 360 Mechanicsville Turnpike | | | | F | 0.095 | F | | 40000 | G | 2002 |
| | Combined Traffic: | 74000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.095 | F | | 76000 | G | |
| | | | | | | To: MECL Richmond | | | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| East 64 | 0.77 | 38000 | G | 94% | 1% | From: MECL Richmond | | | | F | 0.095 | F | | 40000 | G | 2002 |
| | Combined Traffic: | 74000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.095 | F | | 76000 | G | |
| | | | | | | To: MWCL Richmond | | | | | | | | | | |
| City of Richmond | | | | | | | | | | | | | | | | |
| East 64 | 0.24 | 38000 | G | 94% | 1% | From: MWCL Richmond | | | | F | 0.095 | F | | 40000 | G | 2002 |
| | Combined Traffic: | 74000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.095 | F | | 76000 | G | |
| | | | | | | To: ECL Richmond | | | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| East 64 | 0.10 | 38000 | G | 94% | 1% | From: ECL Richmond | | | | F | 0.095 | F | | 40000 | G | 2002 |
| | Combined Traffic: | 74000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.095 | F | | 76000 | G | |
| | | | | | | To: SR 33 Nine Mile Rd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|-------------------|--------|----|-------|-----|------------------------------|--------|--------|--------|----|-----------|----|------------|--------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| East 64 | | | | | | From: SR 33 Nine Mile Rd | | | | | | | | | | |
| | 2.14 | 24000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.101 | F | | 25000 | G | 2002 |
| | Combined Traffic: | 54000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.091 | F | 0.69 | 56000 | G | |
| East 64 | | | | | | From: Laburnum Ave | | | | | | | | | | |
| | 1.88 | 24000 | A | 94% | 1% | 2% | 1% | 3% | 0% | B | 0.118 | A | | 24000 | A | 2002 |
| | Combined Traffic: | 49000 | A | 94% | 1% | 2% | 1% | 3% | 0% | C | 0.094 | A | 0.698 | 50000 | A | |
| East 64 | | | | | | From: SR 156 Airport Dr | | | | | | | | | | |
| | 4.07 | 15000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.106 | F | | 15000 | G | 2002 |
| | Combined Traffic: | 32000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.098 | F | 0.692 | 33000 | G | |
| East 64 | | | | | | From: I-295 | | | | | | | | | | |
| | 2.84 | 26000 | G | 94% | 0% | 2% | 1% | 3% | 0% | F | 0.1 | F | | 26000 | G | 2002 |
| | Combined Traffic: | 58000 | G | 94% | 0% | 2% | 1% | 3% | 0% | F | 0.1 | F | | 58000 | G | |
| To: New Kent County Line | | | | | | | | | | | | | | | | |
| West 64 | | | | | | From: Goochland County Line | | | | | | | | | | |
| | 2.57 | 24000 | G | 84% | 1% | 3% | 1% | 12% | 0% | F | 0.110 | F | | 22000 | G | 2002 |
| | Combined Traffic: | 48000 | G | 84% | 1% | 2% | 1% | 12% | 0% | F | NA | | | 44000 | G | |
| West 64 | | | | | | From: I-295 | | | | | | | | | | |
| | 0.79 | 26000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.124 | F | | 28000 | G | 2002 |
| | Combined Traffic: | 51000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | NA | | | 56000 | G | |
| West 64 | | | | | | From: US 250 Near Short Pump | | | | | | | | | | |
| | 1.67 | 30000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.113 | F | | 33000 | G | 2002 |
| | Combined Traffic: | 61000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | NA | | | 68000 | G | |
| West 64 | | | | | | From: Gaskins Rd | | | | | | | | | | |
| | 1.33 | 42000 | F | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.12 | F | | 42000 | F | 2002 |
| | Combined Traffic: | 86000 | F | 97% | 0% | 1% | 0% | 2% | 0% | F | NA | | | 90000 | F | |
| West 64 | | | | | | From: Parham Rd | | | | | | | | | | |
| | 2.35 | 48000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.116 | F | | 53000 | G | 2002 |
| | Combined Traffic: | 95000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | NA | | | 105000 | G | |
| West 64 | | | | | | From: US 250; Glenside Dr | | | | | | | | | | |
| | 1.53 | 49000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.098 | F | | 54000 | G | 2002 |
| | Combined Traffic: | 100000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | NA | | | 111000 | G | |
| West 64 | | | | | | From: US 33 Staples Mill Rd | | | | | | | | | | |
| | 0.71 | 71000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.096 | F | | 79000 | G | 2002 |
| | Combined Traffic: | 138000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | NA | | | 153000 | G | |
| To: WCL Richmond | | | | | | | | | | | | | | | | |
| City of Richmond | | | | | | | | | | | | | | | | |
| West 64 | | | | | | From: Henrico County Line | | | | | | | | | | |
| | 0.92 | 71000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.096 | F | | 79000 | G | 2002 |
| | Combined Traffic: | 138000 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.090 | F | 0.528 | 153000 | G | |
| West North 64 95 | | | | | | From: I-95; I-195 | | | | | | | | | | |
| | 0.78 | 63000 | G | 91% | 1% | 2% | 1% | 6% | 0% | F | 0.087 | F | | 66000 | G | 2002 |
| | Combined Traffic: | 131000 | G | 91% | 1% | 2% | 1% | 6% | 0% | F | 0.079 | F | 0.535 | 137000 | G | |
| West North 64 95 | | | | | | From: SR 161 Boulevard | | | | | | | | | | |
| | 2.51 | 70000 | A | 91% | 1% | 2% | 1% | 6% | 0% | A | 0.09 | A | | 73000 | A | 2002 |
| | Combined Traffic: | 141000 | A | 91% | 1% | 2% | 1% | 6% | 0% | C | 0.090 | A | 0.526 | 147000 | A | |
| West 64 | | | | | | From: I-95 East Interchange | | | | | | | | | | |
| | 1.70 | 46000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.104 | F | | 47000 | G | 2002 |
| | Combined Traffic: | 97000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | NA | | | 100000 | G | |
| To: MECL Richmond | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year | |
|-------------------------|---|-------|--------|-------|-----|---------------------------------------|--------|--------|--------|----|-----------|-------|------------|--------|--------|------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | | |
| West 64 | | | | | | From: MECL Richmond | | | | | | | | | | | |
| | 0.06 | 46000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.104 | F | | 47000 | G | 2002 | |
| | Combined Traffic: | | 97000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | NA | | 100000 | G | | |
| West 64 | | | | | | From: US 360; Mechanicsville Turnpike | | | | | | | | | | | |
| | 0.71 | 36000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.1 | F | | 37000 | G | 2002 | |
| | Combined Traffic: | | 74000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | NA | | 76000 | G | | |
| | | | | | | To: MWCL Richmond | | | | | | | | | | | |
| City of Richmond | | | | | | | | | | | | | | | | | |
| West 64 | | | | | | From: MWCL Richmond | | | | | | | | | | | |
| | 0.24 | 36000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.1 | F | | 37000 | G | 2002 | |
| | Combined Traffic: | | 74000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.095 | F | 76000 | G | | |
| | | | | | | To: ECL Richmond | | | | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | | |
| West 64 | | | | | | From: ECL Richmond | | | | | | | | | | | |
| | 0.43 | 36000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.1 | F | | 37000 | G | 2002 | |
| | Combined Traffic: | | 74000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.095 | F | 76000 | G | | |
| West 64 | | | | | | From: SR 33 Nine Mile Road | | | | | | | | | | | |
| | 2.18 | 30000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.103 | F | | 31000 | G | 2002 | |
| | Combined Traffic: | | 54000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | NA | | 56000 | G | | |
| West 64 | | | | | | From: Laburnum Ave | | | | | | | | | | | |
| | 1.99 | 25000 | A | 94% | 1% | 2% | 1% | 3% | 0% | C | 0.124 | A | | 26000 | A | 2002 | |
| | Combined Traffic: | | 49000 | A | 94% | 1% | 2% | 1% | 3% | 0% | C | NA | | 50000 | A | | |
| West 64 | | | | | | From: SR 156 Airport Dr | | | | | | | | | | | |
| | 3.62 | 17000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 0.129 | F | | 17000 | G | 2002 | |
| | Combined Traffic: | | 32000 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | NA | | 33000 | G | | |
| West 64 | | | | | | From: I-295 | | | | | | | | | | | |
| | 2.71 | 32000 | G | 94% | 0% | 2% | 1% | 3% | 0% | F | NA | | | 32000 | G | 2002 | |
| | Combined Traffic: | | 58000 | G | 94% | 0% | 2% | 1% | 3% | 0% | F | NA | | 58000 | G | | |
| | | | | | | To: New Kent County Line | | | | | | | | | | | |
| 73 Parham Rd | 0.78 | 33000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.092 | F | 0.566 | 35000 | G | 2002 | |
| | <i>See Route 43-7518 for continuation of Parham Rd.</i> | | | | | | | | | | | | | | | | |
| | | | | | | To: I-95, 43-7518 | | | | | | | | | | | |
| City of Richmond | | | | | | | | | | | | | | | | | |
| 76 Powhite Pkwy | 1.60 | 64000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.112 | F | 0.708 | 70000 | G | 2002 | |
| | | | | | | To: I-195 | | | | | | | | | | | |
| North 95 | | | | | | From: James River Bridge | | | | | | | | | | | |
| | 0.40 | 56000 | G | 89% | 1% | 2% | 1% | 8% | 0% | F | 0.11 | F | | 55000 | G | 2002 | |
| | Combined Traffic: | | 112000 | G | 88% | 1% | 2% | 1% | 8% | 0% | F | 0.11 | F | 111000 | G | | |
| North 95 | | | | | | From: SR 195 Downtown Expressway | | | | | | | | | | | |
| | 1.54 | 66000 | G | 89% | 1% | 2% | 1% | 8% | 0% | F | 0.091 | F | | 65000 | G | 2002 | |
| | Combined Traffic: | | 123000 | G | 88% | 1% | 2% | 1% | 8% | 0% | F | 0.088 | F | 0.551 | 122000 | G | |
| North 95 | | | | | | From: I-64 South Intersection | | | | | | | | | | | |
| | 2.51 | 70000 | A | 91% | 1% | 2% | 1% | 6% | 0% | A | 0.09 | A | | 73000 | A | 2002 | |
| | Combined Traffic: | | 141000 | A | 91% | 1% | 2% | 1% | 6% | 0% | C | 0.090 | A | 0.526 | 147000 | A | |
| North 95 | | | | | | From: SR 161 Boulevard | | | | | | | | | | | |
| | 0.78 | 63000 | G | 91% | 1% | 2% | 1% | 6% | 0% | F | 0.087 | F | | 66000 | G | 2002 | |
| | Combined Traffic: | | 131000 | G | 91% | 1% | 2% | 1% | 6% | 0% | F | 0.079 | F | 0.535 | 137000 | G | |
| | | | | | | To: I-64 North Interchange | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|-------------------|--------|----|-------|-----|-------------------------------|--------|--------|--------|----|-----------|----|------------|--------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Richmond | | | | | | | | | | | | | | | | |
| North 95 | 1.07 | 42000 | G | 92% | 1% | I-64 North Interchange | | | | F | 0.094 | F | | 42000 | G | 2002 |
| | Combined Traffic: | 95000 | G | 90% | 1% | 2% | 1% | 6% | 0% | F | 0.083 | F | 0.632 | 96000 | G | |
| | | | | | | NCL Richmond | | | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| North 95 | 0.91 | 42000 | G | 92% | 1% | NCL Richmond | | | | F | 0.094 | F | | 42000 | G | 2002 |
| | Combined Traffic: | 95000 | G | 90% | 1% | 2% | 1% | 6% | 0% | F | 0.083 | F | 0.632 | 96000 | G | |
| | | | | | | US 1 | | | | | | | | | | |
| North 95 | 0.30 | 48000 | G | 92% | 1% | US 1 | | | | F | 0.094 | F | | 48000 | G | 2002 |
| | Combined Traffic: | 103000 | G | 90% | 1% | 2% | 1% | 6% | 0% | F | 0.094 | F | | 99000 | G | |
| | | | | | | US 301 | | | | | | | | | | |
| North 95 | 1.82 | 48000 | A | 92% | 1% | US 301 | | | | C | 0.098 | A | | 49000 | A | 2002 |
| | Combined Traffic: | 96000 | A | 90% | 1% | 2% | 1% | 6% | 0% | C | 0.090 | A | 0.542 | 97000 | A | |
| | | | | | | SR 73 Parham Rd | | | | | | | | | | |
| North 95 | 1.47 | 38000 | G | 92% | 1% | SR 73 Parham Rd | | | | F | 0.093 | F | | 38000 | G | 2002 |
| | Combined Traffic: | 92000 | G | 90% | 1% | 2% | 1% | 6% | 0% | F | 0.093 | F | | 88000 | G | |
