COMMONWEALTH of VIRGINIA DEPARTMENT of TRANSPORTATION



AVERAGE DAILY TRAFFIC VOLUMES with VEHICLE CLASSIFICATION DATA on INTERSTATE, ARTERIAL and PRIMARY ROUTES



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2013

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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.

Jurisdiction: The City, Town, or County at the beginning of the traffic link. Traffic links are normally terminated at each jurisdictional boundary.

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
- Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

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

Route Shield Legend

Route Systems

North

81

Interstate Route

Interstate Route

Interstate Route

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

29 US Route

7 Virginia State Route

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route

220) Wye - Wye Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	North Carolina State												
[1]	Mecklenburg County	1.99 <b>1000</b>	F 89%	1%	1%	1%	7%	0%	С	0.118	F	0.649	1100	F
<del>~</del>	From:	58-712 Paschall Rd; Palmer 58-712 Palmer Spring			_									
$\overline{1}$	Mecklenburg County		<b>F</b> 92%	1%	1%	2%	5%	0%	С	0.107	F	0.686	1900	F
$\odot$	To	UC 50 D:- F1-												
(1) (58)	From: Mecklenburg County	US 58 Big Fork 3.23 <b>8900</b>	<b>F</b> 95%	1%	1%	1%	2%	0%	F	0.088	F	0.535	9400	F
(1) (36)				. , 0		. , 0	_,,	0 / 0	•	0.000	•	0.000	0.00	·
	Mecklenburg County	US 1 Southbound, Bus US 58 W 0.20 <b>6100</b>	N 81%	1%	1%	1%	15%	0%	N	0.083	N	0.522	6000	N
1) (58)	To:	58-780 Theater Ro		1 /0	1 /6	1 /0	13 /6	0 /6	IN	0.005	14	0.522	0000	11
Bus	From:	Bus US 58; 58-780 Thea												
1 58 Danville St	Mecklenburg County	0.16 <b>4700</b>	<b>N</b> 95%	1%	1%	1%	2%	0%	Ν	0.11	Ν	0.565	5000	Ν
~ <u>`</u>	To	SCL South Hill												
Bus  1 58 Danville St	Town of South Hill	1.89 4700	F 95%	1%	1%	1%	2%	0%	С	0.11	F	0.565	5000	F
1) (58) Danville St	Town or Gould Till		1 3370	1 /0	1 /0	1 /0	270	0 70	O	0.11		0.505	3000	
Bus	From:	Locust St												
1 58 Danville St	Town of South Hill	0.28 <b>6800</b>	<b>F</b> 95%	1%	1%	1%	2%	0%	F	0.095	F	0.603	7300	F
$\sim$	To	Plank Rd			$\neg$ $\vdash$									
Bus 1 (58) Danville St	Town of South Hill	0.09 <b>7200</b>	F 96%	1%	1%	1%	1%	0%	С	0.097	F	0.563	7600	F
1) (58) Danville St	Town or Gould Till			1 /0	1 70	1 /0	1 /0	0 70	O	0.037		0.500	7000	
Bus	From:	Goodes Ferry Blv	d											
1 \ (58) Danville St	Town of South Hill	0.23 <b>6200</b>	<b>F</b> 95%	1%	2%	1%	1%	0%	С	0.103	F	0.551	6500	F
<u> </u>	To:	Mecklenburg Ave	2											
Bus 1 58 Mecklenburg Ave	Town of South Hill	Danville St 0.16 <b>7100</b>	<b>F</b> 96%	1%	1%	1%	2%	0%	С	0.09	F	0.557	7600	F
1 58 Mecklenburg Ave	Town or Coult Time			1 /0		1 70	270	0 70	J	0.00	•	0.007	7000	•
Maaklanhura Ava	Town of South Hill	US 58 BUS; SR 47 Atla	F 96%	10/	10/	00/	20/	0%	С	0.089	F	0.500	7700	F
1 Mecklenburg Ave	Town of South Alli	0.08 <b>7200</b>	F 90%	1%	1%	0%	2%	0%	C	0.089	Г	0.529	7700	Г
~	To: From:	Windsor St									_			
1 Mecklenburg Ave	Town of South Hill	0.58 <b>8800</b>	<b>F</b> 97%	1%	1%	0%	1%	0%	С	0.089	F	0.506	9400	F
~	To: From:	E Ferrell St												
1 Mecklenburg Ave	Town of South Hill	2.26 <b>6300</b>	<b>F</b> 96%	1%	1%	1%	2%	0%	С	0.09	F	0.515	6700	F
<u> </u>	To: From:	NCL South Hill												
1	Mecklenburg County	3.54 <b>2100</b>	<b>F</b> 96%	1%	1%	1%	2%	0%	F	0.093	F	0.506	2100	F
~	To:	Brunswick County L												
1 Boydton Plank Rd	Brunswick County	Mecklenburg County 0.57 <b>1800</b>		1%	1%	1%	2%	0%	F	0.103	F	0.520	1800	
1) Boyululi Flalik nu	brunswick County			I 70	I 70	I 70	<b>2</b> 70	U 7/0	Г	0.103	Г	0.520	1000	F
Paratica Blanta B.	To: From:	12-657 Tanner Town		401		40′	100/	00′		0.400		0.500	4 400	
1 Boydton Plank Rd	Brunswick County	4.32 <b>1400</b>	<b>F</b> 84%	1%	2%	1%	12%	0%	С	0.109	F	0.503	1400	F
~	To: From:	12-644 Grandy Rd; Bruns												
1 Boydton Plank Rd	Brunswick County	3.23 <b>1600</b>	<b>F</b> 84%	1%	2%	1%	12%	0%	F	0.106	F	0.5	1600	F
<u> </u>	To:	SR 46 Cochran												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	SR 46 C		2.121						_		_			_
Boydton Plank Rd	Brunswick County	1.25 280		84%	1%	2%	1%	12%	0%	F	0.094	F	0.517	2800	F
1 Boydton Plank Rd	Brunswick County	I-85 South		92%	2%	10/	10/	4%	0%	F	0.106	F	0.502	2500	F
1 Boydton Plank Rd	Brunswick County	0.46 250		92%	270	1%	1%	470	076	Г	0.106	Г	0.502	2300	г
1 Boydton Plank Rd	Town of Alberta (Maint: 12)	1.55 140		92%	2%	1%	1%	4%	0%	F	0.093	F	0.522	1400	F
1 Boydton Plank Rd	Town of Alberta (Maint: 12)			3Z /6	2 /0	1 /0	1 /0	4 /0	0 /6	'	0.033	•	0.522	1400	'
1 Boydton Plank Rd	Brunswick County	NCL A 4.07 130		92%	2%	1%	1%	4%	0%	С	0.104	F	0.525	1400	F
1 Boydton Plank Rd	Branswick Gounty			JZ /0	270	1 /0	1 /0	-1 /0	0 70	J	0.104	'	0.525	1400	•
1 Boydton Plank Rd	Brunswick County	12-630 S, St 5.39 77		92%	2%	1%	1%	4%	0%	F	0.113	F	0.517	780	F
1 Boydton Plank Rd	To:	Dinwiddie C	-	JZ /0	270		1 /0	-1 /0	0 70		0.110	'	0.517	700	•
~~	From:	Brunswick C	County Line												
1 Boydton Plank Rd	Dinwiddie County	2.46 140	00 G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.653	1400	G
~	To: From:	SCL Mcl													
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23 140	00 N	97%	1%	1%	1%	1%	0%	N	0.104	N	0.653	1400	N
~	To: From:	SR 40 Do													
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33 220	00 G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.541	2200	G
~	To: From:	NCL Mc													
1 Boydton Plank Rd	Dinwiddie County	4.05 220	00 N	97%	1%	1%	1%	1%	0%	N	0.092	N	0.541	2200	N
~~~	Too From:	26-649 Snap								_		_			
1 Boydton Plank Rd	Dinwiddie County	5.65 <b>210</b>	00 G	97%	1%	1%	1%	1%	0%	F	0.1	F	0.845	2100	G
~~-	Too From:	26-627 Cour				$\Box$									
1 Boydton Plank Rd	Dinwiddie County	2.48 <b>360</b>	00 G	97%	1%	1%	1%	1%	0%	С	0.111	F	0.559	3600	G
~	To: From:	26-740 Turk				<u> </u>									
1 Boydton Plank Rd	Dinwiddie County	3.61 <b>500</b>	00 G	97%	1%	1%	1%	1%	0%	F	0.101	F	0.601	5000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	S 26-613 Dab		.=./						_		_			
Boydton Plank Rd	Dinwiddie County	3.09 690	00 G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.700	7300	G
Bus	To: From:	Bus US 460	Airport St												
1 (460 Boydton Plank Rd	Dinwiddie County	1.69 990	00 G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.571	10000	G
	To: From:	I-85 SW of 1	Petersburg												
Bus 1 (460) Boydton Plank Rd	Dinwiddie County	1.23 140	00 G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.55	15000	G
(400) 25,313 1 12 113	To	SR 226 (0.70			. , ,	. , ,							
Bus	From:			0051	0-1		051	461	0.51	_	0.455		0.510	10000	
1 (460)	Dinwiddie County	0.45 120	00 A	98%	0%	1%	0%	1%	0%	С	0.106	Α	0.542	12000	Α
Bus	To: From:	WCL Pet	tersburg												
1 (460) Washington St	City of Petersburg	0.40 120	00 G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.52	13000	G
\smile	To:	Summ	nit St												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Summit St													
1)(460)Washington St	City of Petersburg	0.18	13000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.555	13000	G
Bus	To: From:		Elm St													
1 (460) Washington St	City of Petersburg	0.57	13000	G	96%	1%	2%	1%	1%	0%	С	0.093	F	0.548	14000	G
	Τα		1 Par; Wyth													
Bus (460) Wythe St	City of Petersburg	US 1 Par, Was 1.08	shington St; 1 6800	Batterse G	a Lane 97%	1%	1%	1%	1%	0%	С	0.091	F		7200	G
1 460 Wyline St	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.539	15000	G
	Tallic Estillates for 2 Parallel Hoadways of	on this houte.		G	91 /0	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.03	'	0.559	13000	G
Bus	From:		Perry St													
1)(460)Wythe St	City of Petersburg	0.15	8100	G	97%	1%	1%	1%	1%	0%	F	0.099	F		8600	G
~ ~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	G
Bus	To: From:	SI	R 36 Market	St												
1 (460) (36) Wythe St	City of Petersburg	0.20	8600	G	97%	1%	1%	1%	1%	0%	F	0.091	F		9100	G
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	To:	ALT U	S 301 Sycar	more St			_									
ALT Bus 1 (301)(460)(36) Wythe	St City of Petersburg	0.20	12000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
1 (301)(460) (36) 1174115	Combined Traffic Estimates for Parallel Roadways		NA	•	0.70	. , 0	. , 0	. , ,	. , 0	0 / 0	•	NA	•		NA	<u>.</u>
	To:		S 460 Jeffer	son St												
ALT	From:		US 460 Wyt								_		_		2.122	
1 301 Jefferson St	City of Petersburg	0.09	2900	G	97%	1%	1%	1%	1%	0%	F	0.129	F	0.624	3100	G
•	Combined Traffic Estimates for Parallel Roadways		NA									0.129	F	0.624	NA	
ALT	To: From:	Bus US 4	60 Par, Wasi	hington	St											
1 301 Jefferson St	City of Petersburg	0.26	920	G	97%	1%	1%	1%	1%	0%	F	0.119	F	0.701	980	G
\bigcirc	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									0.119	F	0.701	NA	
	To: From:		Henry St													
ALT (301)3rd St	City of Petersburg	0.05	320	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.632	330	G
(1) (301) 310 31	Combined Traffic Estimates for Parallel Roadways		NA	-	0.70	. , 0	. , 0	. , ,	. , 0	0 / 0	•	0.104	F	0.632	NA	<u>.</u>
	To		301 Par, Bar	ale Ct									-			
ALT	From:				070/	40/	40/	40/	40/	00/	_	0.407	_	0.500	400	0
1 301 3rd St	City of Petersburg	0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.569	420	G
	Combined Traffic Estimates for Parallel Roadways		NA 01 Bollingbro	ook St								0.107	Г	0.569	NA	
ALT	From:		л Бошидого 01; 3RD STI													
(1) (301) (36) Bolling	brook St City of Petersburg	0.08	4200	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4400	G
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									0.104	F	0.82	NA	
	Tro- From:	US 1 Par; US	301 Par; Bo	ollingbro	ok St		\Box \vdash									
1)(301)2nd St	City of Petersburg	0.35	11000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.597	12000	G
<u>~~</u>	Το:	SCL	Colonial He	eights												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deute	li uda ali ati a a	l amenth AADT		4T:us	Dur		Tru	ıck		00	K	OK	Dir	A A \ A \ D T	. 014
Route	Jurisdiction	Length AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
1 (301)Boulevard	City of Colonial Heights	NCL Petersh 0.53 12000	ourg G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.569	13000	G
1 301 Bodievard	Oity of Colonial Fleights			3376	0 70	——————————————————————————————————————	0 70	0 70	0 70	'	0.000	'	0.505	10000	u
1) (301) Boulevard	City of Colonial Heights	Dupuy Av 0.40 21000	G G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.508	23000	G
1)(01)	, _{To}	Westover A													
1)(301)Boulevard	City of Colonial Heights	0.33 22000	A	99%	0%	0%	0%	0%	0%	С	0.105	Α	0.506	23000	Α
~ ~	To: From:	Branders Brid	ge Rd			$ \vdash$									
1)(301)Boulevard	City of Colonial Heights	0.26 23000	G	99%	0%	0%	0%	0%	0%	F	NA			24000	G
	To: From:	Temple A	ve												
1)(301)(144)Boulevard	City of Colonial Heights	0.74 22000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.508	24000	G
	To: From:	Lakeview A	ve			<u> </u>									
1 301 144 Boulevard	City of Colonial Heights	0.17 18000	G	95%	0%	1%	3%	1%	0%	С	0.086	F	0.548	20000	G
~ ~ ~ ~	To: From:	Ellerslie A													
1 301 144 Boulevard	City of Colonial Heights	0.19 26000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.514	27000	G
~~~~	To: From:	Sherwood A				=									
1 301 144 Boulevard	City of Colonial Heights	0.62 <b>23000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	25000	G
Notice of Paris I live	To: From:	NCL Colonial I		000/	00/		00/	00/	00/		0.000	_	0.500	0.4000	
1 301 144 Jefferson Davis Hwy	Chesterfield County	0.22 <b>22000</b>	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.532	24000	G
~ Paris Ila	From	SR 144 Harrow		000/	00/		00/	00/	00/		0.007	_	0.500	40000	_
1 (301) Jefferson Davis Hwy	Chesterfield County	1.32 <b>17000</b>	G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.588	18000	G
1 (301) Jefferson Davis Hwy	Chesterfield County	20-620 Woods E		98%	0%	10/	0%	0%	00/	F	0.092	F	0.544	17000	G
1 301 Jefferson Davis Hwy	Chesterneid County	0.14 <b>15000</b>	G	96%	0%	1%	0%	0%	0%	Г	0.092	Г	0.544	17000	G
1 (301 Jefferson Davis Hwy	Chesterfield County	20-619 Happy I 2.44 <b>16000</b>	Hill Rd <b>G</b>	98%	0%	1%	0%	0%	0%	F	0.089	F	0.532	17000	G
1 301 Jefferson Davis Hwy	Chesterned County				076	1 70	0%	0%	076	Г	0.069	Г	0.552	17000	G
1 (301) Jefferson Davis Hwy	Chesterfield County	20-618 Old Bermuda 0.90 <b>21000</b>	Hundred <b>G</b>	Rd 98%	0%	1%	0%	1%	0%	С	0.089	F	0.532	22000	G
1 301 ochcisch bavis riwy	onesterned oddiny			30 /0	0 70	1 /0	0 70	1 /0	0 70	J	0.000	'	0.552	22000	a
1 (301) Jefferson Davis Hwy	Chesterfield County	SR 10 West Hun 1.65 <b>22000</b>	G G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.572	23000	G
1 301 Jefferson Davis Hwy	To			0070	0 70		070	070	070	•	0.070	•	0.072	20000	Ğ
1 (301) Jefferson Davis Hwy	Chesterfield County	SR 288 2.26 <b>15000</b>	G	96%	1%	1%	0%	2%	0%	F	0.082	F	0.584	17000	G
1)(001)	To	SR 145 Chest			. , •		- / 0	_,,	- , 0	•					
1 (301) Jefferson Davis Hwy	Chesterfield County	2.41 <b>20000</b>	G	96%	1%	1%	0%	2%	0%	С	0.081	F	0.756	21000	G
,	To	SR 150 Chippenh		-											
1 (301) Jefferson Davis Hwy	Chesterfield County	1.17 <b>20000</b>	G G	95%	1%	1%	1%	2%	0%	F	0.078	F	0.574	21000	G
	Too	SCL Richmo	ond												
1 301 Jefferson Davis Hwy	City of Richmond	2.13 <b>14000</b>	G	92%	0%	2%	1%	3%	0%	С	0.080	F	0.568	15000	G
	To:	Bellmeade	Rd												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Truc	k			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~~	From:	Bellmeade Rd												
(1) (301) Jefferson Davis Hwy	City of Richmond	0.86 12000	A 95%	1%	1%	1%	2%	0%	С	0.096	Α	0.500	13000	Α
	To: From:	Hopkins Rd												
1)(301)Jefferson Davis Hwy	City of Richmond	1.01 18000	G 96%	1%	1%	1%	1%	0%	С	0.085	F	0.503	20000	G
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ 	To: From:	US 360 Hull St												
(1)(301)Cowardin Ave	City of Richmond	0.39 21000	G 94%	1%	2%	2%	1%	0%	С	0.09	F	0.589	22000	G
	To- From:	Semmes Ave			—									
1 (301) Lee Bridge	City of Richmond	0.76 30000	G 96%	1%	2%	0%	1%	0%	С	0.092	F	0.571	34000	G
	To	2nd St			\neg \vdash									
1 301 Belvidere St	City of Richmond	0.92 26000	G 97%	1%	1%	0%	1%	0%	F	0.089	F	0.567	29000	G
	To	Franklin St												
1) (301) Belvidere St	City of Richmond		G 97%	1%	1%	0%	1%	0%	F	0.084	F	0.505	34000	G
	To	US 250 Broad St												
1 301 Belvidere St	City of Richmond		G 97%	1%	1%	0%	1%	0%	F	0.083	F	0.611	34000	G
(1) (301)	To:	Chamberlayne Av												
~~~~	From:	Belvidere St							_		_			
1)(301)Chamberlayne Ave	City of Richmond	1.02 <b>22000</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	С	0.081	F	0.661	25000	G
~ ~	To: From:	Edge Hill Rd												
(1) (301) Chamberlayne Ave	City of Richmond	0.31 <b>20000</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	С	0.083	F	0.679	23000	G
<del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del>	To: From:	Brookland Park Bl												
1) (301) Chamberlayne Ave	City of Richmond	0.86 <b>16000</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	С	0.089	F	0.683	18000	G
	To: From:	Laburnum Ave			_									
1) (301) Chamberlayne Ave	City of Richmond	0.26 <b>14000</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.093	F	0.683	15000	G
	То	Claremont Ave												
1 301 Chamberlayne Ave	City of Richmond		<b>G</b> 97%	1%	1%	0%	1%	0%	С	0.095	F	0.681	16000	G
	To:	Azalea Ave												
~~ A A	From:	Chamberlayne Av		40/	10/	00/	40/	00/	_	0.000	_	0.505	10000	_
1 Azalea Ave	City of Richmond	0.26 <b>17000</b>	<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.096	F	0.525	19000	G
~~	To: From:	NCL Richmond			<b>□</b> ⊢				_		_			
1 Brook Rd	Henrico County	0.30 <b>17000</b>	<b>F</b> 97%	1%	1%	0%	1%	0%	F	0.095	F	0.587	18000	F
~	To: From:	I-95												
1 Brook Rd	Henrico County	0.83 <b>22000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	С	0.09	F	0.729	23000	F
	To: From:	Hilliard Rd												
1 Brook Rd	Henrico County	0.72 <b>24000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.100	F	0.528	25000	F
<u> </u>	To From:	Wilkinson Rd			$\Box$ $\vdash$									
Brook Rd	Henrico County	0.48 <b>20000</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	С	NA			21000	G
$\smile$	то	SR 73 Parham Ro	1		<u> </u>									
1 Brook Rd	Henrico County	1.42 <b>20000</b>	<b>F</b> 98%	0%	1%	0%	1%	0%	С	0.09	F	0.553	22000	F
	To:	I-295												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
C Provide Bul	From:	I-2		000/	00/	40/	00/	40/	00/	_	0.405	_	0.50	00000	_
1 Brook Rd	Henrico County	0.73 <b>370</b>	00 F	98%	0%	1%	0%	1%	0%	F	0.105	F	0.52	39000	F
Prook Pd	Henrico County	Virginia Cen 0.38 <b>270</b>		000/	0%	1%	0%	1%	0%	F	0.099	F	0.507	28000	F
1 Brook Rd	Herinco County			98%	0%	1 70	076	1 70	0%	Г	0.099	Г	0.507	20000	Г
1 Brook Rd	Henrico County	J.E.B. Stua 0.60 <b>220</b>		98%	0%	1%	0%	1%	0%	F	0.097	F	0.501	24000	F
1 Brook Hd	To:	Hanover C		30 78	0 70	170	0 70	1 /0	0 70	•	0.007	•	0.501	24000	
~~~	From:	Henrico Co	ounty Line												
1 Washington Hwy	Hanover County	0.47 220	000 N	98%	0%	1%	0%	1%	0%	N	0.097	N	0.501	24000	Ν
~	To: From:	42-656 Slid													
1 Washington Hwy	Hanover County	1.94 140	00 G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.573	14000	G
~~ · · · · · · · · · · · · · · · · · ·	To: From:	42-802 Lew													
1 Washington Hwy	Hanover County	0.79 150	000 G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.586	15000	G
~	To: From:	SCL A		200/	40/		40/	00/	00/		0.000	_	0.500	45000	
Washington Hwy	Town of Ashland	1.41 140	000 G	96%	1%	1%	1%	2%	0%	F	0.096	F	0.569	15000	G
~ WkitIl	To:	Ashca		000/	40/	10/	40/	00/	00/		0.005		0.554	10000	
1 Washington Hwy	Town of Ashland	0.85 150	00 G	96%	1%	1%	1%	2%	0%	С	0.095	F	0.554	16000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	SR 54 En		0.10/	40/		10/	<b>5</b> 0/	00/		0.000	_	0.540	10000	
Washington Hwy	Town of Ashland	0.23 <b>120</b>	000 G	91%	1%	1%	1%	5%	0%	F	0.089	F	0.512	13000	G
~~	To: From:	Randolp								_		_			
1 Washington Hwy	Town of Ashland	1.94 <b>76</b> 0	00 G	91%	1%	1%	1%	5%	0%	С	0.100	F	0.565	8100	G
~	To: From:	NCL A									2 / 22				
1 Washington Hwy	Hanover County	2.17 <b>79</b>	00 G	92%	1%	1%	1%	5%	0%	С	0.100	N	0.565	8600	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	42-738 G													
1 Washington Hwy	Hanover County	1.89 66 0	00 G	91%	1%	1%	1%	5%	0%	F	0.144	F	0.651	6900	G
~~	To: From:	SR 30 Kings Don													
Washington Hwy	Hanover County	3.04 43		86%	0%	1%	4%	9%	0%	С	0.123	F	0.608	4500	G
	From:	Caroline Co Hanover Co													
1 Jefferson Davis Hwy	Caroline County	2.99 43		86%	0%	1%	4%	9%	0%	F	0.088	F	0.657	4400	F
\searrow	Tα	SR 207 Car	mel Church												
1 Jefferson Davis Hwy	Caroline County	6.29 49		92%	0%	1%	1%	5%	1%	F	0.078	F	0.633	5000	F
\searrow	Tox	16-639 Lad	lysmith Rd												
1 Jefferson Davis Hwy	Caroline County	3.06 49		92%	0%	1%	1%	5%	1%	F	0.087	F	0.566	5100	F
<u> </u>	To: From:	16-632 Cedon R	d; Quarters	Rd											
1 Jefferson Davis Hwy	Caroline County	2.53 62		92%	0%	1%	1%	5%	1%	С	0.081	F	0.624	6400	F
<u> </u>	To:	Spotsylvania													
Lofferson Davis Hung	Spotovlyvonia County	Caroline Co		020/	Λο/	10/	10/	5 0/	10/	F	0.006	F	0.657	0000	•
1 Jefferson Davis Hwy	Spotsylvania County	2.61 97	uu G	92%	0%	1%	1%	5%	1%	Г	0.086	Г	0.657	9900	G