| | | | | | | I-295 | | | | | | | | | | |
| North 95 | 1.94 | 69000 | G | 83% | 1% | I-295 | | | | F | 0.075 | F | | 63000 | G | 2002 |
| | Combined Traffic: | 121000 | G | 83% | 1% | 2% | 1% | 13% | 0% | F | 0.071 | F | 0.597 | 110000 | G | |
| | | | | | | Hanover County Line | | | | | | | | | | |
| City of Richmond | | | | | | | | | | | | | | | | |
| South 95 | 0.62 | 56000 | G | 88% | 1% | James River Bridge | | | | F | 0.100 | F | | 56000 | G | 2002 |
| | Combined Traffic: | 112000 | G | 88% | 1% | 2% | 1% | 8% | 0% | F | NA | | | 111000 | G | |
| | | | | | | SR 195 Downtown Expy | | | | | | | | | | |
| South 95 | 1.47 | 57000 | G | 88% | 1% | SR 195 Downtown Expy | | | | F | 0.084 | F | | 57000 | G | 2002 |
| | Combined Traffic: | 123000 | G | 88% | 1% | 2% | 1% | 8% | 0% | F | NA | | | 122000 | G | |
| | | | | | | I-64 South Interchange | | | | | | | | | | |
| South 95 | 2.72 | 71000 | A | 92% | 1% | I-64 South Interchange | | | | C | 0.096 | A | | 74000 | A | 2002 |
| | Combined Traffic: | 141000 | A | 91% | 1% | 2% | 1% | 6% | 0% | C | NA | | | 147000 | A | |
| | | | | | | SR 161 Boulevard | | | | | | | | | | |
| South 95 | 0.48 | 67000 | G | 92% | 1% | SR 161 Boulevard | | | | F | 0.087 | F | | 71000 | G | 2002 |
| | Combined Traffic: | 131000 | G | 91% | 1% | 2% | 1% | 6% | 0% | F | NA | | | 137000 | G | |
| | | | | | | I-64 North Interchange, I-195 | | | | | | | | | | |
| South 95 | 1.01 | 53000 | G | 89% | 1% | I-64 North Interchange, I-195 | | | | F | 0.091 | F | | 54000 | G | 2002 |
| | Combined Traffic: | 95000 | G | 90% | 1% | 2% | 1% | 6% | 0% | F | NA | | | 96000 | G | |
| | | | | | | NCL Richmond | | | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| South 95 | 0.76 | 53000 | G | 89% | 1% | NCL Richmond | | | | F | 0.091 | F | | 54000 | G | 2002 |
| | Combined Traffic: | 95000 | G | 90% | 1% | 2% | 1% | 6% | 0% | F | 0.083 | F | 0.632 | 96000 | G | |
| | | | | | | US 1 | | | | | | | | | | |
| South 95 | 1.06 | 55000 | G | 89% | 1% | US 1 | | | | F | 0.096 | F | | 50000 | G | 2002 |
| | Combined Traffic: | 103000 | G | 90% | 1% | 2% | 1% | 6% | 0% | F | NA | | | 99000 | G | |
| | | | | | | US 301 | | | | | | | | | | |
| South 95 | 1.60 | 48000 | A | 89% | 1% | US 301 | | | | B | 0.098 | A | | 48000 | A | 2002 |
| | Combined Traffic: | 96000 | A | 90% | 1% | 2% | 1% | 6% | 0% | C | NA | | | 97000 | A | |
| | | | | | | SR 73 Parham Rd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------------|-------------------|--------|----|-------|-----|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| South (95) | 2.04 | 54000 | G | 89% | 1% | 2% | 1% | 7% | 0% | F | 0.095 | F | | 50000 | G | 2002 |
| | Combined Traffic: | 92000 | G | 90% | 1% | 2% | 1% | 6% | 0% | F | NA | | 88000 | G | | |
| From: SR 73 Parham Rd | | | | | | | | | | | | | | | | |
| To: I-295 | | | | | | | | | | | | | | | | |
| South (95) | 0.98 | 52000 | G | 84% | 1% | 1% | 1% | 13% | 0% | F | 0.072 | F | | 47000 | G | 2002 |
| | Combined Traffic: | 121000 | G | 83% | 1% | 2% | 1% | 13% | 0% | F | NA | | 110000 | G | | |
| To: Hanover County Line | | | | | | | | | | | | | | | | |
| City of Richmond | | | | | | | | | | | | | | | | |
| (146) | 0.86 | 22000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.106 | F | 0.711 | 24000 | G | 2002 |
| From: SR 76 Powhite Pkwy | | | | | | | | | | | | | | | | |
| To: SR 195 Downtown Expwy | | | | | | | | | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| (147) Huguenot Rd | 0.45 | 28000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.091 | F | 0.588 | 29000 | G | 2002 |
| From: Huguenot Memorial Bridge | | | | | | | | | | | | | | | | |
| To: 43-7506 River Rd | | | | | | | | | | | | | | | | |
| (147) River Rd | 0.02 | 28000 | N | 98% | 0% | 1% | 0% | 0% | 0% | N | 0.08 | N | 0.57 | 29000 | N | 2002 |
| From: 43-7506 River Rd | | | | | | | | | | | | | | | | |
| To: WCL Richmond | | | | | | | | | | | | | | | | |
| (150) Chippenham Pkwy | 1.25 | 38000 | G | | | | | | | | 0.108 | F | 0.539 | 41000 | G | 2002 |
| From: Parham Rd; River Rd | | | | | | | | | | | | | | | | |
| To: NCL Richmond | | | | | | | | | | | | | | | | |
| (156) (5) New Market Rd | 1.72 | 2300 | G | 94% | 0% | 3% | 0% | 2% | 0% | F | 0.086 | F | 0.745 | 2300 | G | 2002 |
| From: Charles City County Line | | | | | | | | | | | | | | | | |
| To: W SR 5 | | | | | | | | | | | | | | | | |
| (156) Willis Church Rd | 3.70 | 180 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.113 | F | 0.546 | 190 | G | 2002 |
| From: W SR 5 | | | | | | | | | | | | | | | | |
| To: Charles City Rd | | | | | | | | | | | | | | | | |
| (156) Charles City Rd | 1.19 | 2000 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.087 | F | 0.622 | 2100 | G | 2002 |
| From: Charles City Rd | | | | | | | | | | | | | | | | |
| To: Willis Church Rd | | | | | | | | | | | | | | | | |
| (156) Elko Rd | 4.40 | 1900 | G | 96% | 0% | 2% | 0% | 1% | 0% | C | 0.100 | F | 0.510 | 2000 | G | 2002 |
| From: Elko Rd | | | | | | | | | | | | | | | | |
| To: Charles City Rd | | | | | | | | | | | | | | | | |
| (156) Elko Rd | 0.54 | 4100 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.105 | F | 0.741 | 4300 | G | 2002 |
| From: Elko Tract Rd | | | | | | | | | | | | | | | | |
| To: E US 60 | | | | | | | | | | | | | | | | |
| (156) (60) Williamsburg Rd | 2.24 | 12000 | A | 92% | 0% | 2% | 2% | 4% | 0% | A | 0.114 | A | 0.657 | 13000 | A | 2002 |
| From: E US 60 | | | | | | | | | | | | | | | | |
| To: I-295 | | | | | | | | | | | | | | | | |
| (156) (60) Williamsburg Rd | 1.38 | 12000 | G | 92% | 1% | 3% | 1% | 3% | 0% | F | 0.094 | F | 0.579 | 13000 | G | 2002 |
| From: I-295 | | | | | | | | | | | | | | | | |
| To: NINE MILE RD SR 33 | | | | | | | | | | | | | | | | |
| (156) (60) Williamsburg Rd | 1.50 | 15000 | G | 92% | 1% | 3% | 1% | 3% | 0% | F | 0.086 | F | 0.588 | 16000 | G | 2002 |
| From: NINE MILE RD SR 33 | | | | | | | | | | | | | | | | |
| To: US 60 | | | | | | | | | | | | | | | | |
| (156) Airport Dr | 0.54 | 32000 | G | 92% | 1% | 2% | 1% | 4% | 0% | C | 0.082 | F | 0.538 | 33000 | G | 2002 |
| From: US 60 | | | | | | | | | | | | | | | | |
| To: I-64 | | | | | | | | | | | | | | | | |
| (156) Airport Dr | 0.76 | 21000 | G | 92% | 1% | 3% | 1% | 3% | 0% | F | 0.086 | F | 0.618 | 22000 | G | 2002 |
| From: I-64 | | | | | | | | | | | | | | | | |
| To: Nine Mile Rd | | | | | | | | | | | | | | | | |
| (156) Airport Dr | 1.86 | 16000 | G | 92% | 1% | 3% | 1% | 3% | 0% | C | 0.104 | F | 0.598 | 16000 | G | 2002 |
| From: Nine Mile Rd | | | | | | | | | | | | | | | | |
| To: I-295 | | | | | | | | | | | | | | | | |
| (156) Airport Dr | 1.09 | 5900 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.102 | F | 0.724 | 6200 | G | 2002 |
| From: I-295 | | | | | | | | | | | | | | | | |
| To: Hanover County Line | | | | | | | | | | | | | | | | |
| (157) Gaskins Rd | 0.82 | 21000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.105 | F | 0.563 | 22000 | G | 2002 |
| From: SR 6; Patterson Avenue | | | | | | | | | | | | | | | | |
| To: Quioccasin Rd | | | | | | | | | | | | | | | | |
| (157) Quioccasin Rd | 0.63 | 17000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.597 | 17000 | G | 2002 |
| From: Quioccasin Rd | | | | | | | | | | | | | | | | |
| To: Pemberton Rd | | | | | | | | | | | | | | | | |
| (157) Pemberton Rd | 1.47 | 10000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.103 | F | 0.602 | 11000 | G | 2002 |
| From: Pemberton Rd | | | | | | | | | | | | | | | | |
| To: Quioccasin Rd | | | | | | | | | | | | | | | | |
| To: Three Chopt Rd | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|-------|----|-------|-----|--|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| 157 Pemberton Rd | 1.17 | 14000 | G | 99% | 0% | From: Three Chopt Rd | | | | C | 0.114 | F | 0.627 | 14000 | G | 2002 |
| | | | | | | 1% | 0% | 0% | 0% | | | | | | | |
| 157 Springfield Rd | 0.59 | 18000 | G | 99% | 0% | From: US 250; Broad St | | | | F | 0.105 | F | 0.548 | 19000 | G | 2002 |
| | | | | | | 1% | 0% | 0% | 0% | | | | | | | |
| 157 Springfield Rd | 0.97 | 19000 | G | 99% | 0% | From: Hungary Rd | | | | C | 0.110 | F | 0.650 | 20000 | G | 2002 |
| | | | | | | 1% | 0% | 0% | 0% | | | | | | | |
| 157 Springfield Rd | 2.06 | 4900 | G | 99% | 0% | From: Nuckols Rd | | | | F | 0.162 | F | 0.608 | 5200 | G | 2002 |
| | | | | | | 1% | 0% | 0% | 0% | | | | | | | |
| 161 Lakeside Ave | 0.35 | 16000 | G | 96% | 0% | From: NCL Richmond | | | | C | 0.099 | F | 0.574 | 17000 | G | 2002 |
| | | | | | | 2% | 0% | 1% | 0% | | | | | | | |
| 161 Lakeside Ave | 0.93 | 13000 | G | 96% | 0% | From: Dumbarton Rd | | | | F | 0.097 | F | 0.569 | 14000 | G | 2002 |
| | | | | | | 2% | 0% | 1% | 0% | | | | | | | |
| 161 Hilliard Rd | 0.74 | 7600 | G | 96% | 1% | From: SR 356 Hilliard Rd Lakeside Ave | | | | C | 0.106 | F | 0.657 | 8000 | G | 2002 |
| | | | | | | 2% | 0% | 1% | 0% | | | | | | | |
| 195 North | 0.48 | 14000 | G | 97% | 0% | From: SR 195 Downtown Expwy | | | | F | 0.187 | F | | 15000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 195 North | 0.79 | 37000 | A | 97% | 0% | From: SR 76 Powhite Pkwy | | | | C | 0.156 | A | | 41000 | A | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 195 North | 0.41 | 45000 | G | 97% | 0% | From: Thompson St | | | | F | 0.129 | F | | 50000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 195 North | 0.45 | 41000 | G | 97% | 0% | From: US 33 US 250 Broad St | | | | F | 0.108 | F | | 45000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 195 North | 0.37 | 41000 | G | 97% | 0% | From: NCL Richmond | | | | F | 0.108 | F | | 45000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 195 North | 0.12 | 41000 | G | 97% | 0% | From: SCL Richmond | | | | F | 0.108 | F | | 45000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 195 North | 0.88 | 41000 | N | 97% | 0% | From: SR 197 Laburnum Ave | | | | N | 0.108 | N | | 45000 | N | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 195 South | 0.61 | 14000 | G | 97% | 0% | From: SR 195 Downtown Expwy | | | | F | 0.199 | F | | 14000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 195 South | 0.22 | 35000 | G | 97% | 0% | From: SR 76 Powhite Pkwy | | | | C | 0.121 | F | | 35000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 195 South | | | | | | From: I-95 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 195 South | | | | | | From: SR 195 Downtown Expwy | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 195 South | | | | | | From: SR 76 Powhite Pkwy | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 195 South | | | | | | From: Grove Ave | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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 Henrico Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|---------------------|-------|-------|-------|-----|------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Richmond | | | | | | | | | | | | | | | | |
| South 195 | 0.65 | 48000 | G | 97% | 0% | From: Grove Ave | | | | F | 0.114 | F | | 48000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| | Combined Traffic: | 93000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | NA | | 98000 | G | | |
| South 195 | 0.65 | 48000 | G | 97% | 0% | From: US 33 US 250 Broad St | | | | F | 0.1 | F | | 48000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| | Combined Traffic: | 89000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.108 | N | 93000 | G | | |
| South 195 | 0.37 | 48000 | G | 97% | 0% | From: NCL Richmond | | | | F | 0.1 | F | | 48000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| | Combined Traffic: | 89000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.108 | F | 93000 | G | | |
| South 195 | 0.07 | 48000 | G | 97% | 0% | From: SCL Richmond | | | | F | 0.1 | F | | 48000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| | Combined Traffic: | 89000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | NA | | 93000 | G | | |
| South 195 | 0.93 | 48000 | N | 97% | 0% | From: SR 197 Laburnum Ave | | | | N | 0.1 | N | | 48000 | N | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| | Combined Traffic: | 89000 | N | 97% | 0% | 1% | 0% | 1% | 0% | N | 0.108 | N | 93000 | N | | |
| North 195 | Downtown Expressway | 1.02 | 12000 | G | 98% | From: I-95 S | | | | F | 0.179 | F | | 13000 | G | 2002 |
| | | | | | | 1% | 0% | 0% | 0% | | | | | | | |
| | Combined Traffic: | 23000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.137 | F | 0.708 | 24000 | G | |
| North 195 | Downtown Expressway | 2.10 | 19000 | A | 98% | From: Ramp to Canal Street | | | | A | 0.235 | A | | 22000 | A | 2002 |
| | | | | | | 1% | 0% | 0% | 0% | | | | | | | |
| | Combined Traffic: | 37000 | A | 98% | 0% | 1% | 0% | 0% | 0% | A | 0.155 | A | 0.774 | 43000 | A | |
| North 195 | Downtown Expressway | 0.27 | 9600 | G | 98% | From: SR 146 | | | | F | 0.237 | F | | 11000 | G | 2002 |
| | | | | | | 1% | 0% | 0% | 0% | | | | | | | |
| | Combined Traffic: | 19000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.146 | F | 0.822 | 20000 | G | |
| South 195 | Downtown Expressway | 1.00 | 11000 | G | 98% | From: I-95 N | | | | F | 0.099 | F | | 11000 | G | 2002 |
| | | | | | | 1% | 0% | 0% | 0% | | | | | | | |
| | Combined Traffic: | 23000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | 24000 | G | | |
| South 195 | Downtown Expressway | 2.15 | 18000 | A | 98% | From: Ramp to Byrd Street | | | | A | 0.249 | A | | 20000 | A | 2002 |
| | | | | | | 1% | 0% | 0% | 0% | | | | | | | |
| | Combined Traffic: | 37000 | A | 98% | 0% | 1% | 0% | 0% | 0% | A | NA | | 43000 | A | | |
| South 195 | Downtown Expressway | 0.24 | 9100 | G | 98% | From: SR 146 | | | | F | 0.226 | F | | 9500 | G | 2002 |
| | | | | | | 1% | 0% | 0% | 0% | | | | | | | |
| | Combined Traffic: | 19000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | 20000 | G | | |
| Henrico County | | | | | | | | | | | | | | | | |
| 197 | Westwood Ave | 0.52 | 14000 | G | 97% | From: ECL Richmond | | | | F | 0.101 | F | 0.706 | 15000 | G | 2002 |
| | | | | | | 1% | 2% | 0% | 1% | | | | | | | |
| | | | | | | To: WCL Richmond | | | | | | | | | | |
| 250 | Broad St | 2.14 | 14000 | G | 94% | From: Goochland County Line | | | | C | 0.092 | F | 0.608 | 15000 | G | 2002 |
| | | | | | | 2% | 2% | 1% | 0% | | | | | | | |
| 250 | Broad St | 0.84 | 52000 | G | 98% | From: SR 271 Pouncy Tract Rd | | | | F | 0.092 | F | 0.657 | 54000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 250 | Broad St | 0.75 | 41000 | G | 98% | From: I-64 | | | | C | 0.097 | F | 0.661 | 43000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 250 | Broad St | 0.81 | 41000 | G | 98% | From: Cox Rd | | | | F | 0.089 | F | 0.531 | 43000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| 250 | Broad St | 0.50 | 36000 | G | 98% | From: Gaskins Rd | | | | F | 0.093 | F | 0.531 | 37000 | G | 2002 |
| | | | | | | 1% | 0% | 1% | 0% | | | | | | | |
| | | | | | | To: SR 157 Pemberton Rd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|-------|----|-------|-----|------------------------------|--------|--------|--------|-------------|--------------------------------------|----|------------|-------|-------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| 250 Broad St | 1.57 | 44000 | G | 98% | 0% | From: SR 157 Pemberton Rd | | | | C | 0.092 | F | 0.523 | 45000 | G | 2002 |
| | | | | | | To: Parham Rd | | | | | | | | | | |
| 250 Broad St | 0.72 | 34000 | G | 97% | 1% | From: Hungary Springs Rd | | | | F | 0.094 | F | 0.519 | 37000 | G | 2002 |
| | | | | | | To: I-64 | | | | | | | | | | |
| 250 Broad St | 1.15 | 38000 | G | 97% | 1% | From: Horsepen Rd | | | | F | 0.088 | F | 0.501 | 42000 | G | 2002 |
| | | | | | | To: WCL Richmond | | | | | | | | | | |
| 250 Broad St | 0.90 | 31000 | G | 97% | 1% | From: US 250 Broad Street Rd | | | | C | 0.095 | F | 0.535 | 15000 | G | 2002 |
| | | | | | | To: Nuckols Rd | | | | | | | | | | |
| 271 Pouncey Tract Rd | 0.97 | 5300 | G | 93% | 0% | From: Country Creek Way | | | | F | 0.103 | F | 0.628 | 5500 | G | 2002 |
| | | | | | | To: Goochland County Line | | | | | | | | | | |
| East 295 | 1.35 | 20000 | G | 92% | 0% | From: I-64 | | | | F | 0.105 | F | 21000 | G | 2002 | |
| | | | | | | Combined Traffic: | 38000 | G | 92% | | | | | | | 0% |
| East 295 | 2.43 | 23000 | G | 92% | 0% | | | | | From: US 33 | | | | F | 0.124 | |
| | | | | | | Combined Traffic: | 44000 | G | 92% | 0% | To: US 33 | | | | | F |
| East 295 | 3.42 | 24000 | A | 92% | 0% | | | | | | From: Woodman Rd | | | | A | |
| | | | | | | Combined Traffic: | 48000 | A | 92% | 0% | To: US 1; I-95 Collector Rd Begin | | | | | A |
| East 295 | 1.34 | 26000 | G | 92% | 0% | | | | | | From: US 1; I-95 Collector Rd End | | | | F | |
| | | | | | | Combined Traffic: | 53000 | G | 92% | 0% | To: Hanover County Line | | | | | F |
| East 295 | 1.88 | 15000 | G | 92% | 0% | | | | | | From: SR 156 | | | | F | |
| | | | | | | Combined Traffic: | 29000 | G | 92% | 0% | To: SR 156 | | | | | F |
| East 295 | 0.17 | 51000 | F | 89% | 1% | | | | | | From: I-64; US 60 Collector Rd Begin | | | | F | |
| | | | | | | Combined Traffic: | 94000 | F | 88% | 1% | To: I-64; US 60 Collector Rd End | | | | | F |
| East 295 | 0.75 | 36000 | G | 89% | 1% | | | | | | From: I-64; US 60 Collector Rd End | | | | F | |
| | | | | | | Combined Traffic: | 69000 | G | 88% | 1% | To: SR 5 | | | | | F |
| East 295 | 1.34 | 33000 | G | 89% | 1% | | | | | | From: SR 5 | | | | F | |
| | | | | | | Combined Traffic: | 61000 | G | 88% | 1% | To: SR 5 | | | | | F |
| East 295 | 2.49 | 12000 | G | 72% | 1% | | | | | | From: SR 5 | | | | F | |
| | | | | | | Combined Traffic: | 24000 | G | 72% | 1% | To: SR 5 | | | | | F |
| East 295 | 5.14 | 18000 | G | 72% | 1% | | | | | | From: SR 5 | | | | F | |
| | | | | | | Combined Traffic: | 37000 | G | 72% | 1% | To: SR 5 | | | | | F |

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 Henrico Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|----------------------------|-------------------|-------|----|-------|-----|--------------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| East 295 | | | | | | From: SR 5 | | | | | | | | | | |
| | 4.45 | 18000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | 0.089 | F | | 17000 | G | 2002 |
| | Combined Traffic: | 39000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | 0.089 | F | | 39000 | G | |
| | | | | | | To: Chesterfield County Line | | | | | | | | | | |
| Chesterfield County | | | | | | | | | | | | | | | | |
| East 295 | | | | | | From: Henrico County Line | | | | | | | | | | |
| | 2.64 | 18000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | 0.089 | F | | 17000 | G | 2002 |
| | Combined Traffic: | 39000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | 0.089 | F | | 39000 | G | |
| | | | | | | To: SR 10 | | | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| West 295 | | | | | | From: I-64 | | | | | | | | | | |
| | 2.03 | 18000 | G | 92% | 0% | 2% | 1% | 4% | 0% | F | 0.115 | F | | 19000 | G | 2002 |
| | Combined Traffic: | 38000 | G | 92% | 0% | 2% | 1% | 4% | 0% | F | NA | | | 40000 | G | |
| | | | | | | To: Nuckols Rd | | | | | | | | | | |
| West 295 | | | | | | From: Nuckols Rd | | | | | | | | | | |
| | 2.31 | 21000 | G | 92% | 0% | 2% | 1% | 4% | 0% | F | 0.132 | F | | 22000 | G | 2002 |
| | Combined Traffic: | 44000 | G | 92% | 0% | 2% | 1% | 4% | 0% | F | NA | | | 47000 | G | |
| | | | | | | To: US 33 | | | | | | | | | | |
| West 295 | | | | | | From: US 33 | | | | | | | | | | |
| | 3.22 | 23000 | A | 92% | 0% | 2% | 1% | 4% | 0% | A | 0.149 | A | | 25000 | A | 2002 |
| | Combined Traffic: | 48000 | A | 92% | 0% | 2% | 1% | 4% | 0% | A | NA | | | 51000 | A | |
| | | | | | | To: Woodman Rd | | | | | | | | | | |
| West 295 | | | | | | From: Woodman Rd | | | | | | | | | | |
| | 0.91 | 27000 | G | 92% | 0% | 2% | 1% | 4% | 0% | F | 0.115 | F | | 29000 | G | 2002 |
| | Combined Traffic: | 53000 | G | 92% | 0% | 2% | 1% | 4% | 0% | F | NA | | | 57000 | G | |
| | | | | | | To: US 1; I-95 Collector Rd End | | | | | | | | | | |
| West 295 | | | | | | From: US 1; I-95 Collector Rd End | | | | | | | | | | |
| | 1.83 | 15000 | G | 92% | 0% | 2% | 1% | 4% | 0% | F | 0.147 | F | | 16000 | G | 2002 |
| | Combined Traffic: | 29000 | G | 92% | 0% | 2% | 1% | 4% | 0% | F | NA | | | 31000 | G | |
| | | | | | | To: US 1; I-95 Collector Rd Begin | | | | | | | | | | |
| West 295 | | | | | | From: US 1; I-95 Collector Rd Begin | | | | | | | | | | |
| | 0.29 | 43000 | F | 87% | 1% | 2% | 1% | 9% | 0% | F | 0.105 | F | | 42000 | F | 2002 |
| | Combined Traffic: | 94000 | F | 88% | 1% | 2% | 1% | 9% | 0% | F | 0.094 | F | 0.615 | 92000 | F | |
| | | | | | | To: Hanover County Line | | | | | | | | | | |
| West 295 | | | | | | From: Hanover County Line | | | | | | | | | | |
| | 1.30 | 34000 | F | 87% | 1% | 2% | 1% | 9% | 0% | F | 0.088 | F | | 33000 | F | 2002 |
| | Combined Traffic: | 69000 | G | 88% | 1% | 2% | 1% | 9% | 0% | F | NA | | | 68000 | G | |
| | | | | | | To: SR 156 | | | | | | | | | | |
| West 295 | | | | | | From: SR 156 | | | | | | | | | | |
| | 1.10 | 29000 | G | 87% | 1% | 2% | 1% | 9% | 0% | F | 0.072 | F | | 28000 | G | 2002 |
| | Combined Traffic: | 61000 | G | 88% | 1% | 2% | 1% | 9% | 0% | F | NA | | | 60000 | G | |
| | | | | | | To: I-64; US 60 Collector Rd End | | | | | | | | | | |
| West 295 | | | | | | From: I-64; US 60 Collector Rd End | | | | | | | | | | |
| | 2.18 | 12000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | 0.079 | F | | 12000 | G | 2002 |
| | Combined Traffic: | 24000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | NA | | | 24000 | G | |
| | | | | | | To: I-64; US 60 Collector Rd Begin | | | | | | | | | | |
| West 295 | | | | | | From: I-64; US 60 Collector Rd Begin | | | | | | | | | | |
| | 5.70 | 19000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | 0.075 | F | | 19000 | G | 2002 |
| | Combined Traffic: | 37000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | NA | | | 37000 | G | |
| | | | | | | To: SR 5 | | | | | | | | | | |
| West 295 | | | | | | From: SR 5 | | | | | | | | | | |
| | 3.89 | 21000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | 0.083 | F | | 21000 | G | 2002 |
| | Combined Traffic: | 39000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | NA | | | 39000 | G | |
| | | | | | | To: Chesterfield County Line | | | | | | | | | | |
| Chesterfield County | | | | | | | | | | | | | | | | |
| West 295 | | | | | | From: Henrico County Line | | | | | | | | | | |
| | 2.95 | 21000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | 0.083 | F | | 21000 | G | 2002 |
| | Combined Traffic: | 39000 | G | 72% | 1% | 2% | 1% | 24% | 0% | F | 0.089 | N | | 39000 | G | |
| | | | | | | To: SR 10 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|-------|----|-------|-----|--------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| 301 Chamberlayne Ave | 0.55 | 15000 | G | 95% | 1% | From: NCL Richmond | | | | C | 0.092 | F | 0.578 | 16000 | G | 2002 |
| 301 Chamberlayne Ave | 2.47 | 16000 | G | 96% | 0% | From: I-95 | | | | C | 0.119 | F | 0.763 | 17000 | G | 2002 |
| 301 Chamberlayne Ave | 0.17 | 28000 | G | 96% | 0% | From: Parham Rd | | | | F | 0.105 | F | 0.726 | 30000 | G | 2002 |