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	Q۱
	From:	88-	606 Thornbu	urg												
1 Jefferson Davis Hwy	Spotsylvania County	4.25	14000	G	92%	0%	1%	1%	5%	1%	F	0.087	F	0.571	15000	C
~	To: From:	88-608 M	assaponax C	hurch F	d											
1 Jefferson Davis Hwy	Spotsylvania County	2.27	17000	G	96%	0%	1%	1%	2%	0%	С	0.084	F	0.638	18000	(
~	To: From:	US 1	7 Poor Hous	e Rd												
1) (17) Jefferson Davis Hwy	Spotsylvania County	1.18	52000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.592	55000	(
	To		I-95													
1 Jefferson Davis Hwy	Spotsylvania County	0.96	24000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.503	26000	
•)	To:		SR 208 Four	Mile F	ork											
~	From:		SR 208 Four													
1 Jefferson Davis Hwy	Spotsylvania County	1.30	23000	G	98%	0%	1%	0%	0%	0%	F	NA			26000	•
<u> </u>	To: From:	SCI	Fredericksb	ourg												
1 Jefferson Davis Blvd	City of Fredericksburg	1.48	31000	Α	98%	0%	1%	0%	0%	0%	С	0.098	Α	0.591	33000	
~	To		SR 3													
1 Jefferson Davis Blvd	City of Fredericksburg	0.90	28000	G	98%	1%	1%	0%	1%	0%	С	NA			31000	
\Rightarrow	To		College Ave													
1 Jefferson Davis Blvd	City of Fredericksburg	0.59	28000	G	98%	0%	1%	0%	0%	0%	С	0.082	F	0.567	30000	
Somereen Bavie Biva	any or readministrating				0070	0 70		0 70	0 70	0 70	Ü	0.002	•	0.007	00000	
1 Jefferson Davis Blvd	City of Fredericksburg	0.29	Fall Hill Ave 23000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.639	24000	
1 Jefferson Davis Blvd	City of Fredericksburg					0 /0	1 /0	0 /6	0 /0	0 /6	'	0.004	'	0.039	24000	
Bus	To: From:	Bus US	1 Princess A	nne Ave	;											
1 17 Jefferson Davis Blvd	City of Fredericksburg	0.11	31000	N	98%	0%	1%	0%	1%	0%	Ν	0.086	Ν	0.564	33000	
\sim	To:	NCI	_ Fredericksh	ourg			— —									
Bus Lefferman David Llung	Stafford County				000/	0%	10/	00/	10/	0%	С	0.006	F	0.504	22000	
1) (17) Jefferson Davis Hwy	Stanord County	0.35	31000	G	98%	0%	1%	0%	1%	0%	C	0.086	Г	0.564	33000	
~	To: From:		17, SR 218 F				<u> </u>									
1 Jefferson Davis Hwy	Stafford County	2.72	22000	G	96%	1%	1%	1%	1%	0%	С	0.103	F	0.611	24000	
~	To: From:	89-676	Cranes Cor	ner Rd												
1 Sefferson Davis Hwy	Stafford County	2.84	15000	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.659	16000	
~	To: From:	89-628 Eskimo	Hill Rd; Ran	noth Ch	urch Rd		<u> </u>									
1 Jefferson Davis Hwy	Stafford County	2.45	15000	G	98%	0%	1%	0%	0%	0%	F	0.110	F	0.7	16000	(
<i>~</i>	To:	80	-687 Hope F	Rd												
1 Jefferson Davis Hwy	Stafford County	1.50	16000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.623	17000	
5	To	90 (21 G1)	(4' D.4-													
1 Jefferson Davis Hwy	Stafford County	89-631 Coal l	16000	N Bells H	98%	0%	1%	0%	0%	0%	N	0.092	N	0.623	17000	
1 Jeπerson Davis Hwy	Stanord County				JU /6	0 /6	1 /0	0 /6	U /0	0 /0	IN	0.032	IN	0.023	17000	
- I-# Parka Illian	To: From:		0 Garrisonvi		000/	00/		00/	00/	00/		0.446	_	0.546	00000	
1 Jefferson Davis Hwy	Stafford County	1.46	27000	G	98%	0%	1%	0%	0%	0%	С	0.116	Α	0.542	29000	(
~	To: From:		9 Woodstock													
1 Jefferson Davis Hwy	Stafford County	0.94	27000	N	98%	0%	1%	0%	0%	0%	Ν	0.116	Ν	0.542	29000	1
~	To:	89-638 Li	ittle Forest C	hurch R	d		1									

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

									Tru	ck			K		Dir		
Route	Jurisdictio	on Lo	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~. · · · · · · · · · · · · · · · · · ·	From			tle Forest C			00/	10/	00/	201	00/	_	0.404	_	0.000	00000	_
1 Jefferson Davis Hwy	Stafford Cou		2.33	22000	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.838	23000	G
	From:			Villiam County													
Jefferson Davis Hwy	Prince William	County	2.15	15000	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.936	17000	F
	To	,	7.														
1 Jefferson Davis Hwy	Prince William	County	0.51	619 Fuller l <b>20000</b>	F F	98%	0%	1%	0%	0%	0%	F	0.125	F	0.510	21000	F
1 Jenerson Davis Hwy	Time William	County				30 /6	0 76	1 /0	0 /6	0 /6	0 /6	•	0.123	'	0.510	21000	'
~~ F   B	To- From:			1 Par Main		000/	00/		201	20/	00/	_	0.400	_		44000	
1 Fraley Blvd	Prince William	•	0.18	10000	F	98%	0%	1%	0%	0%	0%	F	0.128	F		11000	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	21000	F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.654	23000	F
	To: From:		S	CL Dumfrie	es												
Fraley Blvd	Town of Dumfries (	(Maint: 76)	1.35	14000	F	98%	0%	1%	0%	1%	0%	С	0.097	F		15000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	31000	F	97%	0%	1%	1%	1%	0%	С	NA			32000	F
	_T _{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilie}\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde{\tilde}	US	S 1 Par n	near Possum	n Point F	Rd											
1 Jefferson Davis Hwy	Town of Dumfries (		0.38	34000	F	97%	1%	1%	1%	1%	0%	С	0.079	F	0.598	35000	F
•	To:	,	N	CL Dumfrie	•												
1 Jefferson Davis Hwy	Prince William	County	0.02	34000	N N	97%	1%	1%	1%	1%	0%	N	0.079	N	0.598	35000	N
J Jenerson Davis Hwy	Time William	County				31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	14	0.073	14	0.530	33000	IN
~~ · · · · · · · · · · · · · · · · · ·	To: From:			34 Dumfrie		000/	40/		10/	10/	00/	_	0.070	_	0.500	44000	
1 Jefferson Davis Hwy	Prince William	County	2.61	43000	F	96%	1%	1%	1%	1%	0%	С	0.073	F	0.568	44000	F
	To: From:		76-610	North of G	arfield												
1 Jefferson Davis Hwy	Prince William	County	2.15	32000	G	96%	1%	1%	1%	1%	0%	F	NA			34000	G
$\smile$	To:	76	6-2000 R	Reddy Dr; O	Doitz Bly	/d											
1 Jefferson Davis Hwy	Prince William		2.74	37000	F	95%	1%	1%	2%	2%	0%	С	0.081	F	0.847	39000	F
	To:		Fairf	ax County l	Line												
~~~	From:	•	Prince W	/illiam Cou													
1 Richmond Hwy	Fairfax Cou	inty	0.81	35000	G	97%	1%	1%	0%	0%	0%	F	0.079	F	0.725	37000	G
<u> </u>			I-95 No	rth of Wood	dbridge												
1 Richmond Hwy	Fairfax Cou	nty	1.44	38000	G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.751	40000	G
	Tec		SD 2	42 Gunstor	n Dd												
Richmond Hwy	Fairfax Cou	ntv	1.14	40000	G	97%	1%	1%	0%	0%	0%	F	0.083	F	0.768	42000	G
1)		,				0.70	. , 0		0,0	0,0	0,0	•	0.000	•	0.7.00	000	•
C Dishmond Llung	From	unti e	29-0 0.77	642 Lorton		079/	1%	10/	00/	00/	00/	F	0.000	F	0.760	46000	G
1 Richmond Hwy	Fairfax Cou	irity (0.77	44000	G	97%	170	1%	0%	0%	0%	Г	0.089	Г	0.762	46000	G
~~~	To: From:			1 Telegrap													
1 Richmond Hwy	Fairfax Cou	nty	1.61	33000	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.770	35000	G
~	To:	29	9-7100 F	airfax Cou	nty Pkw	у											
1 Richmond Hwy	Fairfax Cou	nty	1.36	41000	G	97%	1%	1%	0%	0%	0%	F	0.069	F	0.569	43000	G
$\bigcirc$	Too		20 61	8 Woodlaw	ın RA												
Richmond Hwy	From: Fairfax Cou	intv (	0.49	41000	G	97%	1%	1%	0%	0%	0%	F	0.069	F	0.57	43000	G
/   \ 1 1101111101110 1 1 1 1 1 1 1 1 1 1 1	i diilax ood	···· <i>,</i>	J. 10		•	0, 70	. /0	. /0	U / U	0 / 0	J / U		0.000		0.07	.5000	$\sim$

			nd Intersta	ile not	1103				<del>.                                    </del>							
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~~ <u></u>	From:	SR 235 S, Mou									_					
1 Richmond Hwy	Fairfax Cou	inty 2.84	34000	Α	97%	1%	1%	0%	0%	0%	С	0.079	Α	0.535	36000	Α
~	To: From:	SR 235 N	, Mount Ver	rnon Hw	у		\Box \vdash									
Richmond Hwy	Fairfax Cou	inty 3.19	52000	G	97%	1%	1%	0%	0%	0%	F	0.069	F	0.534	54000	G
\bigcirc	To	SR 241	Kings Hwy	North												
Richmond Hwy	From: Fairfax Cou		51000	G	97%	1%	1%	0%	0%	0%	F	0.065	F	0.516	53000	G
								-,-		• / •						-
Datrick St	City of Alexandria		exandria, I-95		070/	10/	10/	00/	00/	00/	F	0.075	F	0.007	75000	
1 Patrick St	City of Alexandria ((Maint: 00) 0.51	71000	F	97%	1%	1%	0%	0%	0%	г	0.075	г	0.907	75000	F
	To: From:		Franklin St				\Box \vdash									
1 Patrick St	City of Alexar	ndria 0.15	71000	N	97%	1%	1%	0%	0%	0%	Ν	0.075	Ν	0.907	75000	Ν
\bigcirc	To	Will	kes St, US 1	Par												
Patrick St	From: City of Alexar		28000	G	97%	1%	1%	0%	0%	0%	F	0.081	F		29000	G
1 author of	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	0%	0%	F	0.067	F	0.807	53000	G
	Combined Traine Estimates for 21 arailer	Tioadways off this floute.		<u> </u>	31 /6	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.007	•	0.007	33000	ч
~~~-	To: From:	L	King St													
1 Patrick St	City of Alexar		24000	G	89%	1%	1%	6%	2%	0%	С	0.093	F		25000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	G	93%	1%	1%	4%	1%	0%	С	NA			48000	G
	To		1st St				$\neg$ $\vdash$									
Patrick St	City of Alexar	ndria 0.42	49000	G	97%	1%	1%	0%	0%	0%	F	0.085	F	0.630	51000	G
	T!															
Jefferson Davis Hwy	From: City of Alexar		Monroe Ave 37000	G	97%	0%	1%	1%	0%	0%	С	0.076	F	0.556	39000	G
Jellerson Davis Hwy	City of Alexai	1.21	37000		31 /0	0 /6	1 /0	1 /0	0 /6	0 /6	C	0.076		0.550	39000	G
~~~	To: From:		CL Alexandr													
1 Jefferson Davis Hwy	Arlington Cou	unty 0.15	46000	F	97%	1%	1%	0%	0%	0%	F	0.08	F	0.623	48000	F
<u> </u>	To	SR	120 Glebe I	Rd			\neg \vdash									
1 Jefferson Davis Hwy	Arlington Cou		44000	F	97%	1%	1%	0%	0%	0%	F	0.074	F	0.670	46000	F
,	Tr. I		X7 1: .		1 4											
Jefferson Davis Hwy	Arlington Co	SR 233 Reagan V unty 0.87				10/	10/	0%	0%	0%	F	NA			55000	G
1 Jellerson Davis Hwy	Arlington Cou		52000	G	97%	1%	1%	0%	0%	0%	Г	INA			55000	G
	From:	US 1; SR 110			v NB		-+									
1 Ramp	Arlington Co		NA	uvis iiw	<i>j</i> 1115	-						NA			NA	
1	To:	,	I-395 NB				$\overline{}$									
	From:		I-395													
1 (395)	Arlington Co.	unty 0.55			Se	e I-395	5 for dire	ectional ti	raffic vo	olume es	stimat	es for thi	s seç	ıment.		
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	182000	G	98%	1%	1%	1%	1%	0%	F	NA			198000	G
	To. I															
	From: Arlington Cou		Washington I	rarkway		D 1.201	5 for dir	ectional ti	raffic v	olumo o	etimet	os for th	ie eer	ıment		
1 395	· ·	,	100000										s seg	,iiieiil.	100000	N.I
	Combined Traffic Estimates for 4 Parallel				98%	1%	1%	1%	1%	0%	N	NA			198000	N
	10.		rict of Colun				<u></u>									
~~	From:		tit N018A &	: S018A												
(1) Ramp	Mecklenburg C	County 0.11	NA I-85 South	: S018A								NA			NA	

				u miersia					Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
-	From:		IIS 1 Ev	it N018B &	S018B			2/\\\\	OTANIC	THAII	ZIIali		i actor		i actor		
1 Ramp	Mecklenburg (County	0.18	510	G	96%	1%	1%	1%	2%	0%	F	NA			520	G
	To:			I-85 North													-
	From:			Boydton Plai	nk Rd												
1 Ramp	Brunswick Co	ountv	0.29	NA	IK Ku								NA			NA	
	To:			I-85 North													
	From:			Boydton Plai	nlc D.d												
1 Ramp	Brunswick Co	Lunty	0.26	230	G	92%	2%	1%	1%	4%	0%	F	NA			230	G
1 ramp	To:	5u.i.y		I-85 South		0270			1,70	170	0 70	•				200	ŭ
	From:			US 1													
1 Ramp	Dinwiddie Co		0.28	7500	G								0.106	F		7500	G
1 Hamp	To:			I-85 North	<u>u</u>								0.100	•		7300	u
	From:																
1 Ramp	Dinwiddie Co		0.26	US 1 1400	G								0.110	F		1400	G
1 Hamp	Diriwidale CC	unity		I-85 South	G								0.110	Г		1400	G
C Barrer	From:	(Mainta 40)		093A FROM									0.000	_		40000	_
1 Ramp	City of Richmond (0.07	12000	F								0.099	F		12000	F
				I-95 South													
~~~ <b>-</b>	From:			S 1 Brook R										_			_
(1) Ramp	Henrico Cou	unty	0.11	5900	F								0.093	F		5900	F
<u>~</u>	10:			I-95 South													
~~	From:			O AND FRO													
Ramp	Spotsylvania C		0.12	5700	G								0.08	F		5700	G
<u> </u>	To:		I-95-	S FROM R	T 1												
~~~~	From:			US 1													
1 (17) Ramp US 1, US 17 to I-95 N at Exit 126	Spotsylvania C	County	0.12	17000	G								0.09	F		18000	G
\bigcirc	To:			I-95 N													
	From:			fferson Dav	is Hwy												
1 Ramp	Stafford Cou	unty	0.14	4700	Α	98%	0%	1%	0%	1%	0%	С	0.143	Α		5000	Α
$\overline{}$	To:			I-95 North													
-	From:	R	amps from	US 1 NB aı	nd US 1	SB											
Ramp From US N,S to I-95 3 at Exit 177	City of Alexandria	(Maint: 29)	0.18	9600	G								0.080	F		9600	G
\bigcirc	To:		I-95 E	xpress Lane	es SB												
	From:		US 01-5	S191C TO F	RT 241												-
	City of Alexandria	(Maint: 29)	0.19	9300	G								0.086	F	0.699	9300	G
	To:			S FROM R													
North	From:			TO RT 85													
1 Ramp	Dinwiddie Co	ounty	0.06	4700	G								0.097	F		4700	G
	To:	•		US 01- 66.	-	Γ 85								•			-
North	From:			1 TO RT 85				l									
1 Ramp	Dinwiddie Co	untv	0.03	NA	שני								NA			NA	
1 ramp	To:			JS 01-S066	B TO P	Γ 85							14/7			INA	
		0.5	, or 00D (22 01-2000	. I . I . I	. 05											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Ti		Truck Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT	QW
North Ramp	City of Richmond (Maint: 43)	US 1 Belvidere St 0.04 6500 F		J	NA NA	. 40.0.	6500	
	To:	127-99006 A]				
North 1 Ramp	City of Richmond (Maint: 43)	127-99006- A 0.06 4800 F		J	0.105	F	4800	F
	To:	US 01-S093A		1				
North	From:	US 1 Chamberlayne Ave; Belvidere St			0.404	^	7000	
1 Ramp	City of Richmond (Maint: 43)	0.12 7300 A I-95 North		٦	0.134	Α	7600	Α
North	From:	US 1 Brook Rd						
1 Ramp	Henrico County	0.21 2000 F		-	0.117	F	2000	F
\	To:	I-295 East						
North 1 Ramp	Henrico County	US 1 TO RT 295 NORTHWEST 0.15 1500 F		_	0.105	F	1500	F
	Tα	I-295-W043X FROM RT 1 NORTH		1				
North	From:	US 1 TO RT 95			2.422	_		
1 Ramp	Fairfax County	0.84 10000 G I-95-N FROM RT 1		٦	0.133	F	10000	G
North	From:	US 1 Richmond Hwy NB		<u> </u>				
1 Ramp	City of Alexandria (Maint: 29)	0.17 NA		_	NA		NA	
North	To: From:	US 01-N191B TO RT 95 SOUTH]				
1 Ramp	City of Alexandria (Maint: 29)	0.16 16000 G		7	0.114	F	16000	G
N. II	From	I-95-N FROM RT 1 NORTH		<u> </u>				
North The Ramp	City of Alexandria (Maint: 29)	US 1 Richmond Hwy NB 0.39 NA			NA		NA	
	To: From:	US 01-N191C TO RT 241; 95 SOUTH		1				
North Ramp	City of Alexandria (Maint: 29)	0.10 NA		_	NA		NA	
	Tα	US 01- 191B US 01-S191B FROM RT						
North	From:	US 01-N191B TO RT 241; 95 SOUTH						
(1)	City of Alexandria (Maint: 29)	0.14 NA US 01-S191C TO RT 241		٦	NA		NA	
South	From:	US 1 I-85-S015A FROM & TO IS 85		<u> </u>				
1 Ramp	Mecklenburg County	0.04 NA		_	NA		NA	
<u> </u>	Tox	US 01-N018A US 01- 18A TO RT 85		<u> </u>				
South	Mooklanhura County	US 1 I-85-N015A TO & FROM IS 85 0.02 NA			NA		NA	
1 Ramp	Mecklenburg County	US 01-N018B US 01- 18B FROM US 1		٦	INA		INA	
South	From:	US 1 TO RT 85 NB						
1 Ramp	Dinwiddie County	0.03 3100 G		- -	0.116	F	3100	G
<u> </u>	To:	US 01-N066A US 01- 66A TO RT 85						