| | | | | | | To: Hanover County Line | | | | | | | | | | |
| 356 Hilliard Rd | 0.67 | 18000 | G | 96% | 1% | From: US 33; Staples Mill Rd | | | | F | 0.096 | F | 0.604 | 18000 | G | 2002 |
| 356 Hilliard Rd | 0.60 | 16000 | G | 96% | 1% | From: Thomrose Ave | | | | C | 0.095 | F | 0.584 | 16000 | G | 2002 |
| 356 Hilliard Rd | 0.16 | 21000 | G | 96% | 1% | From: Hermitage Rd | | | | F | 0.099 | F | 0.532 | 22000 | G | 2002 |
| | | | | | | To: SR 161; Lakeside Ave | | | | | | | | | | |
| 360 Mechanicsville Tnpk | 1.53 | 35000 | G | 97% | 0% | From: ECL Richmond | | | | F | 0.089 | F | 0.683 | 36000 | G | 2002 |
| 360 Mechanicsville Tnpk | 1.34 | 34000 | G | 97% | 0% | From: Laburnum Ave | | | | F | 0.093 | F | 0.662 | 35000 | G | 2002 |
| | | | | | | To: Hanover County Line | | | | | | | | | | |
| East 895 Pocahontas Pkwy | 2.22 | 4700 | M | | | From: Chesterfield County Line | | | | NA | | | | 5200 | M | 2002 |
| Combined Traffic: | | 9400 | M | | | | | | | NA | | | | 10000 | M | |
| | | | | | | To: Laburnum Ave | | | | | | | | | | |
| East 895 Pocahontas Pkwy | 5.66 | 4700 | M | | | From: I-295 | | | | NA | | | | 5200 | M | 2002 |
| Combined Traffic: | | 9400 | M | | | | | | | NA | | | | 10000 | M | |
| | | | | | | To: Chesterfield County Line | | | | | | | | | | |
| West 895 Pocahontas Pkwy | 2.38 | 4700 | M | | | From: Chesterfield County Line | | | | NA | | | | 5200 | M | 2002 |
| Combined Traffic: | | 9400 | M | | | | | | | NA | | | | 10000 | M | |
| | | | | | | To: Laburnum Ave | | | | | | | | | | |
| West 895 Pocahontas Pkwy | 5.03 | 4700 | M | | | From: I-295 | | | | NA | | | | 5200 | M | 2002 |
| Combined Traffic: | | 9400 | M | | | | | | | NA | | | | 10000 | M | |
| | | | | | | To: Chesterfield County Line | | | | | | | | | | |
| 26 Mill Rd | 1.70 | 1600 | G | 95% | 0% | From: Mountain Rd | | | | C | 0.128 | F | 0.609 | 1600 | G | 2002 |
| | | | | | | To: Old Washington Hwy | | | | | | | | | | |
| 27 Old Washington Hwy | 1.67 | 920 | G | 95% | 0% | From: Mountain Rd | | | | C | 0.162 | F | 0.644 | 960 | G | 2002 |
| 27 Old Washington Hwy | 0.62 | 2100 | G | 95% | 0% | From: Greenwood Rd | | | | F | 0.134 | F | 0.585 | 2200 | G | 2002 |
| | | | | | | To: Hanover County Line | | | | | | | | | | |
| 29 Shady Grove Rd | 1.83 | 5000 | G | 94% | 1% | From: PounceyTract Rd | | | | C | 0.100 | F | 0.669 | 5200 | G | 2002 |
| 29 Shady Grove Rd | 0.54 | 2000 | G | 94% | 1% | From: Nuckols Rd | | | | F | 0.108 | F | 0.73 | 2100 | G | 2002 |
| | | | | | | To: Hanover County Line | | | | | | | | | | |
| 30 Long Bridge Rd | 1.38 | 420 | G | 96% | 0% | From: New Market Rd | | | | C | 0.13 | F | 0.684 | 430 | G | 2002 |
| 30 Long Bridge Rd | 2.38 | 330 | G | 96% | 0% | From: Bradbury Rd | | | | F | 0.113 | F | 0.577 | 340 | G | 2002 |
| | | | | | | To: Darbytown Rd | | | | | | | | | | |
| 31 Turner Rd | 1.77 | 1200 | G | 91% | 0% | From: New Market Rd | | | | C | 0.104 | F | 0.597 | 1200 | G | 2002 |
| | | | | | | To: Darbytown Rd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|-------|----|-------|--|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| (31) Turner Rd | 1.76 | 1000 | G | 91% | 0% | 6% | 1% | 2% | 0% | F | 0.108 | F | 0.531 | 1100 | G | 2002 |
| | | | | From: | Darbytown Rd | | | | | | | | | | | |
| | | | | To: | Charles City Rd | | | | | | | | | | | |
| (32) Bradbury Rd | 1.35 | 210 | G | 95% | 0% | 1% | 1% | 3% | 0% | C | 0.114 | F | 0.5 | 220 | G | 2002 |
| | | | | From: | Longbridge Rd | | | | | | | | | | | |
| | | | | To: | Darbytown Rd | | | | | | | | | | | |
| (33) Gill Dale Rd | 1.67 | 360 | G | 95% | 0% | 3% | 1% | 1% | 0% | C | 0.127 | F | 0.6 | 370 | G | 2002 |
| | | | | From: | Darbytown Rd | | | | | | | | | | | |
| | | | | To: | Charles City Rd | | | | | | | | | | | |
| (34) Poplar Spring Rd | 1.00 | 1700 | G | | | | | | | | 0.108 | F | 0.729 | 1700 | G | 2002 |
| | | | | From: | 43-7723 Charles City Rd | | | | | | | | | | | |
| | | | | To: | 43-35 Portugee Rd | | | | | | | | | | | |
| (35) Memorial Dr | 1.44 | 2100 | G | 90% | 0% | 3% | 4% | 2% | 1% | C | 0.109 | F | 0.567 | 2200 | G | 2002 |
| | | | | From: | Portugee Rd | | | | | | | | | | | |
| | | | | To: | Williamsburg Rd | | | | | | | | | | | |
| (37) Britton Rd | 1.39 | 980 | G | | | | | | | | NA | | | 1000 | G | 2002 |
| | | | | From: | Darbytown Rd | | | | | | | | | | | |
| | | | | To: | Charles City Rd | | | | | | | | | | | |
| (38) Doran Rd | 2.10 | 1500 | G | 95% | 1% | 2% | 1% | 1% | 0% | C | 0.101 | F | 0.712 | 1500 | G | 2002 |
| | | | | From: | New Market Rd | | | | | | | | | | | |
| | | | | To: | Darbytown Rd | | | | | | | | | | | |
| (39) Seven Hills Rd | 0.62 | 1200 | G | 88% | 1% | 3% | 1% | 8% | 0% | C | 0.130 | F | 0.658 | 1200 | G | 2002 |
| | | | | From: | Laburnum Ave | | | | | | | | | | | |
| | | | | To: | Settler Rd | | | | | | | | | | | |
| (40) Kingsland Rd | 1.63 | 560 | G | 89% | 0% | 5% | 0% | 6% | 0% | C | 0.095 | F | 0.610 | 580 | G | 2002 |
| | | | | From: | Osborne Tnpk | | | | | | | | | | | |
| (40) Kingsland Rd | 1.20 | 370 | G | 89% | 0% | 5% | 0% | 6% | 0% | F | 0.097 | F | 0.537 | 380 | G | 2002 |
| | | | | From: | Varina Rd | | | | | | | | | | | |
| | | | | To: | Wallo Rd | | | | | | | | | | | |
| (41) Church Rd | 1.24 | 5900 | G | 97% | 0% | 2% | 0% | 0% | 0% | C | 0.101 | F | 0.579 | 6100 | G | 2002 |
| | | | | From: | Lauderdale Rd | | | | | | | | | | | |
| (41) Church Rd | 1.72 | 8000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.114 | F | 0.712 | 8400 | G | 2002 |
| | | | | From: | Pump Rd | | | | | | | | | | | |
| | | | | To: | Three Chopt Rd | | | | | | | | | | | |
| (42) Cox Rd | 0.64 | 4000 | G | 97% | 0% | 1% | 0% | 1% | 0% | C | 0.127 | F | 0.727 | 4200 | G | 2002 |
| | | | | From: | Ridgefield Pkwy | | | | | | | | | | | |
| | | | | To: | Dead End; Gap | | | | | | | | | | | |
| (42) Cox Rd | 0.57 | 16000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.114 | F | 0.768 | 16000 | G | 2002 |
| | | | | From: | Three Chopt Rd; Gap | | | | | | | | | | | |
| | | | | To: | US 250 Broad St | | | | | | | | | | | |
| (43) Varina Rd | 3.19 | 800 | G | 95% | 0% | 3% | 0% | 2% | 0% | C | 0.092 | F | 0.623 | 820 | G | 2002 |
| | | | | From: | Kingsland Rd | | | | | | | | | | | |
| | | | | To: | New Market Rd | | | | | | | | | | | |
| (44) Old Courtney Rd | 0.44 | 540 | G | 97% | 0% | 2% | 0% | 0% | 0% | C | 0.124 | F | 0.956 | 560 | G | 2002 |
| | | | | From: | Staples Mill Rd | | | | | | | | | | | |
| | | | | To: | Courtney Rd | | | | | | | | | | | |
| (45) Sadler Rd | 2.10 | NA | | | | | | | | | NA | | | NA | | |
| | | | | From: | 43-46 DOMINION BLVD. | | | | | | | | | | | |
| | | | | To: | 43-7706 LAKE BROOK DR | | | | | | | | | | | |
| (46) | 0.20 | NA | | | | | | | | | NA | | | NA | | |
| | | | | From: | US 250 | | | | | | | | | | | |
| | | | | To: | 43-45 DOMINION BLVD. | | | | | | | | | | | |
| (47) | 0.35 | NA | | | | | | | | | NA | | | NA | | |
| | | | | From: | US 250 Gap Terminus NEW LOC. THREE CHOP | | | | | | | | | | | |
| | | | | To: | Gap Terminus CONN. TO OLD THREE CHOPT RD | | | | | | | | | | | |

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 Henrico Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|-------|----|-------|-----------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| (1585) North Gayton Rd | 1.45 | 3500 | G | 96% | 1% | 2% | 0% | 0% | 0% | C | 0.101 | F | 0.520 | 3700 | G | 2002 |
| | | | | From: | Broad St | | | | | | | | | | | |
| | | | | To: | Lauderdale Rd | | | | | | | | | | | |
| (1587) Three Chopt Rd | 2.23 | 6100 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.109 | F | 0.55 | 6400 | G | 2002 |
| | | | | From: | 43-7703 Lauderdale Dr | | | | | | | | | | | |
| (1587) Three Chopt Rd | 0.85 | 17000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.107 | F | 0.501 | 18000 | G | 2002 |
| | | | | From: | Cox Rd | | | | | | | | | | | |
| (1587) Three Chopt Rd | 0.27 | 14000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.554 | 15000 | G | 2002 |
| | | | | From: | Gaskins Rd | | | | | | | | | | | |
| | | | | To: | SR 157 Pemberton Rd | | | | | | | | | | | |
| (7502) Gayton Rd | 0.58 | 6800 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.103 | F | 0.525 | 7100 | G | 2002 |
| | | | | From: | Lauderdale Rd | | | | | | | | | | | |
| (7502) Gayton Rd | 2.48 | 7300 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.097 | F | 0.535 | 7600 | G | 2002 |
| | | | | From: | Ridgefield Pkwy | | | | | | | | | | | |
| (7502) Gayton Rd | 0.89 | 12000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.101 | F | 0.601 | 13000 | G | 2002 |
| | | | | From: | Pump Rd | | | | | | | | | | | |
| (7502) Quioccasin Rd | 0.38 | 19000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.096 | F | 0.542 | 19000 | G | 2002 |
| | | | | From: | SR 157; Quioccasin Rd | | | | | | | | | | | |
| | | | | To: | SR 157; Pemberton Rd | | | | | | | | | | | |
| (7502) Quioccasin Rd | 0.54 | 15000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.093 | F | 0.616 | 15000 | G | 2002 |
| | | | | From: | Blue Jay Ln | | | | | | | | | | | |
| (7502) Eastridge Rd | 0.28 | 16000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.097 | F | 0.585 | 16000 | G | 2002 |
| | | | | From: | Parham Rd | | | | | | | | | | | |
| | | | | To: | Three Chopt Rd | | | | | | | | | | | |
| (7506) River Rd | 0.88 | 6300 | G | | | | | | | | 0.094 | F | 0.644 | 6600 | G | 2002 |
| | | | | From: | Goochland County Line | | | | | | | | | | | |
| (7506) River Rd | 1.80 | 16000 | G | 94% | 0% | 0% | 5% | 1% | 0% | C | NA | | | 17000 | G | 2002 |
| | | | | From: | Gaskins Rd | | | | | | | | | | | |
| (7506) River Rd | 1.41 | 9900 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.107 | F | 0.660 | 10000 | G | 2002 |
| | | | | From: | Parham Rd | | | | | | | | | | | |
| (7506) River Rd | 0.93 | 13000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.103 | F | 0.573 | 14000 | G | 2002 |
| | | | | From: | Ridge Rd | | | | | | | | | | | |
| | | | | To: | Huguenot Rd | | | | | | | | | | | |
| (7508) Derbyshire Rd | 1.50 | 11000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.125 | F | 0.597 | 11000 | G | 2002 |
| | | | | From: | Gaskins Rd | | | | | | | | | | | |
| | | | | To: | Parham Rd | | | | | | | | | | | |
| (7514) Gaskins Rd | 1.03 | 12000 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.109 | F | 0.557 | 12000 | G | 2002 |
| | | | | From: | River Rd | | | | | | | | | | | |
| (7514) Gaskins Rd | 0.96 | 22000 | G | 96% | 0% | 1% | 2% | 1% | 0% | C | 0.102 | F | 0.6 | 23000 | G | 2002 |
| | | | | From: | Patterson Ave | | | | | | | | | | | |
| | | | | To: | Quioccasin Rd | | | | | | | | | | | |
| (7514) Gaskins Rd | 0.83 | 36000 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | NA | | | 37000 | G | 2002 |
| | | | | From: | Ridgefield Pkwy | | | | | | | | | | | |
| (7514) Gaskins Rd | 0.13 | 37000 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.097 | F | 0.659 | 38000 | G | 2002 |
| | | | | From: | Three Chopt Rd | | | | | | | | | | | |
| (7514) Gaskins Rd | 0.92 | 29000 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.095 | F | 0.504 | 31000 | G | 2002 |
| | | | | From: | I-64 | | | | | | | | | | | |
| (7514) Gaskins Rd | 0.59 | 17000 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.105 | F | 0.579 | 18000 | G | 2002 |
| | | | | From: | Broad St | | | | | | | | | | | |
| | | | | To: | Springfield Rd | | | | | | | | | | | |
| (7516) Ridgefield Parkway | 0.32 | 580 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.105 | F | 0.567 | 580 | G | 2002 |
| | | | | From: | Dead End | | | | | | | | | | | |
| | | | | To: | 43-7703 Lauderdale Dr | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|---|--------|-------|----|-------|-------------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| (7516) Ridgefield Parkway | 0.32 | 1900 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.104 | F | 0.514 | 2000 | G | 2002 |
| | | | | From: | Lauderdale Rd | | | | | | | | | | | |
| | | | | To: | Gayton Rd | | | | | | | | | | | |
| (7516) Ridgefield Pkwy | 1.85 | 9800 | G | 97% | 0% | 2% | 0% | 1% | 0% | C | 0.104 | F | 0.601 | 10000 | G | 2002 |
| | | | | From: | Pump Rd | | | | | | | | | | | |
| | | | | To: | Gaskins Rd | | | | | | | | | | | |
| (7518) Parham Rd | 1.91 | 38000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.102 | F | 0.526 | 38000 | G | 2002 |
| | | | | From: | River Rd | | | | | | | | | | | |
| | | | | To: | Patterson Ave | | | | | | | | | | | |
| (7518) Parham Rd | 0.51 | 35000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.079 | F | 0.513 | 35000 | G | 2002 |
| | | | | From: | Quiocassin Rd | | | | | | | | | | | |
| (7518) Parham Rd | 0.67 | 33000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.084 | F | 0.544 | 33000 | G | 2002 |
| | | | | From: | Three Chopt Rd | | | | | | | | | | | |
| (7518) Parham Rd | 0.95 | 40000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.086 | F | 0.56 | 40000 | G | 2002 |
| | | | | From: | I-64 | | | | | | | | | | | |
| (7518) Parham Rd | 1.22 | 27000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.082 | F | 0.525 | 27000 | G | 2002 |
| | | | | From: | Broad St | | | | | | | | | | | |
| (7518) Parham Rd | 0.91 | 24000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.084 | F | 0.527 | 24000 | G | 2002 |
| | | | | From: | Hungary Springs Rd | | | | | | | | | | | |
| (7518) Parham Rd | 0.66 | 26000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.087 | F | 0.501 | 26000 | G | 2002 |
| | | | | From: | US 33 Staples Mill Road | | | | | | | | | | | |
| (7518) Parham Rd | 1.08 | 28000 | A | 97% | 0% | 2% | 0% | 1% | 0% | C | 0.106 | A | 0.578 | 32000 | A | 2002 |
| | | | | From: | 43-7663 Woodman Road | | | | | | | | | | | |
| | | | | To: | Woodman Rd | | | | | | | | | | | |
| (7518) Parham Rd | 1.91 | 26000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.088 | F | 0.551 | 26000 | G | 2002 |
| <i>See Route SR 73 for Parham Rd between US 1 and I-95.</i> | | | | | | | | | | | | | | | | |
| | | | | From: | Brook Rd | | | | | | | | | | | |
| | | | | To: | I-95 | | | | | | | | | | | |
| (7518) Parham Rd | 1.48 | 16000 | G | 96% | 0% | 2% | 0% | 1% | 0% | C | 0.1 | F | 0.545 | 16000 | G | 2002 |
| <i>See Route SR 73 for Parham Rd between US 1 and I-95.</i> | | | | | | | | | | | | | | | | |
| | | | | From: | Chamberlayne Ave | | | | | | | | | | | |
| (7526) Hungary Rd | 1.07 | 17000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.109 | F | 0.585 | 18000 | G | 2002 |
| | | | | From: | Springfield Rd | | | | | | | | | | | |
| | | | | To: | West End Dr | | | | | | | | | | | |
| (7526) Hungary Rd | 1.32 | 18000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.107 | F | 0.531 | 19000 | G | 2002 |
| | | | | From: | Staples Mill Rd | | | | | | | | | | | |
| (7526) Hungary Rd | 0.53 | 13000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.109 | F | 0.529 | 14000 | G | 2002 |
| | | | | From: | Old Staples Mill Rd | | | | | | | | | | | |
| (7526) Hungary Rd | 0.13 | 17000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.106 | F | 0.509 | 17000 | G | 2002 |
| | | | | From: | Purcell Rd | | | | | | | | | | | |
| (7526) Hungary Rd | 0.71 | 13000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.107 | F | 0.592 | 13000 | G | 2002 |
| | | | | From: | Woodman Rd | | | | | | | | | | | |
| (7526) Hungary Rd | 2.08 | 6600 | G | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.105 | F | 0.618 | 6900 | G | 2002 |
| | | | | From: | Parham Rd | | | | | | | | | | | |
| (7536) Horsepen Rd | 0.24 | 25000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.097 | F | 0.639 | 26000 | G | 2002 |
| | | | | From: | Three Chopt Rd | | | | | | | | | | | |
| | | | | To: | Glenside Dr | | | | | | | | | | | |
| (7536) Glenside Dr | 0.48 | 20000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.090 | F | 0.548 | 21000 | G | 2002 |
| | | | | From: | Horsepen Rd | | | | | | | | | | | |
| (7536) Glenside Dr | 0.15 | 34000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.586 | 39000 | G | 2002 |
| | | | | From: | Forest Ave | | | | | | | | | | | |
| | | | | To: | I-64 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|-------|----|-------|-----|-----------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| (7536) Glenside Dr | 0.41 | 26000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.089 | F | 0.502 | 30000 | G | 2002 |
| | | | | | | From: I-64 | | | | | | | | | | |
| | | | | | | To: Broad St | | | | | | | | | | |
| (7536) Glenside Dr | 1.30 | 16000 | G | 97% | 0% | 1% | 0% | 1% | 0% | C | 0.093 | F | 0.565 | 18000 | G | 2002 |
| | | | | | | From: Staples Mill Rd | | | | | | | | | | |
| (7537) Masonic Home Ln | 0.46 | 12000 | G | 94% | 0% | 2% | 2% | 1% | 0% | F | 0.082 | F | 0.551 | 12000 | G | 2002 |
| | | | | | | From: Brittles Ln | | | | | | | | | | |
| (7537) Brittles Ln | 1.10 | 12000 | G | 94% | 0% | 2% | 2% | 1% | 0% | C | 0.085 | F | 0.553 | 12000 | G | 2002 |
| | | | | | | From: Masonic Home Ln | | | | | | | | | | |
| | | | | | | To: Williamsburg Rd | | | | | | | | | | |
| (7538) Monument Ave | 1.42 | 19000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.099 | F | 0.631 | 20000 | G | 2002 |
| | | | | | | From: Horsepen Rd | | | | | | | | | | |
| (7538) Monument Ave | 0.57 | 21000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.099 | F | 0.579 | 22000 | G | 2002 |
| | | | | | | From: Libbie Ave | | | | | | | | | | |
| (7538) Monument Ave | 0.22 | 23000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.102 | F | 0.546 | 24000 | G | 2002 |
| | | | | | | From: Willow Lawn Dr | | | | | | | | | | |
| | | | | | | To: WCL Richmond | | | | | | | | | | |
| (7539) Beulah Rd | 3.03 | 1500 | G | 91% | 0% | 1% | 3% | 4% | 0% | C | 0.09 | F | 0.66 | 1600 | G | 2002 |
| | | | | | | From: Charles City Rd | | | | | | | | | | |
| (7539) Beulah Rd | 0.40 | 4500 | G | 91% | 0% | 1% | 3% | 4% | 0% | F | 0.105 | F | 0.628 | 4700 | G | 2002 |
| | | | | | | From: Roy Rd | | | | | | | | | | |
| | | | | | | To: Williamsburg Rd | | | | | | | | | | |
| (7540) Horsepen Rd | 0.49 | 5500 | G | 96% | 0% | 2% | 1% | 0% | 0% | C | 0.101 | F | 0.627 | 5700 | G | 2002 |
| | | | | | | From: Glenside Drive | | | | | | | | | | |
| (7540) Horsepen Rd | 0.61 | 7300 | G | 96% | 0% | 2% | 1% | 0% | 0% | F | 0.103 | F | 0.623 | 7600 | G | 2002 |
| | | | | | | From: Miami Ave | | | | | | | | | | |
| | | | | | | To: Broad St Rd | | | | | | | | | | |
| (7546) Dickens Rd | 0.36 | 4000 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.107 | F | 0.548 | 4100 | G | 2002 |
| | | | | | | From: Broad St | | | | | | | | | | |
| (7546) Dickens Rd | 0.25 | 4800 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.111 | F | 0.624 | 5000 | G | 2002 |
| | | | | | | From: Falmouth St | | | | | | | | | | |
| (7546) Dickens Rd | 0.13 | 5900 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.105 | F | 0.754 | 6100 | G | 2002 |
| | | | | | | From: Bethlehem Rd | | | | | | | | | | |
| (7546) Dickens Rd | 0.56 | 6600 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.099 | F | 0.572 | 6900 | G | 2002 |
| | | | | | | From: I-64 | | | | | | | | | | |
| | | | | | | To: Staples Mill Rd | | | | | | | | | | |
| (7550) Hermitage Rd | 1.74 | 4800 | G | 97% | 0% | 2% | 0% | 0% | 0% | C | 0.11 | F | 0.649 | 5000 | G | 2002 |
| | | | | | | From: Staples Mill Rd | | | | | | | | | | |
| | | | | | | To: Woodman Rd | | | | | | | | | | |
| (7552) Dumbarton Rd | 1.34 | 13000 | G | 96% | 0% | 2% | 0% | 1% | 0% | C | 0.114 | F | 0.642 | 13000 | G | 2002 |
| | | | | | | From: Staples Mill Rd | | | | | | | | | | |
| (7552) Dumbarton Rd | 0.72 | 10000 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.112 | F | 0.755 | 11000 | G | 2002 |
| | | | | | | From: Lakeside Ave | | | | | | | | | | |
| | | | | | | To: WCL Richmond | | | | | | | | | | |
| (7555) Laburnum Ave | 1.86 | 5700 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.085 | F | 0.586 | 5800 | G | 2002 |
| | | | | | | From: New Market Rd | | | | | | | | | | |
| | | | | | | To: Darbytown Rd | | | | | | | | | | |
| (7555) Laburnum Ave | 1.55 | 18000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.078 | F | 0.582 | 18000 | G | 2002 |
| | | | | | | From: Darbytown Road | | | | | | | | | | |
| | | | | | | To: Charles City Road | | | | | | | | | | |
| (7555) Laburnum Ave | 0.94 | 21000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.075 | F | 0.501 | 21000 | G | 2002 |
| | | | | | | From: Charles City Rd | | | | | | | | | | |
| (7555) Laburnum Ave | 1.11 | 33000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.078 | F | 0.541 | 33000 | G | 2002 |
| | | | | | | From: Williamsburg Rd | | | | | | | | | | |
| | | | | | | To: I-64 | | | | | | | | | | |

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 Henrico Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year | |
|---------------------------|--------|-------|----|-------|------------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | | |
| (7555) Laburnum Ave | 1.08 | 20000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.085 | F | 0.538 | 20000 | G | 2002 | |
| | | | | From: | I-64 | | | | | | | | | | | | |
| | | | | To: | Nine Mile Rd | | | | | | | | | | | | |
| (7555) Laburnum Av | 1.27 | 22000 | A | 97% | 0% | 2% | 0% | 1% | 0% | A | 0.108 | A | 0.552 | 22000 | A | 2002 | |
| | | | | From: | Nine Mile Road | | | | | | | | | | | | |
| | | | | To: | Creighton Road | | | | | | | | | | | | |
| (7555) Laburnum Ave | 1.65 | 22000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.089 | F | 0.534 | 22000 | G | 2002 | |
| | | | | From: | Creighton Rd | | | | | | | | | | | | |
| | | | | To: | Mechanicsville Tnpk | | | | | | | | | | | | |
| (7555) Laburnum Ave | 1.20 | 27000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.083 | F | 0.632 | 28000 | G | 2002 | |
| | | | | From: | Mechanicsville Tnpk | | | | | | | | | | | | |
| | | | | To: | Carolina Ave | | | | | | | | | | | | |
| (7555) Laburnum Ave | 0.50 | 19000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.087 | F | 0.612 | 19000 | G | 2002 | |
| | | | | From: | Carolina Ave | | | | | | | | | | | | |
| | | | | To: | Richmond-Henrico Tnpk | | | | | | | | | | | | |
| (7555) Laburnum Ave | 0.80 | 21000 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 0.089 | F | 0.622 | 21000 | G | 2002 | |
| | | | | From: | Richmond-Henrico Tnpk | | | | | | | | | | | | |
| | | | | To: | ECL Richmond | | | | | | | | | | | | |
| (7557) Lewis Rd | 1.26 | 4800 | G | 91% | 1% | 3% | 1% | 5% | 0% | C | 0.078 | F | 0.572 | 5000 | G | 2002 | |
| | | | | From: | Charles City Rd | | | | | | | | | | | | |
| | | | | To: | Williamsburg Rd | | | | | | | | | | | | |
| (7558) Mountain Rd | 2.26 | 4600 | G | 96% | 1% | 3% | 0% | 1% | 0% | F | 0.104 | F | 0.525 | 4800 | G | 2002 | |
| | | | | From: | Staples Mill Rd | | | | | | | | | | | | |
| | | | | To: | Old Washington Hwy | | | | | | | | | | | | |
| (7558) Mountain Rd | 0.89 | 8300 | G | 96% | 1% | 3% | 0% | 1% | 0% | C | 0.110 | F | 0.598 | 8600 | G | 2002 | |
| | | | | From: | Old Washington Hwy | | | | | | | | | | | | |
| | | | | To: | Woodman Rd | | | | | | | | | | | | |
| (7558) Mountain Rd | 2.20 | 4900 | G | 96% | 1% | 3% | 0% | 1% | 0% | F | 0.089 | F | 0.607 | 5100 | G | 2002 | |