		i ililiaiy ali	ia microtate m	outes										
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Truck- 3+Axle 1T		\sim	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	US	1 TO RT 85 SB			2,000	01710110 11	Tan Eman		1 40101		1 40101		
1 Ramp	Dinwiddie County	0.06	NA							NA			NA	
(1)	To:		JS 01-N066B TO	RT 85										
241-	From													
South 1 Ramp	City of Richmond (Maint:		S, Belvidere St							0.114	Α		4500	Α
1 Ramp	City of Fichinoria (Maint.		xit 93A to I-95 So	41.						0.114	^		4300	^
-														
South	From:		43C TO RT 295	SOUTH							_			_
1 Ramp	Henrico County	0.23	5000 F							0.119	F		5000	F
~	To:	I-295-E0432	K FROM RT 1 SO	OUTH										
South	From:	US 1 TO R	T 295 NORTHW	EST										
1 Ramp	Henrico County	0.23	4200 F							0.114	F		4200	F
$\overline{}$	To:	I-295-W0432	X FROM RT 1 S	OUTH										
South	From:		US 1											
1 Ramp	Fairfax County	0.68	16000 F	90%	1%	1%	1% 7	% 0%	F	0.11	F		16000	F
	To:		I-95 South											
South	From:	IIC	1 Patrick St SB											
~~~ <u> </u>	City of Alexandria (Maint:		26000 F							0.099	F		26000	F
1 Ramp	Oity of Alexandria (Maint.									0.000			20000	
South	To: From:	US 01-S191	C TO 241; 95 SC	UTH										
1 Ramp	City of Alexandria (Maint:	: 29) 0.09	NA							NA			NA	
<u>.</u>														
South	From:	US 01-S1	91B TO 95 SOU	TH										
1 Ramp	City of Alexandria (Maint:	: 29) 0.22	NA							NA			NA	
$\overline{}$	Τα	US 01 S101D 7	ΓO 95 NORTH E	VDDECC										
South	From:			AI KLSS							_			_
1 Ramp	City of Alexandria (Maint:		14000 G							0.126	F		14000	G
~	To:	I-95-N F	ROM RT 1 SOUT	ГН										
South	From:	US	1 Patrick St SB											
1 Ramp	City of Alexandria (Maint:	: 29) 0.09	NA							NA			NA	
$\rightarrow$	To:	To	ward I-95 SB											
South	From:	US 01-S191	A TO 241; 95 SC	UTH										
1	City of Alexandria (Maint:		NA							NA			NA	
•)	To:		US 01- 191C TO	RT 241		_								
>	From													
South	City of Alexandria (Maint:		<u>го 95 NORTH E</u> <b>8400 G</b>	APKESS						0.132	F		8400	G
1)	City of Alexandria (Maint.			DT 1						0.132	'		0400	G
		1-95-1 FRON	M MILL ROAD &	KI I										
~~ ·	From:		Wilkes St					_		_		_		_
Henry St	City of Alexandria	0.36	23000 G		1%	1%		% 0%	F	0.076	F	0.653	24000	G
•	Combined Traffic Estimates for 2 Parallel Roady	ways on this Route:	50000 G	97%	1%	1%	0% 0	% 0%	F	0.067	F	0.807	53000	G
	To	S	SR 7 King St											
1 Henry St	City of Alexandria	0.72	22000 G	97%	1%	1%	1% 1	% 0%	С	0.074	F		23000	G
(4)	Combined Traffic Estimates for 2 Parallel Roady				1%	1%		% 0%	C	NA	•		48000	G
	To:	ways on this noute.		<i>30</i> /0	1 /0	1 /0	→ /0 I	/0 U/0	U	14/4			+0000	G
	10.		1st Street											

#### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	US 1 Fraley	Blvd South	Intersec												-
Main St	Prince William	•	12000	F	97%	0%	1%	1%	1%	0%	С	0.112	F		12000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.654	23000	F
	Tec From:	S	CL Dumfrie	es												
Main St	Town of Dumfries ('	16000	F	97%	0%	1%	1%	1%	0%	С	0.103	F	0.943	18000	F
(F)	Combined Traffic Estimates for 2 Parallel			F	97%	0%	1%	1%	1%	0%	С	NA			32000	F
	То:	US 1 Fraley	Blvd North	Intersec	tion											
Bus	From:		the St Batter													
(1) (460) Washington St	City of Peters	0	7800	G	97%	1%	1%	1%	1%	0%	F	0.096	F		8300	G
$\Leftrightarrow \Leftrightarrow$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.539	15000	G
Bus	To: From:	123	3-9025 West	t St												
1 460 Washington St	City of Peters	sburg 0.40	8200	G	97%	1%	1%	1%	1%	0%	F	0.091	F		8700	G
(1) (400) · · · · · · · · · · · · · · · · · ·	Combined Traffic Estimates for 2 Parallel	· ·		G	97%	1%	1%	1%	1%	0%	F	NA			16000	G
	To							.,.	.,.		-					-
Bus	From:		3-9029 South													
(1) (460) Washington St	City of Peters	9	8800	G	97%	1%	1%	1%	1%	0%	С	0.091	F		9400	G
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	G
Bus		(Guarantee S	t												
1 (460) Washington St	City of Peters	sburg 0.24	8900	G	95%	1%	2%	1%	2%	0%	С	0.092	F		9400	G
400	Combined Traffic Estimates for 2 Parallel	•		G	96%	1%	1%	1%	1%	0%	F	NA			18000	G
	To:	BUS US 46				. , ,	Ť	. , 0	. , 0	0 / 0	•				.0000	<u> </u>
~ (From:	SR 36; Bus U														
(1) (36) Market St	City of Peters	0	2900	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.518	3100	G
\Leftrightarrow \bigcirc	Combined Traffic Estimates for Parallel		NA									NA			NA	
	10: From:		36 Grove A													
(36) Old St	City of Peters		3900	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.661	4200	G
	Combined Traffic Estimates for Parallel	•	NA	-								NA			NA	
	To:		Sycamore St	t												
\sim	From:		Old St													
$\left\{\begin{array}{c}1\\1\end{array}\right\}\left(\begin{array}{c}36\end{array}\right)$ Sycamore St	City of Peters	· ·	3500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.763	3700	G
\rightarrow \bigcirc	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To: From:		ollingbrook Sycamore St													
(36) Bollingbrook St	City of Peters		3800	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.644	4000	G
(1) (30)garana	Combined Traffic Estimates for Parallel	•	NA	-		.,.	.,.		- , -		-	NA	-		NA	-
	To:		, US 301 2r	nd St												
	From:	S	SR 110, US	1												
(1) (395) Ramp	Arlington Co		20000	G	97%	1%	1%	0%	0%	0%	F	NA			21000	G
	To:		I-395 South													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q۷
Bus 1 58 Danville St	From: Mecklenburg Cou		US 1, US 58 NA									NA			NA	
1 58 Danville St	Combined Traffic Estimates for Parallel Ro	,	NA									NA			NA	
	To:	US 1, Bus US		Theate	r Rd											
Bus	From:	U	JS 1, SR 208													
1 LaFayette Blvd	Spotsylvania Cou	nty 1.52	20000	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.527	22000	(
~	To	SCL	Fredericksb	urg												
Bus 1 LaFayette Blvd	City of Fredericksh	ourg 1.42	21000	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.542	22000	(
``	To-	SR 3; Blu	ie and Grey F	Parkwa	y											
Bus 1 LaFayette Blvd	City of Fredericksh	ourg 0.38	10000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.625	11000	(
~ <i></i>	To	111-3	3957 Sunken	Rd												
Bus 1 LaFayette Blvd	City of Fredericksh	ourg 0.56	10000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.594	11000	
<u>.</u>	To		961 Kenmore													
Bus 1 LaFayette Blvd	City of Fredericksb		5300	N	99%	0%	1%	0%	0%	0%	N	0.100	N	0.516	5600	
LaFayette Blvd	Oity of Fredericks:					0 /0	1 /0	0 /0	0 /0	0 /6	IN	0.100	IN	0.510	3000	
us	From:	Bus US 1 Par, B														
LaFayette Blvd	City of Fredericksh		5300	G	99%	0%	1%	0%	0%	0%	F	0.100	F	0.516	5600	
us Bus	From:		JS 17 Carolin 17, Lafayette													
1) (17) (2) Caroline St	City of Fredericksb		5000	G	99%	0%	1%	0%	0%	0%	F	NA			5400	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	11000	G	98%	1%	1%	0%	0%	0%	F	NA			12000	
us Due	To: From:	Bus S	SR 3 William	n St												
Bus Bus 1 (17) Caroline St	City of Fredericksh	ourg 0.51	6700	G	99%	0%	1%	0%	0%	0%	С	0.092	F		7100	
5 6	Combined Traffic Estimates for 2 Parallel Ro	-		G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.528	15000	
	To:		Herndon St													
Bus Bus 1 17 Herndon St	City of Fredericksb		Caroline St 4400	G	99%	0%	1%	0%	0%	0%	F	NA			4800	
1 (17) Herndon St	City of Frederickst	_ •	Par Princess			0%	1%	0%	0%	0%	Г	INA			4800	(
Bus Bus	From:		S 1 Par Hernd		,,											
1) (17) Princess Anne St	City of Fredericksh		9800	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.674	10000	
<i></i>	To:		erson Davis I		•											
Bus Bus Princess And	From:	Bus US 1, Bu		_		10/	10/	00/	00/	00/	_	0.000	_		6000	_
Princess An	ne St City of Fredericksb Combined Traffic Estimates for 2 Parallel Ro	•	6500	G	97%	1%	1%	0% 0%	0%	0%	F	0.089 NA	F		6900	
	Combined Trainic Estimates for 2 Parallel Ro			G	98%	1%	1%	U%	0%	0%	r	INA			12000	
Bus Bus	To: From:		SR 3 William													
Princess Anne St	City of Fredericksh	•	7600	G	97%	1%	1%	0%	0%	0%	С	0.092	F		8100	(
~ ~	Combined Traffic Estimates for 2 Parallel Ro			G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.528	15000	(
	To:	Bus U	JS 1 Herndon	n St												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Azalea	Ave												
2 (301) Chamberlayne Ave	City of Richmond	0.04 130	00 G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.567	14000	G
<u> </u>	To: From:	NCL Ric	hmond			\neg									
2 (301) Chamberlayne Ave	Henrico County	0.55 150	00 F	97%	1%	1%	0%	1%	0%	С	0.096	F	0.563	15000	F
	Too	I-9	5			\lnot \vdash									
2)(301)Chamberlayne Ave NB	Henrico County	0.90 760		98%	0%	1%	0%	1%	0%	F	0.126	F		8100	F
	affic Estimates for 2 Parallel Roadways on	this Route: 170	00 F	98%	0%	1%	0%	1%	0%	F	0.117	F	0.784	18000	F
	Tot	Uphar	n Dr												
2 301 Chamberlayne Ave	Henrico County	1.57 180		98%	0%	1%	0%	1%	0%	С	0.119	F	0.667	19000	F
2 (301)	Tec														
2) (301) Chamberlayne Ave	Henrico County	Parhar 0.17 290		98%	0%	1%	0%	1%	0%	С	0.11	F	0.677	31000	F
2 301 Chamberlayne Ave	To:	Hanover Co		0070	0 70		0 70	1 70	0 70	Ü	0.11	•	0.077	01000	•
	From:	Henrico Co													
2 (301) Chamberlayne Rd	Hanover County	0.40 260	00 G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.664	28000	G
	To	I-29	95												
2 (301) Chamberlayne Rd	Hanover County	1.87 260		97%	1%	1%	1%	1%	0%	С	NA			28000	G
	То	42-6	40												
2 (301) Chamberlayne Rd	Hanover County	1.30 140		97%	1%	1%	1%	1%	0%	F	0.104	F	0.577	15000	G
2 (301)	Tod	12.612.D													
2) (301) Chamberlayne Rd	Hanover County	42-643 Pears		97%	1%	1%	1%	1%	0%	F	0.088	F	0.506	8300	G
2 301 Chamberlayne Rd	rianover deality			07 70	1 /0		1 70	1 70	0 70	•	0.000	•	0.000	0000	ď
Carrier Carrier Dd	To- From:	42-653 Whipp		070/	00/	10/	10/	10/	00/	F	0.000	F	0.550	7000	
2 301 Hanover Courthouse Rd	Hanover County	2.58 740	00 G	97%	0%	1%	1%	1%	0%	Г	0.086	Г	0.552	7600	G
	To: From:	42-6													
2 (301) Hanover Courthouse Rd	Hanover County	2.94 770	00 G	97%	0%	1%	1%	1%	0%	С	0.097	F	0.562	7900	G
	To: From:	42-1002 Ha	nover CH												
2 (301) Hanover Courthouse Rd	Hanover County	1.64 50 0	00 G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.585	5100	G
	To:	Caroline Co													
2)(301)Richmond Tpke	Caroline County	3.16 460		94%	1%	1%	1%	3%	0%	С	0.089	F	0.647	4700	F
2 301 Richmond Tpke	Caroline County			34 /0	1 /0	1 /0	1 /0	3 /0	0 /6	C	0.009	•	0.047	4700	'
	To: From:	SR 30 1		000/	40/		00/	70/	201		0.000		0.500	0700	
2 301 Richmond Tpke	Caroline County	4.44 360	00 F	90%	1%	1%	2%	7%	0%	F	0.088	F	0.530	3700	F
	To: From:	16-6													
2 (301) Richmond Tpke	Caroline County	7.50 300	00 F	90%	1%	1%	2%	7%	0%	С	0.094	F	0.575	3100	F
	To: From:	16-721 Near	de Jarnette												
2 (301) Richmond Tpke	Caroline County	2.46 530	00 F	90%	1%	1%	2%	7%	0%	F	0.09	F	0.567	5500	F
\sim	То	Bus US													
Pichmond Take	Town of Rowling Groop (Maint: 16)	SCL Bowli		00%	10/	10/	20/	70/	00/	NI	0.00	NI	0.567	5E00	NI
2 301 Richmond Tpke	Town of Bowling Green (Maint: 16)	0.11 530		90%	1%	1%	2%	7%	0%	N	0.09	N	0.567	5500	N
-	10.	Bus US	5 301												

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q\
Bus	From:		US 301													
2)(301)Main St	Caroline County	0.22	4600	F	97%	0%	1%	1%	1%	0%	F	0.089	F	0.531	4800	F
Bus	To: From:	SCL	Bowling G	reen												
2) (301) Main St	Town of Bowling Green (Maint	:: 16) 0.74	4600	F	97%	0%	1%	1%	1%	0%	С	0.090	F	0.531	4700	F
2) (301)	To		Bus SR 207					.,.			_		-			-
_	From:	Bus US	301, Bus S	SR 207												
₂) Main St	Town of Bowling Green (Maint	:: 16) 0.39	5700	F	95%	1%	1%	1%	2%	0%	F	0.095	F	0.561	6000	I
<i></i>	To	NCL	Bowling G	reen			<u> </u>									
Fredericksburg Tpke	Caroline County	7.73	5000	G	95%	1%	1%	1%	2%	0%	F	0.095	Ν	0.561	5100	(
	To:		16-606													
	From:		tonewall Jac													
Fredericksburg Tpke	Caroline County	3.71	4900	F	95%	1%	1%	1%	2%	0%	С	0.086	F	0.654	5000	
	To:		vania Coun				-									
Sandy Lane Dr	Spotsylvania County	1.36	ine County 5100	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.64	5200	(
Odridy Lane Di	To:		S 17 Mills I		33 78	1 /0		1 /0	270	0 70	•	0.000		0.04	3200	
Bus	From:		Bus US 17													
2) (17) Tidewater Trail	Spotsylvania County	3.56	6800	G	92%	0%	1%	3%	3%	0%	С	0.085	F	0.628	7000	
	To		88-1301													
Bus	From:										_		_			
$\left(\frac{17}{17}\right)$ Tidewater Trail	Spotsylvania County	0.97	20000	G	92%	0%	1%	3%	3%	0%	F	0.081	F	0.527	22000	(
Pup	To: From:	ECL	Fredericksl	burg												
Bus 2) 17 Dixon St	City of Fredericksburg	0.55	23000	G	94%	1%	1%	1%	3%	0%	С	0.086	F	0.604	24000	
2 17 Dixon St	any arrivageneries any				0.70	. , 0		. , ,	0,0	0 / 0	Ū	0.000		0.00		
Bus	From:	Ramp fro	om SR 3 Co	onnector												
2) (17) Dixon St	City of Fredericksburg	0.26	10000	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.650	11000	(
	To		Charles St													
Bus	From:			_	000/	00/		201	20/	00/	_	0.000	_	0.040	F 400	
Dixon St	City of Fredericksburg	0.06	5100	G	99%	0%	0%	0%	0%	0%	F _	0.099	F	0.612	5400	
	Combined Traffic Estimates for 2 Parallel Roadway	,	8000	G	98%	1%	1%	0%	0%	0%	F	NA			8500	(
Bus	From:	Pri	Dixon St	St												
2) 17 Princess Anne St	City of Fredericksburg	0.26	2800	G	96%	1%	2%	0%	0%	0%	С	NA			3100	(
(1)	Combined Traffic Estimates for 2 Parallel Roadway		6000	G	97%	1%	2%	0%	0%	0%	C	NA			6500	
	- Tambi Estimates for 2 Faranci Floadwa	yo on this riodic.		<u> </u>	01 70	1 /0		0 70	0 70	0 70	Ü	1471			0000	
Bus Bus	To: From:		Bus US 1													
Princess A	nne St City of Fredericksburg	0.37	6500	G	97%	1%	1%	0%	0%	0%	F	0.089	F		6900	
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	11000	G	98%	1%	1%	0%	0%	0%	F	NA			12000	(
	To:	Bus	SR 3 Willia	m St												
	From	BUS U	S 15 Orange	e Road												
3 522 Germanna Hwy	Town of Culpeper	0.96	8200	G	92%	1%	3%	1%	2%	0%	С	0.087	F	0.577	8700	(
	Та	E	CL Culpepe	or.												
3) (522) Germanna Hwy	Culpeper County	0.34	14000	G G	91%	1%	1%	2%	5%	0%	С	0.084	F	0.576	15000	(
3 // 322 \ Goilliailia i Wy	oulpoper county	0.04	1-1000	-	01/0	1 /0	1 /0	- /0	J /0	0 /0	9	U.UUT		0.070	10000	•

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
¬ ~~~	From:	US 15, US													
3) (522) Germanna Hwy	Culpeper County	0.32 14000	N	91%	1%	1%	2%	5%	0%	N	0.084	N	0.576	15000	N
	To: From:	US 522 Zachary T	aylor Hwy	r											
3 Germanna Hwy	Culpeper County	4.63 7600	G	90%	1%	1%	3%	5%	0%	С	0.080	F	0.583	7800	G
<u> </u>	Tec	23-663 Batn	a Rd			<u> </u>									
3 Germanna Hwy	Culpeper County	3.73 8200	G	91%	1%	1%	2%	5%	0%	С	0.082	F	0.619	8400	C
	To	23-750 Ellis	n D.d												
3 Germanna Hwy	Culpeper County	4.37 9200	G	93%	1%	1%	1%	4%	0%	С	0.089	F	0.632	9400	(
3) 4.5	To:	Orange Count		0070	. , 0		. , ,	.,0	0,0	Ū	0.000	•	0.002	0.00	
_	From:	Culpeper Coun	-												
3 Germanna Hwy	Orange County	4.89 13000	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.566	13000	(
<u> </u>	To	SR 20 Wilde	rness												
3 Germanna Hwy	Orange County	0.12 24000		96%	1%	0%	0%	2%	0%	F	0.08	F	0.576	25000	(
	To:	Spotsylvania Co	unty Line												
	From:	Orange Count	•							_		_			
3 Plank Rd	Spotsylvania County	5.27 23000	G	96%	1%	0%	0%	2%	0%	F	0.079	F	0.583	24000	(
<u>~</u>	To: From:	88-610 Elys F	ord Rd												
3) Plank Rd	Spotsylvania County	2.99 28000	G	96%	1%	0%	0%	2%	0%	С	0.075	F	0.580	30000	(
<u> </u>	To	88-626 Ando	ra Dr			— —									
3 Plank Rd	Spotsylvania County	1.33 37000		96%	1%	0%	0%	2%	0%	F	0.075	Ν	0.580	37000	(
9	To	88-627 Gorde	on Dd												
3 Plank Rd	From: Spotsylvania County	1.53 54000		96%	1%	0%	0%	2%	0%	F	0.07	N	0.557	54000	(
3) 1 14.11(116	- F			0070	1 70		0 70	_,0	0 70	·	0.07		0.007	0.000	Ì
3 Plank Rd	From: From:	88-639 Salem Cl		96%	1%	0%	0%	2%	0%	F	0.07	F	0.557	75000	(
3 Plank Rd	Spotsylvania County	1.09 /1000	G	90%	1 70	0%	0%	270	0%	Г	0.07	Г	0.557	73000	•
	To: From:	WCL Frederic													
3 Plank Rd	City of Fredericksburg	0.34 79000	G	96%	1%	0%	0%	2%	0%	F	0.072	F	0.513	83000	(
<u> </u>	To: From:	I-95													
3 Plank Rd	City of Fredericksburg	0.61 53000	G	95%	1%	1%	1%	3%	0%	F	NA			53000	(
<u> </u>	To	Oakwood	St												
3 Plank Rd	City of Fredericksburg	0.63 42000		94%	0%	1%	1%	3%	0%	С	0.073	F	0.523	45000	(
<i>9</i>	To:	US 1 Jefferson D	ario Hran												
3 William St	City of Fredericksburg	0.24 38000		93%	0%	1%	1%	3%	0%	С	NA			42000	(
3) William St	To:	Bus SR 3; Blue and			0 70	170	1 70	0 70	0 70	Ü	1471			42000	`
	From:	Bus SR 3 Will		3											
3 Blue and Grey Parkway	City of Fredericksburg	0.53 32000	G	95%	1%	1%	1%	3%	0%	С	0.074	F	0.519	34000	(
\checkmark	_ Toc	Bus US 1 LaFay	ette Blvd			<u> </u>									
3 Blue and Grey Parkway	City of Fredericksburg	1.00 37000		91%	1%	2%	2%	4%	0%	С	0.075	F	0.509	39000	(
<i>y</i>	Tol	Bus US 17 SR 2		- /-					- , -	-					
	101	Bus US 17 SR 2	Luvon St												
3 Blue and Grey Parkway	City of Fredericksburg	0.36 34000		95%	1%	1%	1%	3%	0%	F	0.082	F	0.520	36000	(

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	A 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	ECL	Fredericksburg				ZAXIE	3+Axie	HIIdii	ZIIdii		racioi		racioi		
3 Blue and Grey Parkway	Stafford County	0.33	34000 C		95%	1%	1%	1%	3%	0%	F	0.082	F	0.520	36000	G
3 Blue and drey rankway	To:		3 Kings Highw		00 70	1 70		1 /0	0 /0	0 70	•	0.002	•	0.020	00000	G
	From:		Bus SR 3	uy												
3 Kings Hwy	Stafford County	0.82	27000 0	G 9	96%	1%	1%	1%	2%	0%	F	0.092	F	0.508	29000	G
	To:	90 690 I a	onard Rd, Feder	mol Du												
3 Kings Hwy	From: Stafford County		19000 N		94%	0%	1%	2%	3%	0%	N	0.098	N	0.528	20000	N
3 111193 11119	Stanora Sounty				0 1 70	0 70		270	0 /0	0 70		0.000	.,	0.020	20000	
	To: From:		14 Rumford Rd			221				221	_		_			
(3) Kings Hwy	Stafford County	5.38	19000	3 9	94%	0%	1%	2%	3%	0%	С	0.098	F	0.528	20000	G
<u> </u>	To: From:	89	-601 East Int													
3 Kings Hwy	Stafford County	0.40	20000 0	G (96%	1%	1%	1%	2%	0%	F	0.096	F	0.509	21000	G
	To:	King Ge	eorge County Li	ine												
	From:		ord County Line													
(3) Kings Hwy	King George Count	nty 3.68	18000 F	F 9	96%	1%	1%	1%	2%	0%	F	0.090	F	0.519	19000	F
<u> </u>	To	48-605 Blooms	bury Rd; LaGra	ange L	ane		<u> </u>									
3 Kings Hwy	King George Count	nty 4.79	19000 F	F (96%	1%	1%	1%	2%	0%	С	0.1	F	0.565	19000	F
	To:	CD 200	(A1.1 - C													
3 Kings Hwy	King George Count		5 Arnolds Corne 14000 F		96%	1%	1%	1%	2%	0%	F	0.087	F	0.512	15000	F
3 Kings Hwy	King deorge down	ity 2.50	14000 1	•	JU 70	1 /0	1 /0	1 /0	270	0 70		0.007	'	0.512	13000	
	To: From:		5 Purkins Corne													
(₃) Kings Hwy	King George Count	nty 1.56	7200 F	F 9	96%	1%	1%	1%	2%	0%	F	0.088	F	0.61	7400	F
<u> </u>	To	US 3	301 Office Hall				<u> </u>									
3 Kings Hwy	King George Count			F (93%	0%	1%	2%	4%	0%	С	0.088	F	0.653	5800	F
	To:	Westmon	reland County I	Line												
	From:		eorge County L													
(₃) Kings Hwy	Westmoreland Cour	nty 2.84	4300 F	F 8	89%	1%	3%	2%	5%	0%	С	0.089	F	0.584	4400	F
\smile	To:	SR 2	205 Oak Grove													
3 Kings Hwy	Westmoreland Cour			F (93%	0%	1%	2%	4%	0%	F	0.09	F	0.598	6200	F
3,	т	,														
Views I have	From:		Of Potomac N		000/	00/	10/	00/	40/	00/	F	0.001	Г	0.00	0000	F
(3) Kings Hwy	Westmoreland Cour	nty 2.05	5800 F	F (93%	0%	1%	2%	4%	0%	F	0.091	F	0.62	6000	F
	To: From:	9	6-624 West													
(₃)Kings Hwy	Westmoreland Cour	nty 2.83	11000 F	F 9	93%	0%	1%	2%	4%	0%	F	0.087	F	0.661	12000	F
$\overline{}$	To	SR 347 Westm	noreland State F	Park Ro	nad											
3 Kings Hwy	Westmoreland Cour				95%	1%	1%	1%	3%	0%	С	NA			5800	G
(3) ·,	-							.,.	-,-	.,.	_					-
	From:		R 214 Lerty		050/	40/		40/	00/	00/		0.00	_	0.04	5000	
3 Kings Hwy	Westmoreland Cour	nty 3.57	4800 F	F (95%	1%	1%	1%	3%	0%	F	0.09	F	0.64	5000	F
<u> </u>	To: From:		CL Montross													
3 Kings Hwy	Town of Montross (Mair	int: 96) 0.95	4800 N	N 5	95%	1%	1%	1%	3%	0%	Ν	0.09	Ν	0.64	5000	Ν
\smile	To:	06.622	Peach Grove S	St												
3 Kings Hwy	Town of Montross (Mair				95%	1%	1%	1%	3%	0%	С	0.087	F	0.591	7600	F
					JJ /0	1 /0	1 /0	1 /0	U /0	U /0	0	0.007		0.001	, 000	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	ECL Montross												
3 Kings Hwy	Westmoreland County	1.89 7400 l	N 95%	1%	1%	1%	3%	0%	Ν	0.087	Ν	0.591	7600	Ν
\smile	To	SR 202 Cople Hwy												
3 Kings Hwy	Westmoreland County		F 95%	1%	1%	1%	3%	0%	F	0.087	F	0.589	4300	F
<u> </u>	To:	Richmond County Lir												
Kinga I hur	From:	Westmoreland County I		10/	10/	10/	00/	00/	_	0.000	F	0.504	4700	F
3 Kings Hwy	Richmond County	0.15 4500 I	F 94%	1%	1%	1%	3%	0%	F	0.089	г	0.521	4700	r
	Too From:	SR 203 Oldhams Rd												
3 Historyland Hwy	Richmond County	1.46 5600 I	F 94%	1%	1%	1%	3%	0%	С	0.086	F	0.545	5800	I
<u> </u>	To: From:	79-653 Sanfords Lan	e											
3 Historyland Hwy	Richmond County	0.79 5600 I	N 94%	1%	1%	1%	3%	0%	Ν	0.086	Ν	0.545	5800	1
<i></i>	To:	NCL Warsaw												
3 Historyland Hwy	Town of Warsaw (Maint: 79)	0.20 5600 I	N 94%	1%	1%	1%	3%	0%	Ν	0.086	Ν	0.545	5800	1
	Τα:	Bus SR 3 Main St			—									
3 Historyland Hwy	Richmond County		F 94%	1%	1%	1%	3%	0%	F	0.088	F	0.574	1900	
3),	T-					.,.			-		-			-
3 Historyland Hwy	Town of Warsaw (Maint: 79)	US 360, SR 3 Bus Richmo 0.11 6800 I	nd Rd F 91%	1%	1%	4%	2%	0%	F	0.109	F	0.565	7000	
3 Historyland Hwy	Town of Warsaw (Maint. 79)	0.11 0000 1	71/0	1 /0	1 /0	4 /0	∠ /0	0 /6	'	0.109	'	0.505	7000	,
	To: From:	SCL Warsaw											=	
3 Historyland Hwy	Richmond County	6.20 6800 I	N 91%	1%	1%	4%	2%	0%	N	0.109	N	0.565	7000	1
	To: From:	79-642 Sharps Rd												
3 Historyland Hwy	Richmond County	3.07 3100 l	F 91%	1%	1%	4%	2%	0%	F	0.083	F	0.578	3200	I
<u> </u>	Too From:	79-692, N Farnham Churc	ch Rd		— —									
3 Historyland Hwy	Richmond County	2.37 3000 I	F 91%	1%	1%	4%	2%	0%	F	0.082	F	0.598	3000	ı
\mathcal{L}	To	79-608 Farnham Creek	Rd											
3 Historyland Hwy	Richmond County		F 91%	1%	1%	4%	2%	0%	F	0.081	F	0.570	2800	-
	To:	Lancaster County Lin	ne											
	From:	Richmond County Lir												
3 Historyland Hwy	Lancaster County	5.30 2300 (G 91%	1%	1%	4%	2%	0%	С	0.093	F	0.5	2400	(
<u> </u>	To: From:	SR 201 White Chapel	Rd											
3 Historyland Hwy	Lancaster County	3.48 5300 0	G 91%	1%	1%	4%	2%	0%	F	0.084	F	0.596	5400	(
<u> </u>	To	E 51-604 West												
3 Historyland Hwy	Lancaster County	4.36 7400 (G 91%	1%	1%	4%	2%	0%	F	0.089	F	0.607	7600	(
<u> </u>	То	51-607 Goodluck Ro	1											
3 Historyland Hwy	From: Lancaster County		G 96%	1%	1%	1%	1%	0%	С	0.091	F	0.5	13000	(
<i>y</i> ,,	те!				 i	,-		- / -	-					
3 N Main St	Town of Kilmarnock (Maint: 51)	NCL Kilmarnock 1.63 12000	N 96%	1%	1%	1%	1%	0%	N	0.091	N	0.5	13000	1
3 N Main St	Town of Milliamock (Maint. 31)		₩ 30%	1 /0	1 /0	1 /0	1 /0	U /o	IN	0.091	IN	0.5	13000	
	To: From:	SR 200 W Int	• • • • • • •	6-1		461	061	00'	_	0.657	_	0.510	1 1000	
3 200 S Main St	Town of Kilmarnock (Maint: 51)		G 96%	0%	1%	1%	2%	0%	F	0.081	F	0.516	14000	(
~ ~	To:	SR 200 M Int												

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_				_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 200 M Int												
3 S Main St	Town of Kilmarnock (Maint: 51)	0.62 9800	G 96%	0%	1%	1%	2%	0%	F	0.084	F	0.552	10000	G
<u> </u>	To: From:	SCL Kilmarnock	ζ											
(3) Historyland Hwy	Lancaster County	1.82 8700	G 96%	1%	1%	1%	1%	0%	С	0.094	F	0.547	8700	G
<u>~</u>	To: From:	51-647 Chases R	d											
(3) Historyland Hwy	Lancaster County	1.67 9100	G 96%	1%	1%	1%	2%	0%	С	0.092	F	0.543	9300	G
<u>_</u>	To: From:	NCL White Stone	e											
(3) Rappahannock Dr	Town of White Stone (Maint: 51)	0.39 9100	N 96%	1%	1%	1%	2%	0%	Ν	0.092	Ν	0.543	9300	Ν
	Too From:	SR 200 E Int												
(3) Rappahannock Dr	Town of White Stone (Maint: 51)	0.46 9500	G 96%	0%	1%	1%	2%	0%	С	0.083	F	0.558	9700	G
	To- From:	SCL White Stone	e											
3 Historyland Hwy	Lancaster County	1.09 9500	N 96%	0%	1%	1%	2%	0%	Ν	0.083	Ν	0.558	9700	Ν
$\underline{\smile}$		Middlesex Couny Line, Rappa												
Greys Point Rd	Middlesex County	ancaster County Line, Rappa 5.84 7000	hannock River G 95%	1%	1%	1%	2%	0%	С	0.095	F	0.543	7100	G
3 Greys Point Rd	Trac	SR 33 W, Puller H		1 /0		1 /0	2/0	0 /6	C	0.095	1	0.545	7100	G
	From:	SR 33 W; Greys Poir	-											
$\binom{3}{3}$ General Puller Hwy	Middlesex County	3.45 5700	G 96%	0%	1%	1%	2%	0%	С	0.084	F	0.508	5900	G
	To:	SR 33 E; Twiggs Ferr	-											
3 Twiggs Ferry Rd	Middlesex County	SR 33 E Puller Hv 3.20 6300	vy G 96%	0%	1%	1%	2%	0%	F	0.09	F	0.501	6400	G
3 Twiggs Ferry Rd	To:	Mathews County L		0 70	—iř	1 70		0 70	•	0.00	•	0.001	0.00	Ğ
	From:	Middlesex County I	Line											
(₃) Twiggs Ferry Rd	Mathews County	1.37 5500	F 97%	0%	1%	0%	1%	0%	F	0.09	F	0.505	5700	F
<u>~</u>	Toe From:	SR 198 East												
(3)(198)	Mathews County	1.55 7600	F 97%	0%	1%	0%	1%	0%	F	0.087	F	0.598	7000	F
	To: From:	SR 198 W, Dutton	Rd											
3 Windsor Rd	Mathews County	2.07 5600	F 97%	0%	1%	0%	1%	0%	С	0.093	F	0.632	5700	F
	To:	SR 14 John Clayton Mem												
3 (14) John Clayton Mem Hwy	Mathews County	SR 14; Windor Rd, Fort I 0.11 11000	Nonsense G 97%	0%	1%	0%	1%	0%	F	NA			11000	G
3 (14) John Clayton Mem Hwy	To:	Gloucester County I		0 76	1 /8	0 /6	1 /0	0 76	'	INA			11000	ч
	From:	Mathews County L												
$\begin{pmatrix} 3 \end{pmatrix} \begin{pmatrix} 14 \end{pmatrix}$ John Clayton Memorial Hwy	Gloucester County	4.07 13000	G 98%	0%	1%	0%	1%	0%	С	0.088	F	0.657	13000	G
	To: From:	36-623 Ware Neck	Rd		<u> </u>									
(3) (14) John Clayton Memorial Hwy	Gloucester County	2.18 18000	G 98%	0%	1%	0%	1%	0%	F	0.087	F	0.655	18000	G
	To:	US 17 Bus Main St, Glou	cester CH											
East	From:	SR 3 Plank Rd												
(3) Ramp	Spotsylvania County	0.28 6900	G 96%	1%	0%	0%	2%	0%	F	0.084	F		7400	G
<u> </u>	10:	I-95 South												
East	From:	SR 3 I-95-N130B TO AND								0.400	_		10000	_
3 Ramp	Spotsylvania County	0.28 19000	G							0.100	F		19000	G
	•••	I-95-N FROM RT 3	ER											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length	AADT G	QA 4	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
est	From:		O AND FROM													
3 Ramp	Spotsylvania Count	,		G								0.094	F		3900	(
	To:	I-95-	-S FROM RT 3	1												
est	From:		Plank Rd Wes													
Bamp at I-95 Exit 130	Spotsylvania C <u>ount</u>			G								0.098	F		8800	
	To:		I-95 North													
us	From:		e and Grey Parl	kway												
₃) William St	City of Fredericksbu	urg 0.14	13000	G	98%	0%	1%	0%	0%	0%	F	NA			14000	
<i></i>	To:	111-3	8958 Hanover S	St			\neg									
William Ct	City of Freedoministration				000/	00/	10/	00/	00/	00/	_	NIA			11000	
William St	City of Fredericksbu	urg 0.30	9900	G	98%	0%	1%	0%	0%	0%	С	NA			11000	
JS	To: From:	111-3	955 College Av	/e												
William St	City of Fredericksbu	urg 0.48	11000	G	98%	0%	1%	0%	0%	0%	С	NA			12000	
	T-1															
us	From:		r, Washington	Ave												
3 William St	City of Fredericksbu	urg 0.37	5400	G	98%	0%	1%	0%	0%	0%	С	NA			5900	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	10000	G	98%	1%	1%	0%	0%	0%	F	NA			11000	
	To	Rue I	JS 1 Caroline S	lt.												
us	From:										_				=	
3) William St	City of Fredericksbu	-			98%	0%	1%	0%	0%	0%	F	NA			7100	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	12000	G	98%	0%	1%	0%	0%	0%	F	NA			13000	
	Tec From:	Bus SF	R 3 Par, Sophia	St												
us 3 William St	City of Fredericksbu	urg 0.03	18000	G	98%	0%	1%	0%	0%	0%	F	0.104	Ν	0.609	19000	
J William St	Try		CL Stafford		0070	0 / 0		0 70	0 70	070	•	0.101	•••	0.000	10000	
us	From:		Fredericksburg	7												
3 Kings Hwy	Stafford County	0.30	14000	G :	96%	0%	1%	1%	1%	0%	F	0.104	F	0.609	15000	
	To:	SR 212 (Chatham Height	s Rd												
us	From:										_		_			
3 Kings Hwy	Stafford County	1.26			96%	0%	1%	1%	1%	0%	С	0.093	F	0.531	28000	
	10:		e and Grey Parl													
us	From:		SR 3 William S													
3) Washington Ave	City of Fredericksbu		4800	G	97%	1%	1%	0%	1%	0%	F	NA			5200	
	Combined Traffic Estimates for 2 Parallel Road	•			98%	1%	1%	0%	0%	0%	F	NA			11000	
	To:		3963 Amelia St													
JS Amolia St	City of Erodovialsah		3, Washington		079/	10/	10/	00/	10/	09/	C	0.000	F		4400	
Amelia St	City of Fredericksbu	•			97%	1%	1%	0%	1%	0%	С	0.099	Г		4400	
	Combined Traffic Estimates for 2 Parallel Road				98%	1%	1%	0%	0%	0%	С	NA			10000	
JS	From:		3973 Sophia St 3973, Amelia S				_									
<u> </u>	City of Fredericksbu				99%	0%	0%	0%	0%	0%	С	NA			6000	
Sophia St	Combined Traffic Estimates for 2 Parallel Road	•			98%	0%	1%	0%	0%	0%	F	NA			13000	
	Combined Traine Estimates for 2 rarallel float	Bus S	12000	u .	JU /0	U /0	1 /0	0 /6	0 /0	U /0		INA			13000	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Truck-			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus			rail 2Trai	(.)(.)	Factor	QK	Factor	AAWDT	Q
Bus	From:	SR 3 Historyland Hwy	050/	00/	10/	10/ 0	2/ 00/		0.004	N.	0.007	10000	
Main St	Town of Warsaw (Maint: 79)	0.77 13000 N	95%	0%	1% 1	1% 2	% 0%	N	0.081	Ν	0.607	13000	ı
us	From:	US 360 Richmond Rd US 360; Main St			_								
3) (360) Richmond Rd	Town of Warsaw (Maint: 79)	0.78 13000 F	95%	0%	1% 1	1% 2	% 0%	F	0.081	F	0.607	13000	
3) (360)	To:	SR 3 Historyland Hwy	0070	0,0			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•	0.00		0.00.	.0000	
	From:												
Buggs Island Rd	Mecklenburg County	North Carolina State Line 4.53 430 F	95%	0%	1% 1	1% 2	% 0%	F	0.105	F	0.515	440	
Buggs Island Rd	Wecklehburg County			0 /6	1 /0	1/0 2	/6 0 /6		0.105	'	0.515	440	
	From:	South End Of John H. Kerr D.		201		101 0	2/ 00/		0.405		0.550	010	
Buggs Island Rd	Mecklenburg County (Maint: US)	0.53 590 N	95%	0%	1% 1	1% 2	% 0%	N	0.105	N	0.552	610	
	To: From:	North End of John H. Kerr Da	am										
Buggs Island Rd	Mecklenburg County	1.46 590 F	95%	0%	1% 1	1% 2	% 0%	С	0.105	F	0.552	610	
<i></i>	To	58-707 China Grove Rd, Castle H	leights										
Buggs Island Rd	Mecklenburg County	4.50 760 F	95%	0%	1% 1	1% 2	% 0%	F	0.106	F	0.527	770	
	To:	US 58 Gills					,	-		-			
	From:												
5) (60) Main St	City of Richmond	25th St 0.30 15000 G	99%	0%	0% ()% 0	% 0%	F	0.099	F	0.663	17000	
60) Wall St	Oity of Filoriniona		00 /0	0 70		,,,,	70 070		0.000		0.000	17000	
	From:	Williamsburg Rd					.,	_		_			
5) Main St	City of Richmond	0.40 6600 G	99%	0%	0% ()% 0	% 0%	С	0.129	F	0.756	7500	
<u></u>	To: From:	Nicholson St											
5 Main St	City of Richmond	0.26 10000 G	94%	0%	2% 1	1% 2	% 0%	С	0.134	F	0.825	12000	
<i>)</i>	To	ECL Richmond											
Osborne Tpke	Henrico County	1.99 9500 F	98%	0%	1% 1	1% 0	% 0%	С	0.110	F	0.781	10000	
3)	To:	New Market Rd					,	_		-			
	From:	Osborne Tpke											
New Market Rd	Henrico County	2.13 7900 F	97%	1%	1% 1	1% 1	% 0%	С	0.111	F	0.713	8400	
<i>)</i>	To:	Laburnum Ave											
5 New Market Rd	From: L Henrico County	3.27 8200 F	93%	1%	1% 2	2% 3	% 0%	С	0.107	F	0.604	8800	
of Healthart He	Tiermies seamy		0070	1 70		-70 0	70 070	Ŭ	0.107	•	0.001	0000	
	From:	I-295					.,	_		_			
5 New Market Rd	Henrico County	4.70 2100 F	94%	0%	1% 2	2% 3	% 0%	С	0.103	F	0.608	2300	
	To: From:	Willis Church Rd											
(156) New Market Rd	Henrico County	1.72 2100 F	94%	0%	1% 2	2% 3	% 0%	F	0.102	F	0.672	2100	
	To:	Charles City County Line											
	From:	Henrico County Line						_		_			
5 156 John Tyler Memorial Hwy	Charles City County	4.34 1300 G	87%	1%	2% 7	7% 3	% 0%	С	0.095	F	0.668	1300	
	To: From:	SR 156 E Int											
John Tyler Memorial Hwy	Charles City County	3.69 2700 G	90%	1%	1% 2	2% 6	% 0%	С	0.096	F	0.576	2700	
<i></i>	To	18-609 Barnetts Rd											
5 John Tyler Memorial Hwy	Charles City County	5.68 2200 G	96%	0%	1% 1	1% 2	% 0%	С	0.101	F	0.552	2200	
n / Oomin ryich wichilollar riwy	Chance Only County	0.00 2200 G	JU /0	U /0	1/0	/0 2	/U /O	U	0.101	1	0.002	2200	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Truck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+Ax			QC	Factor	QK	Factor	AAWDT	. Q
	From:	SR 155 Charles City CH											
5) John Tyler Memorial Hwy	Charles City County	3.81 2000 G	96%	1%	<u>1</u> % 1%	2%	0%	С	0.108	F	0.516	2000	(
<u> </u>	To:	18-632 Tyler's Mill Rd											
	From:	18-632 Tylers Mill Rd						_		_			
5) John Tyler Memorial Hwy	Charles City County	9.47 2600 G	96%	1%	<u>1</u> % 1%	2%	0%	F	0.099	F	0.573	2600	•
\smile		ames City County Line, Chickahomi											
		harles City County Line, Chickahom											
5 John Tyler Memorial Hwy	James City County	2.99 3000 F	97%	1%	1% 1%	1%	0%	F	0.088	F	0.502	3100	
	To:	Urban Boundary											
	From:	47-614 Centerville Rd											
5) John Tyler Memorial Hwy	James City County	2.04 8000 F	97%	1%	1% 1%	1%	0%	F	0.092	F	0.546	8100	
<u></u>	From:	47-615 Ironbound Rd						_		_			
₅) John Tyler Memorial Hwy	James City County	1.51 9400 F	97%	1%	1% 1%	1%	0%	С	0.089	F	0.593	10000	
<i></i>	To	47-652 Stanley Dr			<u> </u>								
5 John Tyler Memorial Hwy	James City County	0.29 15000 F	97%	1%	 1% 1%	1%	0%	F	0.092	F	0.578	16000	
5 John Tyler Memorial Hwy	dames only county	0.29 1 3000 F	31 /6	1 /0	1/0 1/0	1 /0	0 /6	'	0.032		0.570	10000	
<u> </u>	To- From:	SR 199, 46-616											
5 (199)	James City County	0.22 33000 F	92%	0%	1% 4%	2%	0%	С	0.091	F	0.568	36000	
3) (133)	, ,												
	From:	WCL Williamsburg											
5 /\199 <i>)</i>	City of Williamsburg (Maint: 47)	0.24 33000 F	92%	0%	1% 4%	2%	0%	С	0.091	F	0.568	36000	
	To:	SR 31, SR 199											
_	From:	SR 31 Jamestown Rd; SR 19	9										
5) Jamestown Rd	City of Williamsburg	0.27 8600 F	98%	0%	2% 0%	0%	0%	С	0.097	F	0.624	9100	
	To	127 7072 I I T I M : 1 I	T .										
	From:	137-7073 John Tyler Memorial I	•	00/	00/ 00/	00/	00/	_	0.000	_	0.040	40000	
5) Jamestown Rd	City of Williamsburg	1.50 9700 F	99%	0%	0% 0%	0%	0%	С	0.093	F	0.642	10000	
<u>~</u>	To:	137-7075 Boundary St											
	From:	Jamestown Rd											
₅) Boundary St	City of Williamsburg	0.07 9200 F	99%	0%	0% 0%	0%	0%	F	0.082	F	0.509	9800	
	To:	Francis St											
	From:	Boundary St											
5 Francis St	City of Williamsburg	0.09 6600 F	95%	0%	1% 2%	2%	0%	С	0.08	F	0.53	7000	
	To:	SR 132 Henry St											
	From:	Francis St											
5) (132) Henry St	City of Williamsburg	0.38 4500 F	95%	1%	 1% 2%	1%	0%	С	0.081	F	0.522	4800	
5) (132) 1.10.111) 31	To:	SR 162 Lafayette St	0070	1 70		1,0	0 70	·	0.001	•	0.022	1000	
	From:	SR 132 Henry St											
- Lafavetta St	City of Williamsburg	0.33 9400 F	98%	1%	 1% 0%	0%	0%	F	0.094	F	0.536	10000	
5) Lafayette St	City of Williamsburg	0.33 9400 F	90%	170	1% 0%	0%	0%	Г	0.094	Г	0.536	10000	
	To: Econo	Capital Landing Rd											
5 Lafayette St	City of Williamsburg	0.73 7800 F	98%	1%	1% 0%	0%	0%	С	0.095	F	0.579	8300	
3) ====,5.10 01	g		30,0	. , •			0,0	•	0.000	•	3.0.0	0000	