| | | | | From: | Woodman Rd | | | | | | | | | | | | |
| | | | | To: | Brook Rd | | | | | | | | | | | | |
| (7559) Darbytown Rd | 0.77 | 4700 | G | 94% | 0% | 3% | 2% | 1% | 0% | C | 0.08 | F | 0.586 | 4900 | G | 2002 | |
| | | | | From: | ECL Richmond | | | | | | | | | | | | |
| | | | | To: | Louisa Street | | | | | | | | | | | | |
| (7559) Darbytown Rd | 2.24 | 6200 | G | 94% | 0% | 3% | 2% | 1% | 0% | F | 0.076 | F | 0.558 | 6500 | G | 2002 | |
| | | | | From: | Louisa Street | | | | | | | | | | | | |
| | | | | To: | 43-7555 Laburnum Ave | | | | | | | | | | | | |
| (7559) Darbytown Rd | 5.28 | 4000 | G | 94% | 0% | 3% | 2% | 1% | 0% | F | 0.091 | F | 0.657 | 4100 | G | 2002 | |
| | | | | From: | 43-7555 Laburnum Ave | | | | | | | | | | | | |
| | | | | To: | Bradbury Rd | | | | | | | | | | | | |
| (7559) Darbytown Rd | 2.54 | 2300 | G | 94% | 0% | 3% | 2% | 1% | 0% | F | 0.083 | F | 0.681 | 2400 | G | 2002 | |
| | | | | From: | Bradbury Rd | | | | | | | | | | | | |
| | | | | To: | Willis Church Rd | | | | | | | | | | | | |
| (7565) Osborne Tnpk | 3.12 | 780 | G | 96% | 0% | 2% | 0% | 2% | 0% | F | 0.114 | F | 0.621 | 800 | G | 2002 | |
| | | | | From: | Kingsland Rd | | | | | | | | | | | | |
| | | | | To: | Mill Rd | | | | | | | | | | | | |
| (7565) Osborne Tnpk | 3.34 | 2000 | G | 96% | 0% | 2% | 0% | 2% | 0% | C | 0.117 | F | 0.657 | 2100 | G | 2002 | |
| | | | | From: | Mill Rd | | | | | | | | | | | | |
| | | | | To: | New Market Rd | | | | | | | | | | | | |
| (7565) New Osborne Tnpk | 0.81 | 800 | G | 96% | 0% | 2% | 0% | 2% | 0% | F | 0.103 | F | 0.575 | 830 | G | 2002 | |
| | | | | From: | New Market Rd | | | | | | | | | | | | |
| | | | | To: | SCL Richmond | | | | | | | | | | | | |
| (7581) Airport Dr - South | 1.18 | 17000 | G | 93% | 1% | 3% | 2% | 2% | 0% | C | 0.081 | F | 0.571 | 17000 | G | 2002 | |
| | | | | From: | Airport Entrance | | | | | | | | | | | | |
| | | | | To: | US 60 Williamsburg Rd | | | | | | | | | | | | |
| (7586) Dill Ave | 0.66 | 5100 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.102 | F | 0.672 | 5300 | G | 2002 | |
| | | | | From: | ECL Richmond | | | | | | | | | | | | |
| | | | | To: | Mechanicsville Tnpk | | | | | | | | | | | | |
| (7589) Dry Bridge Rd | 1.16 | 850 | G | 92% | 0% | 4% | 2% | 2% | 0% | C | 0.111 | F | 0.632 | 880 | G | 2002 | |
| | | | | From: | US 60 Williamsburg Rd | | | | | | | | | | | | |
| | | | | To: | Ponderosa Dr | | | | | | | | | | | | |
| (7589) Grapevine Rd | 1.51 | 730 | G | 92% | 0% | 4% | 2% | 2% | 0% | F | 0.117 | F | 0.539 | 760 | G | 2002 | |
| | | | | From: | Ponderosa Dr | | | | | | | | | | | | |
| | | | | To: | Meadow Rd | | | | | | | | | | | | |
| | | | | To: | SR 156; Old Hanover Rd | | | | | | | | | | | | |
| (7591) Hanover Rd | 1.54 | 3200 | G | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.104 | F | 0.522 | 3300 | G | 2002 | |
| | | | | From: | Nine Mile Rd | | | | | | | | | | | | |
| | | | | To: | Airport Dr | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year | |
|------------------------------|--------|-------|----|-------|-----|-----------------------------------|--------|--------|--------|----|-----------|-------|------------|-------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | | |
| (7594) Wilkinson Rd | 0.83 | 8400 | G | 98% | 0% | From: US 1; Brook Rd | 1% | 1% | 1% | 0% | F | 0.092 | F | 0.577 | 8800 | G | 2002 |
| (7594) Wilkinson Rd | 0.48 | 6700 | G | 98% | 0% | To: Ridge Rd | 1% | 1% | 1% | 0% | C | 0.094 | F | 0.551 | 6900 | G | 2002 |
| (7594) Wilkinson Rd | 0.56 | 5900 | G | 98% | 0% | From: US 301; Chamberlayne Ave | 1% | 1% | 1% | 0% | F | 0.085 | F | 0.543 | 6200 | G | 2002 |
| (7594) Wilkinson Rd | 1.44 | 6800 | G | | | To: Diane Lane | | | | | | | | | | | |
| (7594) Wilkinson Rd | | | | | | From: 43-7596 Azalea Gap Terminus | | | | | | 0.099 | F | 0.562 | 7000 | G | 2002 |
| (7594) Wilkinson Rd | | | | | | To: 1.44 MN Azalea Near Diane La | | | | | | | | | | | |
| (7596) Azalea Ave | 1.33 | 16000 | G | 97% | 0% | From: ECL Richmond | 1% | 0% | 1% | 0% | C | 0.093 | F | 0.604 | 17000 | G | 2002 |
| (7596) Azalea Ave | | | | | | To: Richmond-Henrico Tnpk | | | | | | | | | | | |
| (7607) Oakleys Lane | 1.33 | 7300 | G | 97% | 0% | From: Williamsburg Rd | 3% | 0% | 0% | 0% | F | 0.093 | F | 0.563 | 7700 | G | 2002 |
| (7607) Holly Ave | 1.03 | 4200 | G | 97% | 0% | To: Holly Ave | | | | | | | | | | | |
| (7607) Holly Ave | | | | | | From: Oakleys Ln | 3% | 0% | 0% | 0% | C | 0.088 | F | 0.588 | 4400 | G | 2002 |
| (7607) Holly Ave | 0.49 | 1100 | G | 97% | 0% | To: Nine Mile Rd | 3% | 0% | 0% | 0% | F | 0.111 | F | 0.557 | 1100 | G | 2002 |
| (7607) W. Washington St | 0.76 | 280 | G | 97% | 0% | From: W. Washington St | 3% | 0% | 0% | 0% | F | 0.104 | F | 0.508 | 290 | G | 2002 |
| (7607) W. Washington St | | | | | | To: SR 156; 43-7591 | | | | | | | | | | | |
| (7609) Richmond-Henrico Tnpk | 0.23 | 1800 | G | 96% | 0% | From: NCL Richmond | 2% | 1% | 1% | 0% | F | 0.106 | F | 0.68 | 1900 | G | 2002 |
| (7609) Richmond-Henrico Tnpk | 1.28 | 8100 | G | 96% | 0% | To: Laburnum Ave | 2% | 1% | 1% | 0% | C | 0.098 | F | 0.624 | 8400 | G | 2002 |
| (7609) Richmond-Henrico Tnpk | 1.17 | 8600 | G | 96% | 0% | From: Azalea Ave | 2% | 1% | 1% | 0% | F | 0.111 | F | 0.753 | 8900 | G | 2002 |
| (7609) Richmond-Henrico Tnpk | | | | | | To: Hanover County Line | | | | | | | | | | | |
| (7613) Dabbs House Rd | 1.58 | 2900 | G | 97% | 0% | From: Nine Mile Rd | 1% | 1% | 1% | 0% | C | 0.111 | F | 0.636 | 3000 | G | 2002 |
| (7613) Dabbs House Rd | | | | | | To: Creighton Rd | | | | | | | | | | | |
| (7617) Cedar Fork Rd | 1.51 | 8000 | G | 98% | 0% | From: West Cedar Fork Rd | 1% | 0% | 1% | 0% | C | 0.105 | F | 0.518 | 8200 | G | 2002 |
| (7617) Cedar Fork Rd | | | | | | To: Creighton Rd | | | | | | | | | | | |
| (7618) Creighton Rd | 1.51 | 2600 | G | 99% | 0% | From: ECL Richmond | 0% | 0% | 0% | 0% | C | 0.111 | F | 0.68 | 2800 | G | 2002 |
| (7618) Creighton Rd | 2.56 | 11000 | G | 99% | 0% | To: Laburnum Ave | 0% | 0% | 0% | 0% | F | 0.106 | F | 0.565 | 12000 | G | 2002 |
| (7618) Creighton Rd | | | | | | To: Hanover County Line | | | | | | | | | | | |
| (7622) Harvie Rd | 1.02 | 6000 | G | 97% | 0% | From: Mechanicsville Tnpk | 2% | 0% | 0% | 0% | C | 0.099 | F | 0.676 | 6300 | G | 2002 |
| (7622) Harvie Rd | | | | | | To: Laburnum Ave | | | | | | | | | | | |
| (7628) Meadow Rd | 2.19 | 500 | G | 97% | 0% | From: Hanover Rd | 2% | 0% | 1% | 0% | C | 0.097 | F | 0.558 | 520 | G | 2002 |
| (7628) Meadow Rd | | | | | | To: Grapevine Rd | | | | | | | | | | | |
| (7641) Libbie Ave | 0.16 | 17000 | G | 98% | 0% | From: ECL Richmond | 1% | 0% | 0% | 0% | F | 0.081 | F | | 17000 | G | 2002 |
| (7641) Libbie Ave | 0.56 | 17000 | G | 98% | 0% | To: Monument Ave | 1% | 0% | 0% | 0% | C | 0.086 | F | 0.527 | 17000 | G | 2002 |
| (7641) Libbie Ave | 0.48 | 11000 | G | 98% | 0% | From: Broad St | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.511 | 11000 | G | 2002 |
| (7641) Libbie Ave | | | | | | To: Bethlehem Rd | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|--------|-------|----|-------|-----|---------------------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| (7645) Three Chopt Rd | 0.17 | 17000 | G | 98% | 0% | From: WCL Richmond To: Horsepen Rd | | | | F | 0.087 | F | 0.510 | 17000 | G | 2002 |
| (7645) Three Chopt Rd | 0.37 | 17000 | G | 98% | 0% | From: Horsepen Rd To: Skipwith Rd | | | | F | 0.097 | F | 0.587 | 17000 | G | 2002 |
| (7645) Three Chopt Rd | 0.49 | 14000 | G | 98% | 0% | From: Skipwith Rd To: Forest Ave | | | | C | 0.097 | F | 0.603 | 15000 | G | 2002 |
| (7645) Three Chopt Rd | 0.79 | 22000 | G | 98% | 0% | From: Forest Ave To: Eastridge Rd | | | | F | 0.094 | F | 0.638 | 23000 | G | 2002 |
| (7645) Three Chopt Rd | 0.62 | 12000 | G | 98% | 0% | From: Eastridge Rd To: Parham Rd | | | | C | 0.098 | F | 0.570 | 13000 | G | 2002 |
| (7645) Three Chopt Rd | 1.32 | 12000 | G | 98% | 0% | From: Parham Rd To: Pemberton Ave | | | | C | 0.095 | F | 0.544 | 13000 | G | 2002 |
| (7647) Dabney Rd | 1.24 | 6600 | G | 87% | 1% | 3% | 2% | 7% | 0% | F | 0.112 | F | 0.520 | 6900 | G | 2002 |
| (7647) Bethlehem Rd | 0.39 | 7700 | G | 87% | 1% | 3% | 2% | 7% | 0% | C | 0.109 | F | 0.558 | 8000 | G | 2002 |
| (7647) Bethlehem Rd | 0.84 | 6300 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.119 | F | 0.572 | 6600 | G | 2002 |
| (7647) Bethlehem Rd | 0.92 | 6400 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.116 | F | 0.641 | 6700 | G | 2002 |
| (7647) Bethlehem Rd | 0.33 | 4000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.109 | F | 0.625 | 4200 | G | 2002 |
| (7647) Bethlehem Rd | 0.18 | 3700 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.57 | 3800 | G | 2002 |
| (7649) Ridge Rd | 0.69 | 8400 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.097 | F | 0.626 | 8700 | G | 2002 |
| (7649) Ridge Rd | 0.98 | 5800 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.519 | 6000 | G | 2002 |
| (7651) Sleepy Hollow Dr | 1.07 | 2100 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.101 | F | 0.537 | 2200 | G | 2002 |
| (7655) Carolina Ave | 1.67 | 9000 | G | 95% | 1% | 2% | 0% | 2% | 0% | C | 0.089 | F | 0.504 | 9400 | G | 2002 |
| (7657) Forest Ave | 0.86 | 11000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.101 | F | 0.590 | 12000 | G | 2002 |
| (7657) Forest Ave | 0.42 | 11000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.100 | F | 0.709 | 11000 | G | 2002 |
| (7657) Forest Ave | 1.43 | 18000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.1 | F | 0.581 | 19000 | G | 2002 |
| (7663) Hermitage Rd | 0.94 | 3500 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.122 | F | 0.578 | 3700 | G | 2002 |
| (7663) Hermitage Rd | 0.25 | 11000 | G | 97% | 0% | 2% | 0% | 0% | 0% | C | 0.112 | F | 0.553 | 12000 | G | 2002 |
| (7663) Woodman Rd | 1.65 | 9600 | G | 97% | 0% | 2% | 0% | 0% | 0% | C | 0.119 | F | 0.580 | 10000 | G | 2002 |
| (7663) Woodman Rd | 0.23 | 19000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.112 | F | 0.703 | 20000 | G | 2002 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year | |
|---------------------------|--------|-------|----|-------|-----|----------------------------|--------|--------|--------|----|-----------|-------|------------|-------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | | |
| (7663) Woodman Rd | 0.27 | 16000 | G | 96% | 1% | From: 43-7526 Hungary Rd | 2% | 1% | 1% | 0% | F | 0.101 | F | 0.659 | 17000 | G | 2002 |
| (7663) Woodman Rd | 1.36 | 13000 | G | 96% | 1% | To: Aeronca Ave; Ramsey Ct | 2% | 1% | 1% | 0% | C | 0.108 | F | 0.655 | 14000 | G | 2002 |
| (7663) Woodman Rd | 0.11 | 17000 | G | 96% | 1% | From: 43-7558 Mountain Rd | 2% | 1% | 1% | 0% | F | 0.120 | F | 0.581 | 18000 | G | 2002 |
| (7663) Woodman Rd | 0.46 | 6200 | G | 96% | 1% | To: I-295 | 2% | 1% | 1% | 0% | F | 0.115 | F | 0.604 | 6400 | G | 2002 |
| (7665) Pump Rd | 0.74 | 12000 | G | 99% | 0% | From: 43-7685 Greenwood Rd | 1% | 0% | 0% | 0% | C | 0.097 | F | 0.535 | 13000 | G | 2002 |
| (7665) Pump Rd | 1.04 | 14000 | G | 99% | 0% | To: Patterson Ave | 1% | 0% | 0% | 0% | F | 0.102 | F | 0.571 | 15000 | G | 2002 |
| (7665) Pump Rd | 0.87 | 15000 | G | 99% | 0% | From: Gayton Rd | 1% | 0% | 0% | 0% | F | 0.097 | F | 0.529 | 16000 | G | 2002 |
| (7665) Pump Rd | 1.36 | 14000 | G | 98% | 0% | To: Ridgefield Pkwy | 1% | 0% | 0% | 0% | C | 0.098 | F | 0.635 | 15000 | G | 2002 |
| (7667) Skipwith Rd | 0.53 | 5600 | G | 98% | 0% | From: Church Rd | 2% | 0% | 0% | 0% | F | 0.106 | F | 0.591 | 5900 | G | 2002 |