	To: From:	US 60 Page St											
5) 60 Page St	City of Williamsburg	0.25 13000 F	99%	0%	0% 0%	0%	0%	С	0.084	F	0.579	14000	
	T												
¬ ~~ -	From:	Second St						_		_			
5) (60) Page St	City of Williamsburg	0.31 20000 F	99%	0%	0% 0%	0%	0%	F	0.08	F	0.677	22000	
	To:	US 60 Page St											

5 .		1=	<u> </u>	4			Tru	ck			K	0:1	Dir	A A \	
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	From:	US 60 Page St													
5 Capitol Landing Rd	City of Williamsburg	0.62 6700		98%	1%	1%	0%	0%	0%	С	0.087	F	0.517	7100	I
<u> </u>	To:	SR 143 Merrimac	: St												
East	From:	SR 5 I-295-E022B TO ANI		1 RT											
5 Ramp	Henrico County	0.25 2500	F								0.115	F		2500	
\sim	То:	I-295-E FROM R	T 5												
ast	From:	SR 5 I-295-W022B TO	RT 295	i											
5 Ramp	Henrico County	0.22 1500	F								0.176	F		1500	
<u> </u>	To:	I-295-W FROM R	RT 5												
/est	From:	SR 5 TO ROUTE	295												
Ramp	Henrico County	0.18 610	F								0.144	F		610	
	To:	I-295-E FROM R													
est	From:	SR 5 I-295-W027A TO AN	D FROM	/ RT											
S Ramp	Henrico County	0.31 780	F	7 101							0.161	F		780	
3)	To:	I-295-W FROM R													
	From:	US 250 Rockfish Gap				<u> </u>									
6 Afton Mountain Rd	Nelson County	3.72 720		99%	0%	1%	0%	0%	0%	С	0.102	F	0.592	730	
6 / Attorn Wodintam Fla	To:	SR 151 Critzers Sho		00 /0	0 70		070	0 70	0 70	O	0.102	•	0.002	700	
	From:	SR 151 Avon	•												
6 (151)	Nelson County	6.22 7100	G	93%	1%	1%	1%	4%	0%	С	0.092	F	0.55	6600	
	To:	SR 151 Martins St	tore												
	From:	SR 151 Rockfish Valle													
6 River Rd	Nelson County	5.79 3700	G	90%	1%	2%	1%	7%	0%	С	0.095	F	0.546	3800	
	Τα	US 29 W, Thomas Nels	son Hwv	7											
6) (29) Thomas Nelson Hwy	Nelson County	3.94 13000		88%	1%	1%	1%	9%	0%	F	0.084	F	0.567	12000	
,	To	110 00 F FF	**												
6 Irish Rd	Nelson County	US 29 E, Thomas Nels 3.43 1800		90%	1%	6%	1%	2%	0%	С	0.111	F	0.689	1800	
6 Irish Rd	To:	Albemarle County l		90%	1 70	0%	1 70	270	0%	C	0.111	Г	0.009	1000	
	From:	Nelson County Li													
6 Irish Rd	Albemarle County	7.19 1100		95%	1%	1%	1%	2%	0%	С	0.105	F	0.576	1100	
9	To	02 (27 P + P													
6 Irish Rd	Albemarle County	02-627 Porters R 5.68 1200		95%	1%	1%	1%	2%	0%	F	0.087	F	0.539	1200	
6 Irish Rd	Albertarie County	5.00 1200	G	95%	1 70	1 70	1 70	270	0%	Г	0.067	Г	0.559	1200	
	To: From:	SR 20 W, Scottsvill													
6) (20) Valley Rd	Albemarle County	0.28 7000	G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.704	7200	
	To: From:	WCL Scottsville	e												
6) (20) Valley Rd	Town of Scottsville (Maint: 02			95%	1%	1%	1%	2%	0%	Ν	0.092	Ν	0.704	7200	
	To:	SR 20 E; Main S													
	From:	SR 20 E, Valley	St												
6) Main St	Town of Scottsville (Maint: 02	0.28 4200	G	97%	0%	1%	1%	0%	0%	F	0.094	F	0.587	4300	
<u> </u>	To:	Fluvanna County I													
	From:	Albemarle County		0761	001		461	061	061	_	0.65	_	o == :	0000	
6)Canal St	Town of Scottsville (Maint: 32			97%	0%	1%	1%	0%	0%	С	0.091	F	0.571	3000	
~	To:	32-675 Canal S	St												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K	<u> </u>	Dir		QW
Route	Jurisdiction	Length AADT	QA	4Tire	4Tire Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	K Factor	AAWDI	
	From:	32-675 Can	al St												
6) West River Rd	Town of Scottsville (Maint: 32)	0.08 2900	N	97%	0%	1%	1%	0%	0%	Ν	0.091	Ν	0.571	3000	1
\smile	To From:	ECL Scotts	ville			\neg \vdash									
6 West River Rd	Fluvanna County	7.98 2900	N	97%	0%	1%	1%	0%	0%	Ν	0.091	Ν	0.571	3000	
\smile	Tot	32-620 Rolling R	oad South			\lnot \vdash									
6 West River Rd	Fluvanna County	5.30 2300		97%	0%	1%	1%	0%	0%	F	0.102	F	0.667	2300	
<u> </u>	To	32-612 Winns	villa De												
6 West River Rd	From: Fluvanna County	2.26 1200		97%	0%	1%	1%	0%	0%	F	0.1	F	0.586	1200	
6) West Tilver Tid	To:	US 15 James Ma		,	0 70		1 /0	0 / 0	0 70	•	0.1	•	0.000	1200	
	From:	US 15 Fork													
6) 15 James Madison Hwy	Fluvanna County	1.99 4800	G	94%	1%	1%	1%	3%	0%	F	0.082	F	0.549	4900	
	Tox	US 15 Di													
Ford Phone But	From:	US 15 James Ma		050/	40/	10/	40/	00/	00/	_	0.004	_	0.507	4000	
6 East River Rd	Fluvanna County	4.28 1800	G	95%	1%	1%	1%	2%	0%	F	0.094	F	0.527	1900	
	To: From:	WCL Colu	mbia												
₆) Saint James St	Town of Columbia (Maint: 32)	0.64 1800		95%	1%	1%	1%	2%	0%	N	0.094	Ν	0.527	1900	
<u> </u>	To:	Goochland County Line	_												
River Rd West	Goochland County	Fluvanna County Line, 6.01 1500		1mb1a 95%	1%	1%	1%	2%	0%	С	0.103	F	0.518	1500	
6 River Rd West	Goodinand County	0.01 1500	G	95 /6	1 /0	1 /0	1 /0	Z /0	0 /6	C	0.103	'	0.516	1300	
	To: From:	SR 45 Georges				<u> </u>				_		_			
6 River Rd West	Goochland County	6.47 3500	G	95%	1%	1%	1%	2%	0%	F	0.082	F	0.713	3600	
_	To: From:	37-600 Rock C	astle Rd												
6 River Rd West	Goochland County	3.41 5000	G	95%	1%	1%	1%	2%	0%	F	0.087	F	0.726	5100	
<u> </u>	To:	US 522 W, Sandy													
Diver Bood West	Coopbland County	1.74 6500		070/	0%	10/	00/	00/	00/	F	0.086	F	0.548	3000 2300 1200 4900 1900 1500 3600	
6 522 River Road West	Goochland County	1.74 6500 E US 52		97%	0%	1%	0%	2%	0%	Г	0.086	Г	0.546		
	From:	US 522 E, Mai													
6 River Rd West	Goochland County	4.95 3800		96%	1%	1%	1%	1%	0%	С	0.097	F	0.611	3900	
9	To	37-628 Lee	. D.4											3000 3000 2300 1200 4900 1900 1900 3600 5100 6700 3900 5500 9200 19000 25000	
6 River Rd West	Goochland County	6.62 5300		98%	0%	1%	1%	0%	0%	F	0.109	F	0.529	5500	
6) The Tid West	accomand county			30 70	0 70	1 /0	1 /0	0 70	0 70	•	0.103		0.525	3300	
Datterna A.	From	37-621 Mana		000/	00/		00/	40/	00/	_	0.007	_	0.54	0000	
Patterson Ave	Goochland County	1.84 8900	G	96%	0%	0%	2%	1%	0%	С	0.097	F	0.51	9200	
	To: From:	SR 288													
6) Patterson Ave	Goochland County	2.36 19000		98%	0%	1%	1%	0%	0%	С	0.106	F	0.549	19000	
<i></i>	To:	Henrico Coun	-												
Pottoroon Avo	Hoprice County	Goochland Cou		000/	00/	00/	00/	00/	00/	F	0.106	_	0.506	25000	
6 Patterson Ave	Henrico County	1.04 23000) F	99%	0%	0%	0%	0%	0%	r	0.106	F	0.536	25000	
	To: From:	Pump R													
6 Patterson Ave	Henrico County	0.69 2500 0) F	96%	0%	1%	2%	1%	0%	С	0.103	F	0.607	29000	
<u> </u>	To:	Gaskins l	Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		<u> </u>		e noi				Tru	ok			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q)
	From:		Gaskins Rd													
6 Patterson Ave	Henrico Coul	nty 1.04	24000	F	98%	0%	1%	1%	1%	0%	С	0.097	F	0.599	27000	F
<u> </u>	To: From:		Gayton Rd				_									
6 Patterson Ave	Henrico Coul	nty 0.52	24000	F	99%	0%	0%	0%	0%	0%	F	0.096	F	0.528	27000	I
$\overline{}$	To		Parham Rd													
6 Patterson Ave	Henrico Coul		21000	F	97%	0%	1%	1%	1%	0%	С	0.098	F	0.633	24000	
<u> </u>	Tα		Forest Ave													
6 Patterson Ave	Henrico Cou		19000	Α	99%	0%	0%	0%	0%	0%	С	0.115	Α	0.643	21000	
<u> </u>	To	W	CL Richmond	1												
6 Patterson Ave	From: L City of Richmo		15000	G	99%	0%	0%	0%	0%	0%	F	0.103	F	0.554	17000	
<u> </u>	To		Libbie Ave													
6 Patterson Ave	From:L City of Richmo		12000	F	97%	1%	1%	0%	0%	0%	С	0.105	F	0.505	13000	
6) - 4	Tar[•	0.70	.,,		0,0	0,0	0,0		01.00	•	0.000	.0000	
6 Patterson Ave	From: City of Richmo		Malvern Ave 8800	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.55	10000	
6 Patterson Ave	Oity of Filefilm			<u> </u>	33 76	0 70	0 70	0 70	0 70	0 70	•	0.101		0.55	10000	
6 Kensington Ave	From: City of Richmo		Chompson St	G	98%	1%	1%	0%	00/	0%	С	0.093	F	0.648	3300	
6 Kensington Ave	City of Nicillii	0.71	2900 Boulevard	G	90%	I 70	1 70	076	0%	0%	C	0.093	Г	0.040	3300	
l	From:	C	R 6 River Rd													
/ye 6 Tidbit Trail	Nelson Cour		530	R								NA			NA	
6) 114211 11411	To:	•	homas Nelsor													
	From:	US 50. US	522 Par, Brad	ddock	St											
7) (50) (522) Boscawen S	t City of Winche		1900	G	99%	0%	0%	0%	0%	0%	С	0.090	F		2000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	9600	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.523	10000	
	To:	US	11 Cameron S	St												
	From:		Boscawen St		070/	10/	10/	00/	10/	00/	_	0.000	_	0.040	0700	
7 $\left(11\right)\left(\frac{1}{1}\right)\left(\frac{50}{9}\right)$ Came			8200	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8700	
	Combined Traffic Estimates for 2 Parallel F		Piccadilly St	G	97%	1%	1%	0%	1%	0%	F	0.097	Г	0.516	15000	
	From:		11 Cameron S	St												
7 Piccadilly St	City of Winche	ester 0.18	9000	G	96%	1%	1%	1%	1%	1%	С	0.088	F	0.536	9600	
<u> </u>	Το:		East Lane													
	City of Winche		Piccadilly St 8200	G	97%	1%	1%	0%	2%	0%	F	0.086	F	0.504	8700	
7 East Lane	To:		Fairfax Lane	G	31 /6	1 /0	1 /0	0 /6	Z /0	0 /6	'	0.000	'	0.504	8700	
	From:		Highland Ave													
7 National Ave	City of Winche	ester 0.32	9100	G	96%	1%	2%	1%	1%	0%	С	0.087	F	0.581	9600	
<u> </u>	To:	138-521:	3 Pleasant Val	lley Ro	[
7 Berryville Ave	City of Winche		22000	G	97%	1%	1%	0%	2%	0%	С	0.087	F	0.534	23000	
\mathcal{I}	To:		Ross St													
7 Berryville Ave	From: L City of Winchester (I	Maint: 34) 0.16	25000	G	97%	1%	1%	0%	2%	0%	F	0.086	F	0.524	27000	
	, <u>-</u>	,														

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4T	ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	I-81; ECL Winch													
7) Berryville Pike	Frederick County	3.69 25000	G 95	5%	1%	1%	0%	3%	0%	С	0.079	F	0.61	27000	G
<u> </u>	To:	Clarke County I				_									
7 Harry Flood Byrd Hwy	Clarke County	Frederick County 3.80 25000		5%	1%	1%	0%	3%	0%	С	0.1	Α	0.642	27000	Α
7 Harry Flood Byrd Hwy	Glarke County	5.60 23000	A 30	70	1 /0	1 /0	0 /6	J /6	0 /6	O	0.1	^	0.042	27000	^
	To: From:	Bus SR 7 West of B													
7 Harry Flood Byrd Hwy	Clarke County	1.45 25000	G 95	5%	1%	1%	0%	3%	0%	F	0.089	F	0.703	2/000	G
	To: From:	US 340 North of Be													
7) Harry Flood Byrd Hwy	Clarke County	1.65 22000	G 95	5%	1%	1%	0%	3%	0%	F	0.099	F	0.775	23000	G
<u> </u>	To: Grown	Bus SR 7 East of Be	erryville			\neg \vdash									
7 Harry Flood Byrd Hwy	Clarke County	4.16 22000	G 97	7%	1%	1%	0%	1%	0%	F	0.094	F	0.76	25000	G
<u> </u>	To	21-606 River I	D.d.												
7 Harry Flood Byrd Hwy	Clarke County	2.51 23000		7%	1%	1%	0%	1%	0%	F	0.098	F	0.797	26000	G
1),	To:	Loudoun County					-,-		- , -						
	From:	Clarke County I													
7) Harry Flood Byrd Hwy	Loudoun County	0.89 22000	G 97	7%	1%	1%	0%	1%	0%	F	0.096	F	0.828	25000	C
<u> </u>	To	53-760 Near Blue	emont												
7 Harry Flood Byrd Hwy	Loudoun County	3.02 24000		7%	1%	1%	0%	1%	0%	С	0.115	Α	0.77	27000	A
	To	Bus SR 7 West of Ro	ound Uill												
7 Harry Flood Byrd Hwy	Loudoun County	1.07 22000		7%	1%	1%	0%	1%	0%	F	0.098	F	0.835	25000	G
7),				,,,	. , ,		0,0	. , 0	0,0	•	0.000	•	0.000		
Llaws Flood Dawd Lland	From	Bus SR 7 West of Pu		7%	1%	10/	00/	10/	0%	F	0.096	F	0.040	07000	G
7 Harry Flood Byrd Hwy	Loudoun County	2.07 24000	G 97	70	170	1%	0%	1%	0%	Г	0.096	Г	0.842	27000 27000 27000 23000 25000 25000	Ċ
	To: From:	WCL Purcellvi													
Harry Flood Byrd Hwy	Town of Purcellville (Maint: 53)	0.94 24000	G 97	7%	1%	1%	0%	1%	0%	F	0.096	F	0.842	27000	G
<u></u>	To: From:	ECL Purcellvi	lle												
7 Harry Flood Byrd Hwy	Loudoun County	1.04 24000	G 97	7%	1%	1%	0%	1%	0%	F	0.096	F	0.842	27000	C
\smile	To. From:	SR 287 North of Pur	rcellville			\neg \vdash									
7 Harry Flood Byrd Hwy	Loudoun County	2.07 37000		7%	1%	1%	0%	1%	0%	F	0.089	F	0.813	27000 27000 23000 25000 25000 25000 27000 27000 27000 41000 42000 62000 62000	(
	To	52 704 H1k Ct-													
7 Harry Flood Byrd Hwy	Loudoun County	53-704 Hamilton Sta 2.37 37000		7%	1%	1%	0%	1%	0%	F	0.086	F	0.749	42000	G
7 Harry Flood Byrd Hwy	Loddodii Codiity			70	1 /0	1 /0	0 /6	1 /0	0 /6	'	0.000	'	0.743	42000	
	To: From:	SR 9, Bus SR 7 Clar	-							_					
7 Harry Flood Byrd Hwy	Loudoun County	2.38 57000	G 98	3%	1%	1%	0%	1%	0%	С	NA			62000	C
<u>~</u>	To: From:	Bus SR 7; WCL Le	eesburg												
7 Market St West	Town of Leesburg (Maint: 53)	1.85 55000	G 95	5%	0%	1%	2%	2%	0%	С	0.079	F	0.725	60000	C
<u> </u>	To Eron	US 15 King S	St			\neg \vdash									
7) (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 59000		7%	1%	1%	1%	1%	0%	С	0.083	F	0.708	62000	G
	To	SR 267				<u> </u>									
7) 15 Leesburg Bypass	Town of Leesburg (Maint: 53)	1.16 49000	G 96	6%	1%	1%	1%	1%	0%	С	0.078	F	0.639	52000	C
7) {15 \ Leesburg Bypass	(Ivialit. 33)	1.10 43000	u 90	/0	1 /0	1 /0	1 /0	1 /0	0 /0	U	0.070		0.009	32000	C

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and inters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 15, Bus SR 7	Market St			ZANIC	JTAXIC	TTTAII	ZIIali		i actor		1 actor		
7 Market St East	Town of Leesburg (Maint: 53)	1.83 78000		97%	1%	1%	0%	0%	0%	F	0.074	F	0.559	83000	G
()	To														
7 Harry Flood Byrd Hwy	Loudoun County	ECL Leesb 2.38 74000		97%	1%	1%	0%	0%	0%	F	0.069	F	0.597	79000	G
7 Harry Flood Byrd Hwy						1 /0	0 70	0 /0	0 70		0.005	'	0.557	73000	a
C Harris Fland Bright House	From:	01 Claiborne Pkwy; 53-2					00/	00/	00/	_	0.070	_	0.50	07000	
7 Harry Flood Byrd Hwy	Loudoun County	2.99 91000	G	97%	1%	1%	0%	0%	0%	F	0.072	F	0.59	97000	G
	To: From:	SR 28 Sully	Rd												
7 Harry Flood Byrd Hwy	Loudoun County	4.07 61000	G	97%	1%	1%	0%	0%	0%	F	0.076	F	0.523	65000	G
\smile	To: From:	Fairfax County												83000 79000 97000 65000 66000 59000 67000 39000 39000 32000 26000 26000 22000 44000	
7 Leesburg Pike	Fairfax County	Loudoun Coun 1.69 62000	_	98%	1%	1%	0%	1%	0%	С	0.072	F	0.601	66000	G
7 Leesburg Pike	Famax County	1.09 62000	G	90%	I 70	1 70	0%	1 70	0%	C	0.072	Г	0.601	66000	G
	To: From:	SR 193 Georgeto				 									
7 Leesburg Pike	Fairfax County	7.26 56000	G	97%	1%	1%	0%	0%	0%	F	0.072	N	0.601	59000	G
<u> </u>	To: From:	SR 267 Dulles	Toll Rd												
7 Leesburg Pike	Fairfax County	1.15 63000	G	97%	1%	1%	0%	0%	0%	F	NA			67000	G
\smile	Tot	SR 123 Tysons	Corner												
7 Leesburg Pike	Fairfax County	0.91 62000		97%	1%	1%	0%	0%	0%	С	0.079	Α	0.662	66000	Α
(1)	T-1														
7 Leesburg Pike	Fairfax County	I-495 Captital E 1.40 47000		97%	1%	1%	0%	0%	0%	F	0.072	F	0.598	50000	G
7 Leesburg Pike	Famax County	1.40 47000	G	97%	1 70	1 70	0%	076	0%	Г	0.072	Г	0.596	50000	G
	To: From:	I-66													
7 Broad St	Fairfax County	0.55 36000	N	95%	1%	1%	1%	2%	0%	N	0.076	Ν	0.538	39000	N
<u> </u>	To: From:	WCL Falls C	hurch												
$\binom{7}{7}$ Broad St	City of Falls Church	0.38 36000	G	95%	1%	1%	1%	2%	0%	С	0.076	F	0.538	39000	G
\smile	To:	110-6749 We	est St												
7 Broad St	City of Falls Church	0.93 31000		94%	0%	1%	3%	1%	0%	С	0.077	F	0.514	32000	G
	To													79000 97000 65000 66000 59000 67000 39000 39000 32000 26000 26000 22000 44000	
7 Broad St	City of Falls Church	US 29 Washing 0.34 24000		97%	1%	1%	0%	0%	0%	F	0.075	F	0.516	26000	G
7 Broad St	City of Fails Church	0.34 24000	<u> </u>	31 /0	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.073	'	0.510	20000	G
	To: From:	110-6799 Che	_			 						_			
7 Broad St	City of Falls Church	0.53 24000	G	97%	1%	1%	0%	0%	0%	F	0.080	F	0.572	26000	G
<u> </u>	To: From:	ECL Falls Ch	nurch												
7 Leesburg Pike	Fairfax County	0.23 21000	G	97%	1%	1%	0%	0%	0%	F	0.077	F	0.591	22000	G
\smile	To:	US 50 Arlingto	n Blvd												
7 Leesburg Pike	Fairfax County	0.50 42000		97%	1%	1%	0%	0%	0%	F	0.074	F	0.513	44000	G
	To														
- Loosburg Piko	Foirfay County	29-2327 Hen	_	97%	1%	10/	00/	10/	0%	С	NA			46000	G
7 Leesburg Pike	Fairfax County	1.57 43000	<u> </u>	9/%	170	1%	0%	1%	U%	C	INA			40000	G
	To: From:	SR 244 Baileys Cr													
7 Leesburg Pike	Fairfax County	0.69 40000		97%	1%	1%	0%	0%	0%	F	0.073	F	0.512	42000	G
\checkmark	To:	29-2503 Jeffer	son St												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		T finding and interotal				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	29-2503 Jeffersor												
(7) Leesburg Pike	Fairfax County	0.46 46000	G 97%	1%	1%	0%	0%	0%	F	0.098	F	0.729	49000	G
	To: From:	WCL Alexandri			\Box									
(7) King St	City of Alexandria	1.09 49000	G 95%	0%	1%	3%	1%	0%	С	0.080	F	0.569	52000	G
	To: From:	I-395												
(7) King St	City of Alexandria	0.65 25000	G 96%	0%	1%	1%	1%	0%	С	0.083	F	0.6	26000	G
	To: From:	Braddock Rd												
(7) King St	City of Alexandria	1.91 15000	G 97%	0%	0%	0%	2%	0%	С	0.088	F	0.595	15000	G
	To: From:	Russell Rd												
(7) King St	City of Alexandria	0.38 16000	G 97%	1%	1%	0%	0%	0%	F	0.082	F	0.619	17000	G
	To: From:	West St												
(7) King St	City of Alexandria	0.48 7800	G 87%	2%	2%	6%	3%	0%	С	0.075	F	0.517	8200	G
	To:	Washington St												
Down to LO1 C at Evit 215	From:	Ramps SR 7 N001B; SR								0.004	F		10000	_
Ramp to I-81 S at Exit 315	Frederick County	0.20 10000 I-81 S	G							0.084	г		10000	G
	From:	SR 7												
7 Ramp to I-81 N at Exit 315	Frederick County	0.20 7900	G							0.089	F		7900	G
	To:	I-81 N	<u> </u>											
	From:	SR 07-E062B SR 07-W062	2B From Rt 7											
7 Ramp	Fairfax County	0.15 NA								NA			NA	
	To	SR 07- 62C To Comm	nuter Lot		\neg \vdash									
7 Ramp	Fairfax County	0.14 9500	G							0.079	F		9500	G
	To:	I-66 East											49000 52000 26000 15000 17000 8200 10000 7900 NA 9500 NA	
	From:	SR 07- 62B To Comm	nuter Lot										10000 7900 NA 9500 NA	
(7) Ramp	Fairfax County	0.13 NA	***							NA			NA	
	10.	From SR 7 East &	West										52000 26000 15000 17000 8200 10000 7900 NA 10000 7900 19000	