| (7667) Skipwith Rd | 0.92 | 14000 | G | 98% | 0% | To: Broad St | 2% | 0% | 0% | 0% | F | 0.104 | F | 0.583 | 14000 | G | 2002 |
| (7667) Skipwith Rd | 0.77 | 6500 | G | 98% | 0% | From: Three Chopt Rd | 2% | 0% | 0% | 0% | C | 0.096 | F | 0.539 | 6700 | G | 2002 |
| (7679) Hungary Springs Rd | 0.64 | 11000 | G | 98% | 0% | To: Forest Ave | 1% | 0% | 0% | 0% | F | 0.103 | F | 0.52 | 12000 | G | 2002 |
| (7679) Hungary Springs Rd | 0.66 | 12000 | G | 98% | 0% | From: Hungary Springs Rd | 1% | 0% | 0% | 0% | C | 0.103 | F | 0.513 | 13000 | G | 2002 |
| (7679) Hungary Springs Rd | 0.84 | 12000 | G | 97% | 0% | To: Parham Rd | 2% | 0% | 0% | 0% | C | 0.113 | F | 0.706 | 12000 | G | 2002 |
| (7685) Greenwood Rd | 1.67 | 2700 | G | 97% | 0% | From: Skipwith Rd | 2% | 1% | 0% | 0% | F | 0.122 | F | 0.613 | 2900 | G | 2002 |
| (7685) Greenwood Rd | 1.00 | 3900 | G | 97% | 0% | To: Broad St | 2% | 1% | 0% | 0% | C | 0.116 | F | 0.688 | 4100 | G | 2002 |
| (7685) Greenwood Rd | 1.77 | 1500 | G | 97% | 0% | From: Parham Rd | 2% | 1% | 0% | 0% | F | 0.116 | F | 0.656 | 1600 | G | 2002 |
| (7687) Purcell Rd | 1.53 | 3700 | G | 97% | 0% | To: Staples Mill Rd | 2% | 0% | 0% | 0% | C | 0.115 | F | 0.611 | 3800 | G | 2002 |
| (7689) Gordon Ln | 0.49 | 4500 | G | 97% | 0% | From: Mountain Rd | 2% | 0% | 0% | 0% | | 0.09 | F | 0.517 | 4500 | G | 2002 |
| (7703) Lauderdale Rd | 1.26 | 7700 | G | 97% | 1% | To: SR 33 Nine Mile Rd | 2% | 0% | 1% | 0% | F | 0.114 | F | 0.562 | 8000 | G | 2002 |
| (7703) Lauderdale Rd | 1.23 | 5800 | G | 97% | 1% | From: 43-7618 Creighton Rd | 2% | 0% | 1% | 0% | C | 0.109 | F | 0.505 | 6100 | G | 2002 |
| (7703) Lauderdale Rd | 0.63 | 6300 | G | 97% | 1% | To: Patterson Ave | 2% | 0% | 1% | 0% | F | 0.108 | F | 0.568 | 6500 | G | 2002 |
| | | | | | | From: John Rolph Pkwy | | | | | | | | | | | |
| | | | | | | To: John Rolfe Pkwy | | | | | | | | | | | |
| | | | | | | From: Ridgefield Pkwy | | | | | | | | | | | |
| | | | | | | To: Gayton Rd | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|-------|----|-------|------------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| (7703) Lauderdale Rd | 1.80 | 16000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.105 | F | 0.659 | 17000 | G | 2002 |
| | | | | From: | Gayton Rd | | | | | | | | | | | |
| | | | | To: | Broad St | | | | | | | | | | | |
| (7704) Falconbridge Dr | 1.31 | 2200 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.109 | F | 0.574 | 2300 | G | 2002 |
| | | | | From: | Pump Rd | | | | | | | | | | | |
| | | | | To: | Ridgefield Pkwy | | | | | | | | | | | |
| (7705) Francistown Rd | 1.58 | 5300 | G | 97% | 0% | 2% | 0% | 0% | 0% | C | 0.119 | F | 0.514 | 5500 | G | 2002 |
| | | | | From: | Hungary Rd | | | | | | | | | | | |
| | | | | To: | Springfield Rd | | | | | | | | | | | |
| (7706) Nuckols Rd | 1.65 | 13000 | G | | | | | | | | 0.119 | F | 0.805 | 13000 | G | 2002 |
| | | | | From: | SR 271 | | | | | | | | | | | |
| | | | | To: | 43-29 Shady Grove Rd | | | | | | | | | | | |
| (7706) Nuckols Rd | 1.44 | 14000 | G | 95% | 0% | 2% | 2% | 1% | 0% | C | 0.113 | F | 0.783 | 15000 | G | 2002 |
| | | | | From: | Shady Grove Rd | | | | | | | | | | | |
| | | | | To: | I-295 | | | | | | | | | | | |
| (7706) Nuckols Rd | 0.82 | 29000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.118 | F | 0.808 | 30000 | G | 2002 |
| | | | | From: | I-295 | | | | | | | | | | | |
| | | | | To: | Cox Rd | | | | | | | | | | | |
| (7706) Nuckols Rd | 0.62 | 19000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.106 | F | 0.756 | 19000 | G | 2002 |
| | | | | From: | Cox Rd | | | | | | | | | | | |
| | | | | To: | Springfield Rd | | | | | | | | | | | |
| (7706) Nuckols Rd | 0.40 | 680 | G | | | | | | | | 0.143 | F | 0.778 | 680 | G | 2002 |
| | | | | From: | Chelsea Brook Ln | | | | | | | | | | | |
| | | | | To: | 43-7705 Francistown Rd | | | | | | | | | | | |
| (7707) West End Dr | 0.50 | 12000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.107 | F | 0.645 | 12000 | G | 2002 |
| | | | | From: | Broad St Rd | | | | | | | | | | | |
| | | | | To: | Greenford Dr | | | | | | | | | | | |
| (7707) West End Dr | 0.53 | 9500 | G | | | | | | | | 0.11 | F | 0.598 | 9500 | G | 2002 |
| | | | | From: | Greenford Dr | | | | | | | | | | | |
| | | | | To: | 43-7526 Hungary Rd | | | | | | | | | | | |
| (7708) Mayland Dr | 0.49 | 8900 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.09 | F | 0.597 | 9300 | G | 2002 |
| | | | | From: | Tuckernuck Dr | | | | | | | | | | | |
| | | | | To: | Parham Rd | | | | | | | | | | | |
| (7709) Tuckernuck Dr | 0.53 | 7800 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.092 | F | 0.626 | 8100 | G | 2002 |
| | | | | From: | Broad St | | | | | | | | | | | |
| | | | | To: | Mayland Dr | | | | | | | | | | | |
| (7710) Courtney Rd | 0.78 | 860 | G | 96% | 1% | 3% | 0% | 0% | 0% | C | 0.111 | F | 0.677 | 900 | G | 2002 |
| | | | | From: | Staples Mill Rd | | | | | | | | | | | |
| | | | | To: | Mountain Rd | | | | | | | | | | | |
| (7712) Basie Rd | 0.44 | 3600 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.103 | F | 0.648 | 3800 | G | 2002 |
| | | | | From: | Bethlehem Rd | | | | | | | | | | | |
| | | | | To: | Bremner Blvd | | | | | | | | | | | |
| (7712) Bremner Blvd | 0.62 | 4100 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.1 | F | 0.581 | 4300 | G | 2002 |
| | | | | From: | Basie Rd | | | | | | | | | | | |
| | | | | To: | Staples Mill Rd | | | | | | | | | | | |
| (7714) Pilots Lane | 0.26 | 1700 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 0.092 | F | 0.615 | 1800 | G | 2002 |
| | | | | From: | NCL Richmond | | | | | | | | | | | |
| | | | | To: | Laburnum Ave | | | | | | | | | | | |
| (7714) Pilots Ln | 0.22 | 1600 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 0.124 | F | 0.587 | 1700 | G | 2002 |
| | | | | From: | Laburnum Ave | | | | | | | | | | | |
| | | | | To: | Oronco Ave | | | | | | | | | | | |
| (7714) Oronco Ave | 0.30 | 1700 | G | 96% | 1% | 2% | 0% | 0% | 0% | C | 0.100 | F | 0.586 | 1800 | G | 2002 |
| | | | | From: | Pilots Ln | | | | | | | | | | | |
| | | | | To: | Richmond-Henrico Tnpk | | | | | | | | | | | |
| (7715) Pleasant St | 1.35 | 2200 | G | 97% | 0% | 1% | 0% | 1% | 0% | C | 0.093 | F | 0.688 | 2300 | G | 2002 |
| | | | | From: | Holly Ave | | | | | | | | | | | |
| | | | | To: | Nine Mill Rd | | | | | | | | | | | |
| (7716) Autobon Dr | 1.40 | 3500 | G | | | | | | | | 0.094 | F | 0.622 | 3500 | G | 2002 |
| | | | | From: | 43-7555 Laburnum Ave | | | | | | | | | | | |
| | | | | To: | SR 156 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|--------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| (7717) Eubank Rd | 0.48 | 4100 | G | 89% | 1% | 3% | 2% | 5% | 0% | C | 0.092 | F | 0.578 | 4300 | G | 2002 |
| | | | | From: | Laburnum Ave | | | | | | | | | | | |
| | | | | To: | Lewis Rd | | | | | | | | | | | |
| (7718) Oakland Rd | 1.56 | 2700 | G | 89% | 0% | 1% | 8% | 1% | 0% | C | 0.090 | F | 0.531 | 2800 | G | 2002 |
| | | | | From: | Osborne Tnpk | | | | | | | | | | | |
| | | | | To: | Darbytown Rd | | | | | | | | | | | |
| (7722) Willow Lawn Dr | 0.62 | 8600 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.091 | F | 0.522 | 8900 | G | 2002 |
| | | | | From: | NCL Richmond | | | | | | | | | | | |
| | | | | To: | Broad St | | | | | | | | | | | |
| (7723) Charles City Rd | 1.92 | 4100 | G | 87% | 1% | 3% | 7% | 2% | 0% | C | 0.096 | F | 0.530 | 4300 | G | 2002 |
| | | | | From: | Williamsburg Rd | | | | | | | | | | | |
| (7723) Charles City Rd | 2.58 | 2900 | G | 87% | 1% | 3% | 7% | 2% | 0% | F | 0.101 | F | 0.667 | 3000 | G | 2002 |
| | | | | From: | Laburnum Ave | | | | | | | | | | | |
| (7723) Charles City Rd | 5.43 | 1000 | G | 87% | 1% | 3% | 7% | 2% | 0% | F | 0.104 | F | 0.754 | 1100 | G | 2002 |
| | | | | From: | Britton Rd | | | | | | | | | | | |
| | | | | To: | Darbytown Rd | | | | | | | | | | | |
| Aeronca Ave | | 980 | G | | | | | | | | 0.119 | F | 0.736 | 980 | G | 2002 |
| | | | | From: | Woodman Rd | | | | | | | | | | | |
| | | | | To: | Thacker Ln | | | | | | | | | | | |
| Allenshaw Dr | | 640 | G | | | | | | | | 0.104 | F | 0.545 | 640 | G | 2002 |
| | | | | From: | Finlay St | | | | | | | | | | | |
| | | | | To: | Probst St | | | | | | | | | | | |
| Alvarado Rd | | 1100 | G | | | | | | | | 0.106 | F | 0.502 | 1100 | G | 2002 |
| | | | | From: | Michael Rd | | | | | | | | | | | |
| | | | | To: | Nortonia Rd | | | | | | | | | | | |
| Andover Rd | | 440 | G | | | | | | | | 0.106 | F | | 440 | G | 2002 |
| | | | | From: | Gayton Rd | | | | | | | | | | | |
| | | | | To: | Camrose Rd | | | | | | | | | | | |
| Antioch Rd | | 390 | G | | | | | | | | 0.118 | F | | 390 | G | 2002 |
| | | | | From: | Dilworth Cir | | | | | | | | | | | |
| | | | | To: | Woodview Dr | | | | | | | | | | | |
| Antionette Dr | | 530 | G | | | | | | | | 0.105 | F | 0.55 | 530 | G | 2002 |
| | | | | From: | Wilkerson Rd | | | | | | | | | | | |
| | | | | To: | Kahlua Dr | | | | | | | | | | | |
| Argus Ln | | 370 | G | | | | | | | | 0.104 | F | | 370 | G | 2002 |
| | | | | From: | Libbie Ave | | | | | | | | | | | |
| | | | | To: | Beacon Ln | | | | | | | | | | | |
| Athens Ave | | 1700 | G | | | | | | | | 0.113 | F | 0.544 | 1700 | G | 2002 |
| | | | | From: | US 1 | | | | | | | | | | | |
| | | | | To: | Aberdeen St | | | | | | | | | | | |
| Attems Way | | 2200 | G | | | | | | | | 0.107 | F | 0.699 | 2200 | G | 2002 |
| | | | | From: | Alf Ct | | | | | | | | | | | |
| | | | | To: | Heritage Ln | | | | | | | | | | | |
| Avalon Dr | | 1500 | G | | | | | | | | 0.144 | F | 0.599 | 1500 | G | 2002 |
| | | | | From: | Mayberry Rd | | | | | | | | | | | |
| | | | | To: | Farmwood Dr | | | | | | | | | | | |
| Baldwin Rd | | 540 | G | | | | | | | | 0.117 | F | | 540 | G | 2002 |
| | | | | From: | SR 6 Patterson Ave | | | | | | | | | | | |
| | | | | To: | Hollins Rd | | | | | | | | | | | |
| Battery Ave | | 160 | G | | | | | | | | 0.117 | F | 0.539 | 160 | G | 2002 |
| | | | | From: | Washington St | | | | | | | | | | | |
| | | | | To: | Artillery Dr | | | | | | | | | | | |
| Bayard Rd | | 540 | G | | | | | | | | 0.107 | F | 0.521 | 540 | G | 2002 |
| | | | | From: | US 33 | | | | | | | | | | | |
| | | | | To: | Biloxi Rd | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|--|--------|--------|--------|-------|-----------|-------|------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Broad Meadows Dr | | 520 | G | | | From: Nuckols Rd To: Fireside Dr | | | | 0.157 | F | 0.756 | 520 | G | 2002 | |
| Broad Meadows Rd | | 1400 | G | | | From: Darrowby Rd To: Francistown Rd | | | | 0.117 | F | 0.901 | 1400 | G | 2002 | |
| Broadway Ave | | 260 | G | | | From: Second Ave To: Oakdale Ave | | | | 0.119 | F | 0.548 | 260 | G | 2002 | |
| Byron St | | 2500 | G | | | From: Hargrove Ave To: Thompson St | | | | 0.103 | F | | 2500 | G | 2002 | |
| Camrose Rd | | 700 | G | | | From: Lester Ln To: Vasser Rd | | | | 0.104 | F | 0.521 | 700 | G | 2002 | |
| Candlewood Ln | | 380 | G | | | From: Meadow Rd To: Mailbrook Ln | | | | 0.106 | F | | 380 | G | 2002 | |
| Charnwood Rd | | 290 | G | | | From: Shadow La To: Higginbotham | | | | 0.088 | F | 0.68 | 290 | G | 2002 | |
| Chickahominy Ave | | 290 | G | | | From: Ott St To: Springdale Rd | | | | 0.117 | F | 0.594 | 290 | G | 2002 | |
| Chickahominy Branch D | | 450 | G | | | From: River Run Dr To: Mill Rd | | | | 0.097 | F | 0.886 | 450 | G | 2002 | |
| Clauson Rd | | NA | | | | From: Hood Dr To: Franconia Rd | | | | NA | | | NA | | | |