East 7 Ramp toward I-81 S at Exit 315	Frederick County	SR 7 E 0.04 10000	G							0.085	F	0.710	10000	G
7 Hamp toward 1-01 3 at Exit 313	To:	Ramp SR 7 1A								0.003	•	0.710	10000	G
East	From:	SR 7 E	-											
7 Ramp toward I-81 N at Exit 315	Frederick County	0.05 7900	G							0.09	F	0.634	7900	G
· ·	To:	Ramp SR 7 1B												
East	From:	SR 7 SR 07-W060A To R	t 495 South											
7 Ramp	Fairfax County	0.28 19000	G							0.076	F		19000	G
$\overline{}$	To:	I-495-S048X From Rt 7 East00	0- Leesburg Pike											
East	From:	SR 7 Leesburg Pike												
7 Ramp From SR 7 EB to I-495 NB	Fairfax County	0.10 20000	G							0.076	F		20000	G
	10.	I-495 Capital Beltway Inno	er Loop NB											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4Ti	re Bus		Tru e 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
East 7 Ramp	Fairfax County	SR 7 To Rt 66 East 0.08 10000	G							0.086	F		10000	G
East 7 Ramp	Fairfax County	SR 07-E062B TO RT 0.14 21000 I-66-W FROM RT	G							0.083	F		21000	G
East 7 Ramp	Fairfax County	SR 07-E062A To R 0.35 12000 SR 07-W062B SR 07- 6	G 97	% 1%	1%	0%	0%	0%	F	NA			12000	G
East 7 Ramp	City of Alexandria (Maint: 00)	SR 7; 30th St. To 0.11 16000	Rt 395							0.079	F		16000	G
East 7 Ramp	City of Alexandria (Maint: 00)	SR 07-E069B TO RT 395 NO 0.13 34000 I-395-S FROM RT 7 EAS	F		- 					0.080	F		34000	F
East 7 Ramp	City of Alexandria (Maint: 00)	SR 07-E069A To Rt 395	North & South							NA			NA	
West 7 Ramp toward I-81 S at Exit 315	Frederick County	SR 7 0.06 NA Ramp SR 7								NA			NA	
West 7 Ramp toward I-81 N at Exit 315	Frederick County	SR 7 0.06 NA Ramp SR 7	В							NA			NA	
West 7 Ramp	Fairfax County	SR 7 SR 07-E060A To 0.19 4500 I-495-S048X From Rt 7 West	G	Pike						0.109	F		4500	G
West 7 Ramp From SR 7 WB to I-495 NB	Fairfax County	SR 7 Leesburg Pil 0.22 12000 I-495 Capital Beltway In	G							0.076	F		12000	G
West 7 Ramp	Fairfax County	SR 7 TO RT 66 0.15 4000 I-66-W FROM RT	G							0.095	F		4000	G
West 7 Ramp	Fairfax County	SR 7 TO RT 66 EAST & CC 0.13 NA SR 07-E062B SR 07- 62I	OMMUTER L							NA			NA	
West 7 Ramp	Arlington County	SR 7 TO RT 395 NORT 0.25 NA SR 7 TO RT 395 NORT	H & SOUTH							NA			NA	
West 7 Ramp	Arlington County	SR 7 West 0.12 NA Ramps to I-395 South an			j					NA			NA	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:		m SR 7 West								0.40	_		5000	_
7 Ramp	Arlington County	_	5 North								0.18	F		5300	F
	From:		Boscawen St			<u> </u>									
7 522 11 50 Bradd	lock St City of Winchester		100 G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6500	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 14	4000 G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	To: From:		adilly St ldock St			_									
7 (50) (522) Piccadilly S	t City of Winchester		700 G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.630	8200	G
(1) (1) (1)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 9	600 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
	Τα:	SR 7 C	Cameron St												
Bus	Fron:		t of Berryville							_					
7 West Main St	Clarke County	0.80 6	5500 G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.510	6700	G
Bus	To: From:	WCL :	Berryville												
7 West Main St	Town of Berryville (Maint: 21)	0.86 6	500 N	98%	1%	1%	0%	0%	0%	Ν	0.102	Ν	0.510	6700	Ν
Bus	To: From:	US 340) Berryville												
7 East Main St	Town of Berryville (Maint: 21)	1.12 4	300 G	95%	0%	1%	1%	2%	0%	С	0.093	F	0.603	4500	G
$\overline{}$	To	ECL I	Berryville												
Bus 7 East Main St	Clarke County		300 N	95%	0%	1%	1%	2%	0%	N	0.093	N	0.603	4500	N
	To		t of Berryville	0070	0 70		170	2,70	070	.,	0.000		0.000	1000	.,
Bus	From:	SR 7 Wes	st of Leesburg												
7 Market St	Loudoun County	0.09 13	3000 G	96%	0%	2%	1%	0%	0%	С	0.097	F	0.731	13000	G
Bus	To: From:	WCL	Leesburg												
7 Market St	Town of Leesburg	0.12 1 3	3000 G	96%	0%	2%	1%	0%	0%	С	0.097	F	0.731	13000	G
	То	Fair	view St												
Bus 7 Market St	Town of Leesburg		1000 G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.725	11000	G
Market of	Tol			0070	0 70	——————————————————————————————————————	0 70	0 70	0 / 0	J	0.004	•	0.720	11000	ď
Bus Market Ot	From:		6 Loudoun St	0001	001	00′	061	001	001	_	0.004	_	0.740	0500	
7 Market St	Town of Leesburg	0.27 8	8000 G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.748	8500	G
Bus	To: From:	253-42	205 Ayr St												
7 Market St	Town of Leesburg	0.36 9	200 G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.578	9800	G
Bus	To: From:	Bus	S US 15												
7 Market St	Town of Leesburg	0.09 1 1	1000 G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.518	12000	G
$\overline{}$		Chi	urch St												
Bus 7 Market St	Town of Leesburg		600 G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.544	10000	G
/ Warner of	To:	253-4206		JJ /0	U /0	0 /0	0 /0	0 /0	0 /0	J	0.000	•	0.544	10000	u

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		·					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	Γ QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	253-4206 Lou													
7 Market St	Town of Leesburg	0.27 2000 0) G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.502	21000	G
Bus	To: From:	253-4200 Catoo	tin Circle												
7 Market St	Town of Leesburg	0.71 3100 0) G	99%	0%	0%	0%	0%	0%	F	0.074	F	0.508	33000	G
	To:	US 15; S	R 7												
Bus	From:	SR 7 West Of R		070/	10/		40/	201	00/	_		_	0.054	1000	
7 Loudoun Street West	Loudoun County	0.31 1800		97%	1%	1%	1%	0%	0%	F	0.090	F	0.654	1800	G
Bus	To: From:	WCL Roun	d Hill												
7 Loudoun St	Town of Round Hill (Maint: 53)	0.32 1800	N	97%	1%	1%	1%	0%	0%	Ν	0.090	Ν	0.654	1800	Ν
Bus	To: From:	53-719 Ma	in St												
7 Loudoun St	Town of Round Hill (Maint: 53)	0.25 5800	G	97%	1%	1%	1%	0%	0%	F	0.098	F	0.787	6000	G
\smile	To	ECL Round	1 Hill												
Bus 7 Loudoun Street East	Loudoun County	0.24 5800		97%	1%	1%	1%	0%	0%	N	0.098	N	0.787	6000	N
7 Loudoun Street East	Educouri oddiny				1 /0		1 /0	0 /0	0 70	11	0.000	14	0.707	0000	11
Bus	From:	SR 7 Between Round H								_					
7 Loudoun Street East	Loudoun County	1.66 9800	G	97%	1%	1%	1%	0%	0%	С	0.102	F	0.607	10000	G
Bus	To: From:	WCL Purce	llville												
7 Main St	Town of Purcellville (Maint: 53)	2.06 9800	N	97%	1%	1%	1%	0%	0%	Ν	0.102	Ν	0.607	10000	Ν
Bus	To: From:	SR 287 Berli	n Tpke												
7 Colonial Highway	Town of Purcellville (Maint: 53)	0.07 9500	N	97%	1%	1%	1%	0%	0%	Ν	0.118	Ν	0.575	9700	N
	To:	ECL Purcel				<u> </u>									
Bus 7 Colonial Highway	Loudoun County	1.00 9500		97%	1%	1%	10/	0%	0%	F	0.118	F	0.575	9700	G
7 Colonial Highway	Loudouri County			9170	1 70	1 70	1%	0%	0%	Г	0.116	Г	0.575	9700	G
Bus	To: From:	WCL Ham													
7 West Colonial Hwy	Town of Hamilton (Maint: 53)	0.96 9500	N	97%	1%	1%	1%	0%	0%	Ν	0.118	N	0.575	9700	N
Bus	To: From:	ECL Hami	ilton												
7 Colonial Highway	Loudoun County	2.41 9500	N	97%	1%	1%	1%	0%	0%	Ν	0.118	Ν	0.575	9700	Ν
$\overline{}$	To:	SR 7, SR 9 Cla	rkes Gap												
	From:	North Carolina								_		_			
8 Salem Hwy	Patrick County	5.08 1700		93%	1%	2%	1%	4%	0%	С	0.109	F	0.521	1700	G
	From:	SR 103 Dry Pond Hwy SR 103 South Of Stuar													
8 Salem Hwy	Patrick County	3.42 5000		93%	1%	2%	1%	4%	0%	F	0.098	F	0.531	5200	G
	To From:	SCL Stu	art												
8 Patrick Ave	Town of Stuart (Maint: 70)	0.75 5000		93%	1%	2%	1%	4%	0%	Ν	0.098	Ν	0.531	5200	Ν
\smile	To:	Bus US:	58												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		us US 58													
8 (58) West Blue Ridge St	Town of Stuart (Maint: 70)	1.00	3600	G	97%	1%	1%	0%	1%	0%	С	0.09	F	0.503	3700	G
Dua .	To: From:	W	CL Stuart													
Bus (58)	Patrick County	0.51	3600	N	97%	1%	1%	0%	1%	0%	Ν	0.09	N	0.503	3700	N
8 [58]	r atriox county				01 /0	1 70		0 70	1 /0	0 70	.,	0.00		0.000	0700	.,
	Potriols County		Sus US 58		000/	10/	10/	10/	40/	00/		0.000		0.500	4700	
8 58 Jeb Stuart Hwy	Patrick County		4600	G	93%	1%	1%	1%	4%	0%	С	0.089	F	0.583	4700	G
	From:		5 58 North , Jeb Stuart	t Hwv												
8 Woolwine Hwy	Patrick County	3.89	2800	G	92%	1%	2%	2%	3%	0%	F	0.091	F	0.609	2900	G
,	To															
8 Woolwine Hwy	Patrick County		rystone Par 2000	G G	92%	1%	2%	2%	3%	0%	С	0.096	F	0.515	2100	G
8 Woolwine Hwy	Tatrick County				JZ /0	1 /0		270	0 /0	0 70	O	0.000	•	0.515	2100	ч
	From:		0 Woolwin		000/	10/		00/	00/	00/		0.400	_	0.000	4400	_
8 Woolwine Hwy	Patrick County		1000	G	92%	1%	2%	2%	3%	0%	F	0.102	F	0.628	1100	G
<u> </u>	From:		l County Link County Li													
8 Parkway Lane South	Floyd County		1100	G	92%	1%	2%	2%	3%	0%	F	0.093	F	0.587	1200	G
8)								_,,		-,-			-			-
8 Parkway Lane South	Floyd County		Ridge Parkw 1900		92%	1%	2%	2%	3%	0%	F	0.091	F	0.571	2000	G
8 Parkway Lane South	Floyd County	5.69	1900	G	92%	1 70	Z 70	2%	3%	0%	Г	0.091	Г	0.571	2000	G
	To: From:		CL Floyd													
8 South Locust St	Town of Floyd (Maint: 31)	0.27	1900	N	92%	1%	2%	2%	3%	0%	N	0.091	N	0.571	2000	N
<u>~</u>	To: From:	US 2	221 Main S													
8 North Locust St	Town of Floyd (Maint: 31)	0.30	6800	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.581	7100	G
\smile	To: From:	N	CL Floyd				_									
8 Webbs Mill Rd	Floyd County		6800	N	97%	0%	1%	1%	1%	0%	Ν	0.09	Ν	0.581	7100	Ν
	To	21 720	Ridge View	v DA												
8 Webbs Mill Rd	Floyd County	5.95	4800	A	97%	0%	1%	1%	1%	0%	С	0.114	Α	0.678	5000	Α
8) 110555 111111 110	To:		nery County		01 70	0 70	Ť	1 /0	1 /0	0 70	Ŭ	0.111	,,	0.070	0000	, ,
	From:		County Li													
8 Riner Rd	Montgomery County	5.99	8500	F	96%	1%	1%	1%	2%	0%	С	0.098	F	0.584	8900	F
\smile	To:	60-658 N of Rii	ner: Meado	w Cree	k Rd											
8 Riner Rd	Montgomery County		11000	F	97%	0%	1%	1%	1%	0%	С	0.100	F	0.66	12000	F
3) 1	Tec									- , -	-					
8 W Main St	Town of Christiansburg (Maint: 60)		tiansburg ne	ear 1-81	98%	1%	1%	0%	1%	0%	F	0.103	F	0.567	14000	F
8 W Main St	Town of Chilistiansburg (Maint. 60)				JU 70	1 70	I 70	0 %	1 70	0 %	Г	0.103	1-	0.367	14000	Г
	To: From:		L Christians													
8 W Main St	Town of Christiansburg		12000	F	98%	1%	1%	0%	1%	0%	С	0.097	F	0.568	13000	F
<u> </u>	10:	US 11	1; Radford	St												
	From:		8 W Main S					· · · · · ·		· · · · · ·				·		
8 Ramp to I-81 N at Exit 101	Town of Christiansburg (Maint: 60)	0.20	4100	F								0.159	F		4100	F
\checkmark	To:		I-81 N													

Devite	London Boaton	Laurentle AAR	٥.	4.7.	D		Tru	ıck		00	K	O.K	Dir	A A \A/DT	
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	SR 8 W Ma													
8 Ramp to I-81 S at Exit 101	Town of Christiansburg (Maint: 60)	0.12 2300	F								0.114	F		2300	F
<u> </u>	To:	I-81 S													
	From:	West Virginia S	ate Line												
9 Charles Town Pike	Loudoun County	3.10 12000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.822	12000	(
<u> </u>	To: From:	53-671 Harpers	Ferry Rd												
9 Charles Town Pike	Loudoun County	1.80 15000	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.793	15000	(
\mathcal{L}	Tæ	WCL Hillst	oro												
9 Charles Town Pike	Town of Hillsboro (Maint: 53)	0.41 15000		98%	0%	1%	0%	1%	0%	Ν	0.088	Ν	0.793	15000	1
9)	To	ECL Hills													
Charles Town Pike	Loudoun County	ECL Hillsb 0.27 15000	oro N	98%	0%	1%	0%	1%	0%	N	0.088	N	0.793	15000	1
9 Charles Town Pike	Loudoun Goding			30 70	0 70	1 70	0 70	1 /0	0 70	14	0.000	11	0.755	13000	'
	From:	53-690 Hillsbo		000/	20/		00/	40/	201	_	0.005	_	0.700	15000	
9 Charles Town Pike	Loudoun County	2.19 14000	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.789	15000	(
	To: From:	SR 287 Berlin	Tpke												
g) Charles Town Pike	Loudoun County	3.10 18000	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.857	18000	(
<u> </u>	To:	53-704 Hamilton S	Station Ro	i											
9 Charles Town Pike	Loudoun County	2.21 22000	G	98%	0%	1%	0%	1%	0%	F	0.123	F	0.834	22000	(
	To:	SR 7 Clarkes	Gap												
	From:	US 360 Hu	1 St												
10 Broad Rock Rd	City of Richmond	0.81 10000		98%	1%	1%	1%	0%	0%	С	0.093	F	0.589	11000	(
	To	N Belt Bl	rd.												
10 (161) Broad Rock Blvd	City of Richmond	0.43 15000		98%	1%	1%	1%	0%	0%	F	0.093	F	0.563	16000	(
10) (181) 2.500 1.050 2.10	-				. , ,		. 70	0,0	0 / 0	•	0.000	•	0.000	.0000	•
Droad Dook Dlyd	City of Dishmond	S Belt Bly		000/	10/	10/	00/	00/	00/		0.007	F	0.605	20000	,
10) Broad Rock Blvd	City of Richmond	2.10 18000	G	98%	1%	1%	0%	0%	0%	С	0.097	г	0.625	20000	(
	To: From:	W. Belmont													
₁₀) Iron Bridge Rd	City of Richmond	0.56 12000	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.631	12000	(
<u> </u>	To: From:	SCL Richm	ond			$ \vdash$									
10) Iron Bridge Rd	Chesterfield County	0.60 12000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.582	13000	(
\mathcal{I}	To	SR 150 Chippenh	am Pkuzy												
10) Iron Bridge Rd	Chesterfield County	1.21 33000		97%	0%	1%	1%	1%	0%	F	0.093	F	0.630	36000	(
10) =gc	T						.,.	.,.		-		-			
Iron Bridge Dd	Chapter field County	20-638 Cogb 3.19 27000		97%	0%	1%	1%	1%	00/	F	0.091	F	0.562	29000	(
10) Iron Bridge Rd	Chesterfield County	3.19 27000	G	9770	076	1 70	170	1 70	0%	Г	0.091	Г	0.362	29000	(
	To: From:	SR 288													
10) Iron Bridge Rd	Chesterfield County	1.47 32000	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.519	34000	(
<u> </u>	To: From:	20-655 Beac	h Rd			<u> </u>									
10) Iron Bridge Rd	Chesterfield County	4.03 26000		97%	0%	1%	1%	1%	0%	F	0.084	F	0.541	28000	(
\smile	To:	20-749 Woma	ck Rd												
10) Iron Bridge Rd	Chesterfield County	0.67 21000		97%	0%	1%	1%	1%	0%	F	0.081	F	0.508	22000	(
10) Horr Bridge Fid	To:	SR 144 W, Harro			J /0	1 /3	1 /0	1 /0	0 /0	•	0.001	•	0.000		•

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Chesterfield County Chesterfield County Chesterfield County Chesterfield County Chesterfield County Chesterfield County Chesterfield County	0.25 SR 14	W, Harrowg 30000 4 E, Cheste 29000	gate Rd G	98% 98%	0%	2Axle 0%	3+Axle 1%	1Trail 1%	2Trail 0%	QC F	Factor 0.089	QK F	Factor 0.561	AAWDT 32000	
Chesterfield County To From Chesterfield County	0.25 SR 14 1.68 US 1, US 30	30000 4 E, Cheste 29000	G er Rd		0%	0%	1%	1%	0%	F	0.089	F	0.561	32000	
Chesterfield County To From Chesterfield County	SR 144 1.68 US 1, US 301	4 E, Cheste 29000	er Rd		0 /6		1 /0	1 /0	0 /0		0.009		0.501		G
Chesterfield County	1.68 US 1, US 301	29000		000/										02000	G
Chesterfield County	US 1, US 30		G		0%	0%	1%	1%	0%	С	0.083	F	0.562	31000	G
To: From:		1 Jefferson			0 /6	U /6	1 /0	1 /0	0 /0	O	0.000	'	0.302	31000	u
To: From:	0.44	37000	Davis F	1wy 98%	0%	0%	1%	1%	0%	F	0.078	F	0.559	40000	G
Chesterfield County				00 70	0 /0		1 /0	1 /0	0 / 0	•	0.070	•	0.000	40000	ď
	2.47	I-95 40000	G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.504	45000	G
To To					0 70		1 /0	070	070	·	0.000	•	0.001	10000	<u> </u>
Chesterfield County					0%	1%	1%	3%	0%	F	0.086	F	0.527	40000	G
To				0070	0,0		. , 0	0,0	0,0	•		•	0.02.	.0000	
Chesterfield County	0.90		Α	95%	0%	1%	1%	3%	0%	С	0.113	Α	0.516	30000	Α
Tot															
Chesterfield County				92%	0%	2%	1%	4%	0%	С	0.089	F	0.523	24000	G
Tα:															
From:			-	050/	00/		40/	00/	00/	_	0.000		0.500	04000	_
Prince George County	0.32	19000	G	95%	0%	1%	1%	3%	0%	F	0.089	N	0.523	21000	G
To From:				050/	00/		40/	00/	00/		0.007		0.504	00000	
City of Hopewell (Maint: 74)	0.10	18000	N	95%	0%	1%	1%	3%	0%	N	0.087	N	0.521	20000	N
From:				050/	00/		40/	00/	00/		0.007		0.504	00000	_
City of Hopewell	0.12	18000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.521	20000	G
City of Lieuwall				050/	00/	10/	10/	00/	00/		0.000	_	0.550	10000	
City of Hopewell	0.40	11000	G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.553	13000	G
To: From:		Main St		050/	00/		40/	00/	00/	_		_	0.540	10000	_
City of Hopewell	0.74	11000	G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.512	12000	G
To: From:					40/		40/	00/	00/				0.007	11000	
City of Hopewell				91%	1%	1%	1%	6%	0%	C	0.085	F	0.607	11000	G
To: From:				050/	00/		40/	00/	00/	_		_	0.004	10000	_
Prince George County					0%	1%	1%	3%	0%	F	0.089	F	0.631	10000	G
From	· · · · · · · · · · · · · · · · · · ·				00/		40/	00/	00/		0.005		0.044	0500	_
Prince George County	0.73	9300	G	93%	0%	1%	1%	6%	0%	C	0.085	F	0.611	9500	G
To: From:				000/	00/		40/	00/	00/		0.004		0.000	4000	_
Prince George County	2.24	4800	G	93%	0%	1%	1%	6%	0%	F	0.084	F	0.623	4900	G
From:				000/	00/		40/	00/	00/		0.000	_	0.004	0700	_
Prince George County	2.54	3600	G	93%	0%	1%	1%	6%	0%	F	0.086	F	0.634	3/00	G
To: From:						\Box			·			_			
Prince George County				90%	1%	1%	2%	6%	0%	С	0.087	F	0.555	3100	G
	Chesterfield County To From Chesterfield County To From Chesterfield County To From Prince George County City of Hopewell (Maint: 74) City of Hopewell To From City of Hopewell	Chesterfield County	Chesterfield County	Chesterfield County	Chesterfield County	Chesterfield County	Chesterfield County	Chesterfield County	Chesterfield County	Chesterfield County	20-618 Old Bermuda Hundred Rd Chesterfield County	Chesterfield County	Chesterfield County	Chesterfield County	20-618 Old Bermuda Hustred Rd

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Б.,	1			4.7.			Tru	ıck		00	K	01/	Dir	A A \ A \ D T	. 01
Route	Jurisdiction	Length AADT	QA	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	74-1201 Morning		000/	40/		10/	5 0/	00/	_	0.005	_	0.55	0700	