| Clauson Rd | | 100 | G | | | From: Hood Dr To: Franconia Rd | | | | 0.138 | F | 0.679 | 100 | G | 2002 | |
| Cliffmore Dr | | 490 | G | | | From: Schaum Ct To: Springfield Rd | | | | 0.117 | F | 0.825 | 490 | G | 2002 | |
| Cloverdale St | | 1100 | G | | | From: Penick Road To: Glenside Dr | | | | 0.092 | F | 0.673 | 1100 | G | 2002 | |
| Cole Blvd | | 1000 | G | | | From: Longdale Ave To: Miller Rd | | | | 0.186 | F | 0.509 | 1000 | G | 2002 | |
| Cole Blvd | | 1000 | G | | | From: Norfolk St To: Longdale Rd | | | | 0.174 | F | 0.506 | 1000 | G | 2002 | |
| Colleen Rd | | 640 | G | | | From: Subrenda Dr To: Annlyn Dr | | | | 0.101 | F | 0.69 | 640 | G | 2002 | |
| Colony Bluff Dr | | 630 | G | | | From: Bonruth Pl To: Dellbrooks Pl | | | | 0.114 | F | 0.720 | 630 | G | 2002 | |
| Comet Rd | | 870 | G | | | From: Rudolph Rd To: Skipwith Rd | | | | 0.107 | F | 0.543 | 870 | G | 2002 | |
| Copperas La | | 2200 | G | | | From: Glen Point Cir To: Brandon Creek Pl | | | | 0.110 | F | 0.627 | 2200 | G | 2002 | |

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|--------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|-------|-----------|-------|------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Cottage St | | 1400 | G | | | From: Maplewood Rd | | | | 0.124 | F | | | 1400 | G | 2002 |
| | | | | | | To: Parkside Ave | | | | | | | | | | |
| Country Creek Way | | 790 | G | | | From: SR 271 Pouncy Tract Rd | | | | 0.092 | F | 0.841 | 790 | G | 2002 | |
| | | | | | | To: Country Creek Ct | | | | | | | | | | |
| Crystalwood Ln | | 240 | G | | | From: West End Dr | | | | 0.124 | F | | 240 | G | 2002 | |
| | | | | | | To: Donaldwood DR | | | | | | | | | | |
| Damascus Dr | | 490 | G | | | From: Upham Dr | | | | 0.11 | F | 0.505 | 490 | G | 2002 | |
| | | | | | | To: Old Orchard Rd | | | | | | | | | | |
| Dresden Rd | | 1400 | G | | | From: Three Chopt Rd | | | | 0.107 | F | 0.608 | 1400 | G | 2002 | |
| | | | | | | To: Claymont Rd | | | | | | | | | | |
| Drovin Dr | | 70 | G | | | From: Westwick Rd | | | | 0.125 | F | 0.5 | 70 | G | 2002 | |
| | | | | | | To: Kingsbridge Rd | | | | | | | | | | |
| Fenwick St | | 590 | G | | | From: Laburnum Ave | | | | 0.095 | F | 0.786 | 590 | G | 2002 | |
| | | | | | | To: Sizer Rd | | | | | | | | | | |
| Galaxie Rd | | 2100 | G | | | From: Alycia Ave | | | | 0.141 | F | 0.502 | 2100 | G | 2002 | |
| | | | | | | To: Vernon Rd | | | | | | | | | | |
| Gay Ave | | 6200 | G | | | From: Lakefield Mews Dr | | | | 0.093 | F | 0.516 | 6200 | G | 2002 | |
| | | | | | | To: Millers Ln | | | | | | | | | | |
| Gunby Rd | | 730 | G | | | From: Belfort Rd | | | | 0.088 | F | 0.594 | 730 | G | 2002 | |
| | | | | | | To: Wishart Rd | | | | | | | | | | |
| Hamilton Rd | | 1100 | G | | | From: Englewood Rd | | | | 0.152 | F | 0.572 | 1100 | G | 2002 | |
| | | | | | | To: Mountain Rd | | | | | | | | | | |
| Henrico Ave | | 800 | G | | | From: Ridge Rd | | | | 0.188 | F | 0.848 | 800 | G | 2002 | |
| | | | | | | To: David Dr | | | | | | | | | | |
| Hickory Ave | | 130 | G | | | From: Wildwood St | | | | 0.107 | F | 0.679 | 130 | G | 2002 | |
| | | | | | | To: SR 5; New Market Rd | | | | | | | | | | |
| Hilliard Rd | | 330 | G | | | From: Chamberlayne Ave | | | | 0.103 | F | 0.691 | 330 | G | 2002 | |
| | | | | | | To: Hawthorne Ave | | | | | | | | | | |
| Hillside Ave | | 340 | G | | | From: Three Chopt Rd | | | | 0.113 | F | 0.632 | 340 | G | 2002 | |
| | | | | | | To: Granger Rd | | | | | | | | | | |
| Holly Hill Dr | | 6800 | G | | | From: N Parham Rd | | | | 0.101 | F | 0.580 | 6800 | G | 2002 | |
| | | | | | | To: Saint Michaels Ln | | | | | | | | | | |
| Horsepen Rd | | 7500 | G | | | From: Patterson Ave | | | | 0.103 | F | 0.740 | 7800 | G | 2002 | |
| | | | | | | To: Three Chopt Rd | | | | | | | | | | |
| Hungary Ridge Dr | | 700 | G | | | From: Hungary Rd | | | | 0.118 | F | 0.725 | 700 | G | 2002 | |
| | | | | | | To: Hungary Ridge Ct | | | | | | | | | | |
| Hungary Springs Rd | | 6200 | G | | | From: Staples Mill Rd | | | | 0.114 | F | 0.636 | 6500 | G | 2002 | |
| | | | | | | To: Hungary Rd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-----------------|--------|------|----|-------|-----|---|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Ivy Ave | | 140 | G | | | From: Beal St To: Read St | | | | | 0.102 | F | | 140 | G | 2002 |
| John Rolfe Pkwy | | 2200 | G | | | From: Lauderdale Rd To: Ridgefield Pkwy | | | | | 0.101 | F | 0.55 | 2300 | G | 2002 |
| Jordan Dr | | 310 | G | | | From: Mountain Rd To: Bowles Ln | | | | | 0.115 | F | 0.586 | 310 | G | 2002 |
| Kain Rd | | 680 | G | | | From: SR 271; Pouncy Tract Rd To: Willane Rd | | | | | 0.098 | F | 0.722 | 680 | G | 2002 |
| Kinvan Rd | | 630 | G | | | From: Strath Rd To: Beowulf Dr | | | | | 0.1 | F | 0.664 | 630 | G | 2002 |
| Lafayette Ave | | 280 | G | | | From: Linbrook Dr To: Thornrose Ave | | | | | 0.133 | F | 0.622 | 280 | G | 2002 |
| Lakefront Dr | | 240 | G | | | From: Monida Rd To: Sunburst Rd | | | | | 0.098 | F | 0.83 | 240 | G | 2002 |
| Lakewood Rd | | 260 | G | | | From: Creston Rd To: Meadowbrook Rd | | | | | 0.113 | F | 0.55 | 260 | G | 2002 |
| Lambeth Rd | | 540 | G | | | From: Mountain Rd To: Glen Lake Dr | | | | | 0.12 | F | 0.554 | 540 | G | 2002 |
| Lawndell Rd | | 1700 | G | | | From: Haviland Dr To: Murdock Rd | | | | | 0.09 | F | 0.68 | 1700 | G | 2002 |
| Lourdes Rd | | 1400 | G | | | From: Hermitage Rd To: Galway La | | | | | 0.119 | F | 0.724 | 1400 | G | 2002 |
| Marlin Dr | | 570 | G | | | From: SR 33; Nine Mile Rd To: Third St | | | | | 0.11 | F | 0.651 | 570 | G | 2002 |
| Meadow View Rd | | 100 | G | | | From: SR 157 To: Ceres Rd | | | | | 0.113 | F | 0.727 | 100 | G | 2002 |
| Megan Dr | | 330 | G | | | From: Mountain Rd To: Megan Way | | | | | 0.123 | F | 0.6 | 330 | G | 2002 |
| Midview Rd | | 1400 | G | | | From: SR 5 To: Holland St | | | | | 0.109 | F | 0.644 | 1400 | G | 2002 |
| Monaco Dr | | 410 | G | | | From: Rasmussen Dr To: Turka Dr | | | | | 0.142 | F | 0.879 | 410 | G | 2002 |
| Montclair Rd | | 710 | G | | | From: Harvie Rd To: E Laburnum Ave | | | | | 0.090 | F | 0.586 | 710 | G | 2002 |
| Mooreland Rd | | 1800 | G | | | From: Norwick Rd To: Tolman Rd | | | | | 0.108 | F | 0.832 | 1800 | G | 2002 |
| Neal St | | 3600 | G | | | From: US 360 To: Bolling Rd | | | | | 0.111 | F | | 3600 | G | 2002 |

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|------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| North Run Rd | | 3500 | G | | | From: Hungary Rd | | | | | 0.098 | F | 0.597 | 3500 | G | 2002 |
| | | | | | | To: Joycelyn Ct | | | | | | | | | | |
| Old Hanover Rd | | 1200 | G | | | From: Grapevine Rd | | | | | 0.098 | F | 0.543 | 1200 | G | 2002 |
| | | | | | | To: SR 156; Airport Dr | | | | | | | | | | |
| Opaca Ln | | 220 | G | | | From: Nuckols Rd | | | | | 0.134 | F | | 220 | G | 2002 |
| | | | | | | To: Chapel Rd | | | | | | | | | | |
| Penick Rd | | 1600 | G | | | From: Delwood St | | | | | 0.102 | F | 0.503 | 1600 | G | 2002 |
| | | | | | | To: Cloverdale St | | | | | | | | | | |
| Pleasant St | | 2000 | G | | | From: Yates Ln | | | | | 0.097 | F | | 2000 | G | 2002 |
| | | | | | | To: Apple Grove Ln | | | | | | | | | | |
| Poplar Spring Rd | | 1600 | G | | | From: Charles City Rd | | | | | 0.107 | F | 0.55 | 1600 | G | 2002 |
| | | | | | | To: Portugee Rd | | | | | | | | | | |
| Raines Ave | | 1000 | G | | | From: Gray St | | | | | 0.124 | F | 0.659 | 1000 | G | 2002 |
| | | | | | | To: Wooton Rd | | | | | | | | | | |
| Raintree Dr | | 3200 | G | | | From: Pepperbill Ln | | | | | 0.113 | F | 0.519 | 3200 | G | 2002 |
| | | | | | | To: Falconbridge Dr | | | | | | | | | | |
| Raleigh Rd | | 530 | G | | | From: US 60 | | | | | 0.109 | F | 0.539 | 530 | G | 2002 |
| | | | | | | To: Caswell St | | | | | | | | | | |
| Sandston Ave | | 320 | G | | | From: Roy Rd | | | | | 0.096 | F | 0.721 | 320 | G | 2002 |
| | | | | | | To: Huntsman Rd | | | | | | | | | | |
| Sandy Ln | | 1400 | G | | | From: Harvie Rd | | | | | 0.102 | F | | 1400 | G | 2002 |
| | | | | | | To: Glenda Rd | | | | | | | | | | |
| Santa Clara Dr | | 280 | G | | | From: Barck Pl | | | | | 0.154 | F | 0.659 | 280 | G | 2002 |
| | | | | | | To: Tarrytown Dr | | | | | | | | | | |
| Scotland Ln | | 380 | G | | | From: Glasgow St | | | | | 0.089 | F | | 380 | G | 2002 |
| | | | | | | To: Sadler Rd | | | | | | | | | | |
| Scott Rd | | 390 | G | | | From: Best Plaza | | | | | 0.13 | F | 0.651 | 390 | G | 2002 |
| | | | | | | To: Level Green Ln | | | | | | | | | | |
| Second Ave | | 280 | G | | | From: Broadway Ave | | | | | 0.095 | F | 0.793 | 280 | G | 2002 |
| | | | | | | To: Ackley Ave | | | | | | | | | | |
| Sedgwick St | | 150 | G | | | From: Confederate Ave | | | | | 0.125 | F | 0.579 | 150 | G | 2002 |
| | | | | | | To: Wilson Way | | | | | | | | | | |
| Springdale Rd | | 1500 | G | | | From: Gaines Rd | | | | | 0.102 | F | 0.536 | 1500 | G | 2002 |
| | | | | | | To: Thomas Dr | | | | | | | | | | |
| St Charles Rd | | 1600 | G | | | From: Glidewell Rd | | | | | 0.094 | F | 0.605 | 1600 | G | 2002 |
| | | | | | | To: Diane Ln | | | | | | | | | | |
| Stoneleigh St | | 440 | G | | | From: Buckingham Ave | | | | | 0.09 | F | 0.628 | 440 | G | 2002 |
| | | | | | | To: Essex Rd | | | | | | | | | | |

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|-----------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Terry Dr | | 1100 | G | | | From: Timber Rd | | | | | 0.097 | F | 0.534 | 1100 | G | 2002 |
| | | | | | | To: Royerton Dr | | | | | | | | | | |
| Thorncroft Dr | | 230 | G | | | From: Sadler Rd | | | | | 0.109 | F | 0.571 | 230 | G | 2002 |
| | | | | | | To: Waterfront Dr | | | | | | | | | | |
| Thorncroft Dr | | 800 | G | | | From: Riverdale Ave | | | | | 0.135 | F | 0.532 | 800 | G | 2002 |
| | | | | | | To: Chicopee Rd | | | | | | | | | | |
| Union St | | 160 | G | | | From: Garland Ave | | | | | 0.148 | F | | 160 | G | 2002 |
| | | | | | | To: Medlock Rd | | | | | | | | | | |
| Valleyfield Rd | | 910 | G | | | From: Stoneman Rd | | | | | 0.103 | F | 0.529 | 910 | G | 2002 |
| | | | | | | To: Wistar Rd | | | | | | | | | | |
| Warren View Rd | | 240 | G | | | From: Evansdale Rd | | | | | 0.105 | F | 0.588 | 240 | G | 2002 |
| | | | | | | To: Poplar Forest Dr | | | | | | | | | | |
| Watts Ln | | 3100 | G | | | From: US 360 | | | | | 0.091 | F | | 3100 | G | 2002 |
| | | | | | | To: Rosser Rd | | | | | | | | | | |
| Weldon Dr | | 290 | G | | | From: Parham Rd | | | | | 0.122 | F | 0.676 | 290 | G | 2002 |
| | | | | | | To: Bridle La | | | | | | | | | | |
| Wilde Lake Dr | | 560 | G | | | From: Causeway Dr | | | | | 0.104 | F | 0.509 | 560 | G | 2002 |
| | | | | | | To: Northlake Dr | | | | | | | | | | |
| Wilderness Dr | | 50 | G | | | From: Dead End | | | | | 0.188 | F | 0.5 | 50 | G | 2002 |
| | | | | | | To: Kilgore St | | | | | | | | | | |
| Wistar St | | 480 | G | | | From: US 250- Broad St | | | | | 0.101 | F | 0.802 | 480 | G | 2002 |
| | | | | | | To: Oak Ridge Rd | | | | | | | | | | |
| Wood Rd | | 180 | G | | | From: Baldwin Rd | | | | | 0.115 | F | 0.674 | 180 | G | 2002 |
| | | | | | | To: Sunderland Rd | | | | | | | | | | |
| Woodbury Rd | | 120 | G | | | From: Westham Pkwy | | | | | 0.107 | F | 0.731 | 120 | G | 2002 |
| | | | | | | To: Horsepen Rd | | | | | | | | | | |
| Wyndham Park Dr | | 4200 | G | | | From: Wyndam Lake Dr | | | | | 0.105 | F | 0.735 | 4200 | G | 2002 |
| | | | | | | To: Dominion Club Dr | | | | | | | | | | |
| Yarnell Rd | | 80 | G | | | From: Wilson Rd | | | | | 0.128 | F | 0.727 | 80 | G | 2002 |
| | | | | | | To: Miller Rd | | | | | | | | | | |