10) James River Dr	Prince George County	2.00 2700	G	93%	1%	1%	1%	5%	0%	F	0.085	F	0.55	2700	G
<u> </u>	From:	Surry County Prince George Co				-									
10 Colonial Trail	Surry County	5.45 2400		93%	1%	1%	1%	5%	0%	F	0.094	F	0.522	2400	(
10) 66.6				0070	. , ,		. , 0	0 / 0	0,0	•	0.00	•	0.022		
Onlandal Tooli	From	SR 40 Spring		000/	40/		40/	F 0/	00/	_	0.444	_	0.544	0.400	
10) Colonial Trail	Surry County	7.90 2500	Α	93%	1%	1%	1%	5%	0%	С	0.114	Α	0.511	2400	1
<u> </u>	To: From:	SR 31 S, Rolfe	e Hwy												
10) (31) Colonial Trail	Surry County	0.47 4900	G	95%	1%	3%	1%	1%	0%	С	0.088	F	0.569	5000	(
\mathcal{I}	To	SCL Surr	v												
10) (31) Colonial Trail	Town of Surry (Maint: 90)	0.57 4900		95%	1%	3%	1%	1%	0%	Ν	0.088	Ν	0.569	5000	-
10) (31) ************************************	- [.,.								
Onless of Trans	From (Mariata CO)	N SR 31		000/	40/		40/	F0/	00/	_	0.000		0.500	5500	
10) Colonial Trail	Town of Surry (Maint: 90)	0.72 5400	G	93%	1%	1%	1%	5%	0%	F	0.096	F	0.568	5500	(
<u>~</u>	To: From:	ECL Surr	у												
₁₀) Colonial Trail	Surry County	6.02 5400	N	93%	1%	1%	1%	5%	0%	Ν	0.096	Ν	0.568	5500	
\mathcal{L}	Tox	90-617 Bacons	Castle												
10) Colonial Trail	Surry County	3.14 3800	G	93%	1%	1%	1%	5%	0%	F	0.106	F	0.576	3900	(
10)	To:	Isle of Wight Co				Ti.	.,.			-		-			
	From:	Surry County	_												
10 Old Stage Hwy	Isle of Wight County	4.12 7200	G	93%	1%	1%	1%	5%	0%	F	0.102	F	0.501	7300	(
\mathcal{L}	Та	Bus SR 10 West O	f Smithfield												
10	Isle of Wight County	2.96 7500		96%	1%	1%	1%	2%	0%	С	0.12	F	0.577	7700	(
10	- Total County			0070	. , ,		. , 0	_,,	0,0	Ū	···-	•	0.07.		
	From:	NCL Smitht							221			_			
10)	Town of Smithfield (Maint: 46)	0.78 9700	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.512	9900	
<u> </u>	From:	US 258 Main S Main St W													
10 (050)	Town of Smithfield (Maint: 46)	2.30 19000		96%	1%	1%	1%	2%	0%	С	0.087	F	0.516	19000	(
10 (258)	Town of Smittineid (Maint: 40)				1 /0	1 /0	1 /0	2/0	0 78	O	0.007	•	0.510	13000	,
	To: From:	Bus US 258, Bus SR 10													
10 (258) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.31 28000	G	95%	1%	1%	2%	2%	0%	F	0.089	F	0.544	28000	(
<u> </u>	To:	Old ECL Smit	hfield												
10) (258) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.65 24000	G	95%	1%	1%	2%	2%	0%	F	0.085	F	0.558	24000	(
	To	SCL Smithf	: 14												
10) 258 Benns Church Blvd	Isle of Wight County	1.00 25000		95%	1%	1%	2%	2%	0%	F	0.091	F	0.549	26000	(
10) 258 Benns Church Blvd	To:	SR 32 Brewers N		33 /6	1 /0	1 /0	2/0	2/0	0 /6	'	0.091	'	0.549	20000	,
	From:	US 258 S, Brewers				_									
10) (32) Benns Church Blvd	Isle of Wight County	4.15 11000		93%	1%	1%	3%	2%	0%	С	0.101	F	0.64	12000	(
	To:	NCL Suffe								-					
	From:	Isle of Wight Co													
10) (32)	City of Suffolk	1.31 9400	G	95%	1%	1%	1%	2%	0%	F	0.09	F	0.614	9900	(
\mathcal{O}	To:	SR 125 Chuck	atuck												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate houtes				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA 4T	Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 125 Chuckatuck			1	017.0.0				. 45151		. 4010.		
(10) (32) Godwin Blvd	City of Suffolk		5%	1%	1%	1%	2%	0%	F	0.088	F	0.598	12000	G
	To	133-603 Everets Rd												
(10) (32) Godwin Blvd	City of Suffolk		5%	1%	1%	1%	2%	0%	С	0.088	F	0.549	11000	G
10 (32) Godwin Blvd	any or comone		0 70	1 /0		1 70		0 70	Ŭ	0.000		0.010	11000	<u> </u>
Ocadosia Blad	From	133-634 Kings Fork Rd	F0/	40/		40/	00/	00/	_	0.000		0.500	04000	
10 (32) Godwin Blvd	City of Suffolk	1.36 20000 G 95	5%	1%	1%	1%	2%	0%	F	0.089	F	0.506	21000	G
	To: From:	US 58 Suffolk Bypass												
$\binom{10}{32}$ Godwin Blvd	City of Suffolk		5%	1%	1%	1%	2%	0%	F	0.084	F	0.534	20000	G
	To:	Pruden Blvd US 460												
Bus	City of Cuffolls	Bus US 460 Elephant Fork	00/	00/	00/	00/	00/	00/	0	0.100	۸	0.500	00000	F
(10) (460) (32)	City of Suffolk		9%	0%	0%	0%	0%	0%	С	0.100	Α	0.503	26000	г
Bus	From:	Bus US 460, Bus US 58 Bus US 460												
(10) (32) (460) Main St	City of Suffolk		9%	0%	1%	0%	0%	0%	F	0.087	F	0.502	30000	G
10 (32) (400)	To:	Bus US 58												
Bus	From:	Bus US 58, Bus US 460												
(10) (32) (13) Main St	City of Suffolk	0.68 19000 G 97	7%	0%	2%	0%	0%	0%	С	0.079	F	0.561	20000	G
\bigcirc	То:	SR 337 Washington St												
East	From:	SR 10 E, West Hundred Rd												
10) Ramp	Chesterfield County	0.40 5400 G								0.078	F		5400	G
\smile	To:	I-95 South												
East	From:	SR 10 TO RT 95												
10 Ramp	Chesterfield County	0.13 4000 G								0.097	F		4000	G
\bigcirc	То:	I-95-N FROM RT 10												
East	From:	SR 10 TO RT 295												
10 Ramp	Chesterfield County	0.39 4400 G								0.096	F		4400	G
	To:	I-295-E FROM RT 10												
East	From:	SR 10 TO RT 295												
10 Ramp	Chesterfield County	0.26 3600 G								0.096	F		3600	G
	To:	I-295-W FROM RT 10												
West	From:	SR 10 W, West Hundred Rd												
10 Ramp	Chesterfield County	0.31 2700 G								0.086	F		2700	G
10)	To:	I-95 South												
West	From:	SR 10 W, West Hundred Rd												
10 Ramp	Chesterfield County	0.25 12000 G								0.112	F		12000	G
10)	To:	I-95 North								-	•		000	-
West	From:	SR 10 W, East Hundred Rd												
10 Ramp	Chesterfield County	0.23 910 G								0.161	F		910	G
10)	To:	I-295 East								0.101	•		310	u
W	From													
West	Chesterfield County	SR 10 W, East Hundred Rd 0.45 2000 G								0.127	F		2000	G
10 Ramp	Chesterneid County	I-295 West								0.127			2000	G
		1-295 West												

						_		Tru	ıck			K	017	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:		SR 10								_		_			
10 258 South Church St	Town of Smithfield (Maint: 46)	0.85	14000	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.551	14000	G
Bus Bus	Tec From:	Ba	ttery Park R	Rd												
10) (258) South Church St	Town of Smithfield (Maint: 46)	0.79	11000	G	99%	0%	0%	0%	0%	0%	С	0.121	F	0.503	11000	G
	To: From:	R	Red Point Dr	:			\neg									
Bus Bus (258) Church St	Town of Smithfield (Maint: 46)	0.79	13000	G	99%	0%	0%	0%	0%	0%	F	NA			14000	
10) (258) Gridien et	To:		R 258 Smith		00 /0	0 70	7	0 /0	0 70	0 70	•	1471			14000	`
Bus	From:		US 258 Mai													
10) North Church St	Town of Smithfield (Maint: 46)	0.85	6400	G	99%	0%	0%	0%	0%	0%	С	0.123	F	0.513	6500	(
ius	To: From:	В	Berry Hill Rd	i												
North Church St	Town of Smithfield (Maint: 46)	0.43	5600	G	96%	1%	1%	1%	0%	0%	С	0.116	F	0.650	5700	(
10)	Tec		CL Smithfiel													
Bus	From:															
Old Stage Hwy	Isle of Wight County	0.76	3800	G	97%	1%	1%	0%	0%	0%	F	0.112	F	0.546	3900	(
Bus	To: From:	46-674	Blounts Cor	ner Rd			\Box									
West Main St	Isle of Wight County	2.16	1500	G	97%	1%	1%	0%	0%	0%	С	0.110	F	0.63	1500	(
9	To:	SR 10 V	West of Smi	ithfield												
	From:		State St													
11 (421) Euclid Ave	City of Bristol	0.75	12000	F	98%	0%	0%	0%	1%	0%	С	0.088	F	0.605	13000	
	Too		Vance St													
11 (421) Euclid Ave	City of Bristol	0.19	14000	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.5	15000	ı
	То	Roh	Morrison B	tlvd												
11) (421) Euclid Ave	City of Bristol	0.18	15000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.534	16000	
1)(42)	To	CD 201 (Commonwea													
11) 19 Euclid Ave	City of Bristol	0.48	7700	F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.534	8200	
11) (19) =00.10 / 110	To.					0,0		0,70	0 70	0 / 0	•	0.000	•	0.00	0200	
11) (19) Euclid Ave	City of Bristol	0.56	iedmont Ave	F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.552	6300	
11) (19) Euclid Ave	City of Ended			•	0070	0 70		0 /0	0 70	070	Ü	0.004	•	0.002	0000	
11) (19) Lee Highway	City of Bristol	0.48	Moore St 12000	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.504	13000	-
11) Lee Highway	City of Briston				99 /6	0 /6	1 /0	0 /0	0 /6	0 /6	'	0.09	'	0.504	13000	'
	From:		Valley Dr		000/	00/		00/	10/	00/		0.00		0.500	10000	_
11) (19) Lee Highway	City of Bristol	1.26	12000 I-81	F	98%	0%	0%	0%	1%	0%	С	0.09	F	0.502	13000	ı
	From:	End S	tate Mainter	nance												
1) (19) Lee Highway	City of Bristol	1.36	14000	F	98%	0%	0%	0%	1%	0%	F	0.086	F	0.507	15000	- 1
\sim	Tœ	ĭ	Bonham Rd													
11 \ 19 Lee Highway	City of Bristol	0.51	17000	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.559	18000	-
	·		ld Airport R	d												
11 (19) Lee Highway	City of Bristol	0.68	15000	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.518	15000	F
11) Lee Highway	To:		NCL Bristol		0070	0 /0		J /0	. /0	0 /0	•	0.001	•	0.010	. 5000	

					_		Tru	ck			K	017	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~ (~)	From:	NCL Bristol		000/	00/		00/	40/	00/	0	0.440	^	0.574	0.400	
11 (19) Lee Highway	Washington County	2.83 9100	Α	98%	0%	0%	0%	1%	0%	С	0.118	Α	0.571	9400	P
~ ~	To: From:	95-1717 Wash Co Ind				<u> </u>									
11) (19) Lee Highway	Washington County	0.80 7800	F	98%	0%	0%	0%	1%	0%	F	0.098	F	0.571	8000	F
Loo Highway	Washington County	95-869 Astor F 1.28 9300	Rd F	95%	1%	1%	2%	2%	0%	С	0.104	F	0.644	9600	F
1 (19) Lee Highway	wasnington County	95-611 Diver F		95%	I 70	1 %	270	270	0%	C	0.104	Г	0.044	9600	Г
	From:	95-611 Spring Cree													
1) (19) Lee Highway	Washington County	1.72 6800	F	96%	0%	2%	1%	1%	0%	С	0.101	F	0.575	7100	
	To: From:	WCL Abingdo	on												
1) (19) Main St	Town of Abingdon	0.55 8100	F	97%	0%	1%	1%	2%	0%	С	0.093	F	0.631	8300	
<i></i>	To: From:	SR 140 Jonesboro	o Rd			<u> </u>									
1) (19) Main St	Town of Abingdon	0.43 23000	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.535	24000	
	To: From:	Colonial Rd				<u> </u>									
1) (19) Main St	Town of Abingdon	0.47 22000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.507	23000	
	To	US 19 Porterfield	Hwv												
1 Main St/Lee Hwy	Town of Abingdon	0.47 14000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.51	14000	
<i>J</i>	Too	Palmer St													
1 Main St	Town of Abingdon	0.35 14000	F	98%	0%	1%	0%	0%	0%	С	0.087	F	0.502	15000	
<u>ن</u>	To:	US ALT 58, Russe	ell Rd												
ALT	From:	US ALT 58, Russ													
1) (58) Main St	Town of Abingdon	0.24 11000	G	98%	0%	1%	0%	0%	0%	F	NA			12000	(
	To: From	US Alt 58, SR 75, Cun	nmings S	t											
1 Main St/Lee Hwy	Town of Abingdon	0.66 12000	F	99%	1%	0%	0%	0%	0%	F	0.084	F	0.575	13000	
<i></i>	To:	Tanner St				\neg									
1 Main St/Lee Hwy	Town of Abingdon	0.93 14000	F	99%	1%	0%	0%	0%	0%	F	0.085	F	0.528	14000	
	To	Thompson Di	r												
1 Main St/Lee Hwy	Town of Abingdon	0.13 19000	F	99%	1%	0%	0%	0%	0%	F	0.095	F	0.557	20000	
<u>ے </u>	To	Hillman Hwy	7			<u> </u>									
1 Main St/Lee Hwy	Town of Abingdon	0.74 17000	F	99%	1%	0%	0%	0%	0%	С	0.094	F	0.561	18000	
<i></i>	To.	ECL Abingdo	n			<u> </u>									
1 Lee Highway	Washington County	0.20 17000	N	99%	1%	0%	0%	0%	0%	Ν	0.094	Ν	0.561	18000	-
2	To:	I-81, US 58													
~ ~	From:	I-81, US 58 Exit		000/	00/		40/	00/	00/	_		_	0.500	05000	
1 58 Lee Highway	Washington County	0.30 23000	F	98%	0%	0%	1%	0%	0%	F	0.083	F	0.522	25000	
~	To: From:	US 58 East of Abia				\Box \vdash									
Lee Highway	Washington County	2.58 5300	F	98%	0%	0%	1%	0%	0%	F	0.085	F	0.549	5500	
~	To: From:	95-704 Enterprise	e Rd												
11 Lee Highway	Washington County	2.09 4300	F	98%	0%	0%	1%	0%	0%	F	0.089	F	0.623	4500	
~ <u></u>	To:	SR 80 Cedarvii	lle												

		Filliary and inte					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 80 Cedarville 0	Glenbrook A	ve		1	017.000				. 40101		. 40101		
11 Lee Highway	Washington County	4.46 320		98%	0%	0%	1%	0%	0%	С	0.09	F	0.629	3300	F
	To	CD 01 M-	-1- C4												
11 Lee Highway	Washington County	SR 91 Ma 2.81 110 0	•	98%	0%	0%	1%	0%	0%	F	0.103	F	0.567	1100	F
11 Lee Highway	To:	I-81 West of Chll	-		0 /0		1 /0	0 /0	0 /0		0.100	•	0.007	1100	•
	From:	I-81 West of Chil													
11 Lee Highway	Washington County	2.21 200 0	0 F	98%	0%	0%	1%	0%	0%	F	0.096	F	0.548	2100	F
\bigcirc	Tα	Smyth Cour													
~~	From:	Washington C								_		_			_
(11) Lee Highway	Smyth County	0.04 210	0 F	97%	1%	1%	0%	1%	0%	F	0.111	F	0.518	2200	F
~	To: From:	WCL Chil	lhowie												
11 Lee Highway	Town of Chilhowie (Maint: 86)	1.13 210	0 N	97%	1%	1%	0%	1%	0%	Ν	0.111	Ν	0.518	2200	Ν
\searrow	Tα	SR 107 Whi	_												
~~·	From:	SR 107 Whit								_		_			_
11 Lee Highway	Town of Chilhowie (Maint: 86)	1.51 650 0	0 F	97%	1%	1%	0%	1%	0%	С	0.105	F	0.592	6800	F
<u> </u>	To: From:	ECL Chill	howie												
11 Lee Highway	Smyth County	2.80 650	0 N	97%	1%	1%	0%	1%	0%	Ν	0.105	Ν	0.592	6800	Ν
<u> </u>	To	86-64	15												
11 Lee Highway	Smyth County	4.32 300		97%	1%	1%	0%	1%	0%	F	0.093	F	0.529	3200	F
11) ===	-						-,-	.,.		-		-			-
Log Highway	Smuth County	FR 7 Trilliu		97%	1%	10/	00/	10/	00/	F	0.000	F	0.507	0000	F
11 Lee Highway	Smyth County	0.66 930	0 F	97%	176	1%	0%	1%	0%	Г	0.089	Г	0.587	9800	Г
~~~	To: From:	WCL Marion; 86-730													
11 S Main St	Town of Marion	0.52 <b>900</b>	0 F	99%	0%	0%	0%	0%	0%	С	0.094	F	0.636	9600	F
<u> </u>	To: From:	Greenway	y Ave			$\neg$ $\vdash$									
11 S Main St	Town of Marion	0.40 <b>860</b>	0 F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.610	9200	F
	To	College	, Ct												
11 Main St	Town of Marion	0.41 <b>880</b>		99%	0%	0%	0%	0%	0%	F	0.082	F	0.509	9400	F
11) Wall of	10WIT OF INIGHOT			33 76	0 70		0 70	0 /0	0 70	'	0.002	'	0.505	3400	
~ ~ ~ ~	To: From:	SR 16 S Comm				<u> </u>									
11 (16) Main St	Town of Marion	0.08 <b>1000</b>	00 F	99%	0%	0%	0%	0%	0%	F	0.081	F	0.549	11000	F
<del>~</del>	To: From:	East Ma	in St												
11 (16) Main St	Town of Marion	0.17 <b>1300</b>	0 F	99%	0%	0%	0%	0%	0%	F	0.082	F	0.549	14000	F
$\bigcirc$	To	119-4453 Chatham	Hill Rd: Le	- St											
11 (16) Main St	Town of Marion	0.94 <b>1500</b>		99%	0%	0%	0%	0%	0%	С	0.096	F	0.508	16000	F
11) (10) ************************************							.,.					-			
NI Maria Ot	Towns of Manifester	SR 16 Pari		000/	00/		00/	40/	00/	_	0.005	_	0.54.4	4.4000	
11 N Main St	Town of Marion	0.20 <b>1300</b>	00 F	98%	0%	0%	0%	1%	0%	F	0.095	F	0.514	14000	F
~~	To: From:	119-4459 Ke													
11 N Main St	Town of Marion	0.65 <b>980</b>	0 F	98%	0%	0%	0%	1%	0%	С	0.097	F	0.528	10000	F
<u> </u>	To	ECL Ma	rion												
11 Lee Highway	Smyth County	0.23 980		98%	0%	0%	0%	1%	0%	Ν	0.097	Ν	0.528	10000	Ν
11)	To:	FR-10; I-81		/-	- / -		- / •	. , •	- / 0	. •		• •	2.3_0	. 5000	
		1 K-10, I-61	LAIL +J												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	to code and and a co	Lamath		•	4.	Б		Tru	ck		00	K	01/	Dir	A A \ A \ D T	- 01
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~	From:		10; I-81 Exit													
Lee Highway	Smyth County	2.20	5000	F	98%	0%	1%	0%	1%	0%	F	0.106	F	0.507	5200	F
~	To: Brown	86-622	W, Bear Cre	eek Rd			$\neg$ $\vdash$									
11 Lee Highway	Smyth County	4.72	2500	F	98%	0%	1%	0%	1%	0%	F	0.109	F	0.504	2600	F
÷)	To	96.6	83 Winsor A	A												
11 Lee Highway	Smyth County	2.65	2200	F	98%	0%	1%	0%	1%	0%	С	0.096	F	0.583	2300	F
11) Lee riigilway	To:		he County L		30 /6	0 70		0 70	1 /0	0 70	O	0.000		0.505	2000	
	From:		th County L													
11 W Lee Highway	Wythe County	3.07	2100	G	98%	1%	1%	1%	1%	0%	F	0.098	F	0.518	2100	(
	To:	SR 90 Bla	cklick Rd; N													
	From:		k Lick Rd; l													
11 W Lee Highway	Wythe County	5.73	2300	G	98%	1%	1%	1%	1%	0%	F	0.093	F	0.663	2400	C
~	Tec	08 663 Fa	st Bishop Tl	homae I	n											
11 W Lee Highway	Wythe County	2.68	2800	G	98%	1%	1%	1%	1%	0%	F	0.1	F	0.689	2900	G
11) 11 200 1 11911114)	Trying equity				0070	. 70		1 /0	1 70	070	•	0.1	•	0.000	2000	
~	From:		CL Wythevil													
11 W Lee Hwy	Town of Wytheville	0.29	4100	G	98%	1%	1%	1%	1%	0%	С	0.102	F	0.606	4400	C
~	To:		24th St				<u> </u>									
11 W Lee Hwy	Town of Wytheville	2.03	5900	G	98%	1%	1%	1%	1%	0%	F	0.093	F	0.56	6300	
···	To:	U	S 21 Main S	St												
	From:		12th St													
11) (21) Main St	Town of Wytheville	0.31	6300	G	98%	1%	1%	1%	1%	0%	F	NA			6900	C
~	To:		4th St													
~~	From:		S 21, 4th St								_					_
Main St	Town of Wytheville	0.33	7900	G	98%	1%	1%	1%	1%	0%	F	NA			8600	G
~	To- From		5th St													
11 Main St	Town of Wytheville	0.20	8000	G	98%	0%	1%	1%	1%	0%	F	NA			8700	G
~	To		11th St													
11 E Main St	Town of Wytheville	0.50	11000	G	98%	0%	1%	1%	1%	0%	С	NA			12000	G
2 Main St	Town of Wythevine	0.00			0070	0 70		1 /0	1 /0	0 70	O	14/1			12000	
~~	From		Liberty St								_				.=	
11) E Main St	Town of Wytheville	0.78	8900	G	98%	0%	1%	1%	1%	0%	F	NA			9700	C
~	To: From	13	9-3 Lithia R	ld												
11 E Main St	Town of Wytheville (Maint: 98)	0.08	8900	N	98%	0%	1%	1%	1%	0%	Ν	NA			9700	١
~	To:		I-81													
~ ~~	<u>,                                      </u>	00011-P(U)/US-0	0011-N072	A(R)/TO	O RT 81 N	IOR										
11 \ \( 11 \) Ramp to I-81 N at Exit 73	Town of Wytheville (Maint: 98)	0.27					1 for dire	ectional t	traffic v	olume e	stima	tes for th	is se	gment.		
~ ~	To: IS-0	00081-N(R)/US-0		A(R)/FR	ROM RT	11										
~ ~ ~ ~	From:	0.00	I-81			1.01			"							
11 } (81) (77) {52}	Town of Wytheville (Maint: 98)	0.96										es for this	_			
~ ` ` ` ~ ~ ~ ~ !! ! # (	fic Estimates for 2 Parallel Roadways o	n this Doute:	40000	Α	74%	1%	1%	1%	22%	2%	С	0 115	Δ	0.584	46000	Α

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus			uck		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	<u> </u>	CL Wythevi	lle												
$\{11\}$ $\overline{(81)}$ $\overline{(77)}$ $\{52\}$	Wythe Cou	•			S	ee I-81	for dire					es for this	segi	ment.		
$\diamond$ $\circ$ $\circ$ $\diamond$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	NA			46000	Α
	To: From:		FR-42													
(11) $(81)$ $(77)$ $(52)$	Wythe Cou				S	ee I-81	for dire	ctional t	traffic vo	lume es	timat	es for this	segi	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.544	46000	Α
	To	Ţ	S 52; SR 12	21			<u> </u>									
(11) $(81)$ $(77)$	Wythe Cou		,		S	ee I-81	for dire	ctional t	traffic vo	lume es	timat	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	74%		1%	1%	22%	2%		0.113	_		45000	Α
	To		7 Fort Chisw													
(11) ( <del>81</del> )	From: Wythe Cou		/ FOIT CHISV	ven	Si	ee I-81	for dire	ctional t	traffic vo	lume es	timat	es for this	sea	ment		
11 81	Combined Traffic Estimates for 2 Parallel	•	36000	۸		1%	1%	1%	22%	2%		0.104	_		35000	Α
	Combined Traine Estimates for 2 Taraffer	rioadways on this riodic.			7 7 70	1 /0	1 /0	1 /0	ZZ /0	270	'	0.104	^	0.000	33000	
$\sim$	To- From:		98-619			01		-4:1		l	4:4					
[11] [81]	Wythe Cou	•		_								es for this	_		0.4000	_
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	G	74%	1%	1%	1%	22%	2%	F	0.074	F	0.552	34000	G
~~~	To: From:		98-618													
(11) (81)	Wythe Cou	•			S	ee I-81	for dire	ctional t	traffic vo	lume es	timat	es for this	segi	ment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	75%	1%	1%	1%	22%	2%	F	NA			35000	Α
	To:		ski County													
\bigcirc	Pulaski Cou		the County I	Line		00 I 01	for dire	otional t	troffic vo	م مسا	timat	es for this		mont		
[11] [81]		=	00000										Ū		05000	۸
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	SR 100	Α	75%	1%	1%	1%	22%	2%	г	0.101	А	0.533	35000	Α
	From:		I-81 NB													
11 (81) Ramp I-81 N Ex	it 89B to US 11 N Pulaski Cou	inty 0.15			S	ee I-81	for dire	ctional t	traffic vo	lume es	timat	es for this	segi	ment.		
	To:		11 Lee High	way												
~~~	From:		South of Pu													
11 Lee Highway	Pulaski Cou	inty 3.89	2100	G	98%	0%	1%	1%	1%	0%	С	NA			2200	G
$\stackrel{\smile}{\longrightarrow}$	To:		SCL Pulaski	i			$ \vdash$									
11 Washington Ave	Town of Pul	aski 0.71	3300	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.557	3500	G
$\bigcirc$	To:		2nd St													
~~~ w	From:		2nd St SW		2221						_		_			_
(11) Washington St	Town of Pul		4100	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.565	4400	G
~	From:		St SR 99; 2n Iain St; SR 9													
11 Washington Ave	Town of Pul		4000	G	98%	1%	0%	0%	0%	0%	F	0.096	F	0.716	4200	G
(11) recommission reco	To:	0.22	5th St		0070	. , ,		0,0	0,0	0,0	•	0.000	•	00	00	O .
	From:	W	ashington A	ve												
11 5th St	Town of Pul	aski 0.20	6400	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.505	6800	G
\bigcirc	To:]	Lee Highway	y												
~~	From:		5th St				\Box									
(11) Lee Highway	Town of Pul		8900	G	98%	1%	0%	0%	0%	0%	С	0.088	F	0.514	9400	G
~	To:	A	lum Spring F	Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~	From:	Alum Sprin													
11 Lee Highway	Town of Pulaski	1.60 12000	G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.511	13000	G
~	To: From:	ECL Pula	ski												
11 Lee Highway	Pulaski County	2.49 1300 0	G	98%	1%	0%	0%	0%	0%	F	0.096	F	0.53	14000	G
~	To: From:	77-643 Cougar	Trail Rd			\neg \vdash									
11 Lee Highway	Pulaski County	1.53 1300 0	G	98%	1%	0%	0%	0%	0%	F	0.104	F	0.599	14000	(
~	To	WCL Dub	olin			$ \vdash$									
11 Broad St	Town of Dublin (Maint: 77)	0.16 13000		98%	1%	0%	0%	0%	0%	Ν	0.104	Ν	0.599	14000	1
:)	To:	SR 100 Oakwo	ood Ave												
~ - · · -	From:	SR 100 Clebu													
11) Broad St	Town of Dublin (Maint: 77)	0.97 14000	G	98%	0%	0%	1%	1%	0%	F	0.088	F	0.53	15000	(
~	To- From:	ECL Dub	lin												
Lee Highway	Pulaski County	1.19 14000) N	98%	0%	0%	1%	1%	0%	Ν	0.088	Ν	0.53	15000	-
~	To	77-1085 Wrig	ht Ave												
11 Lee Highway	Pulaski County	2.68 1200 0		98%	0%	0%	1%	1%	0%	С	0.107	Α	0.608	13000	
·	Tα	77-747 Old R	oute 11												
11 Lee Highway	Pulaski County	1.99 1500 0		97%	0%	1%	1%	1%	0%	С	NA			16000	
11) ===	Tee								- , -						
11 Lee Highway	Pulaski County	SR 114 Peppers 1 0.29 23000		98%	0%	0%	1%	1%	0%	F	0.092	F	0.513	24000	(
Lee Highway	1 diaski county			30 70	0 70	0 70	1 /0	1 /0	0 70	'	0.032	'	0.510	24000	
~	To: From:	77-600 Belspi		070/	00/		40/	40/	00/		0.000	_	0.500	07000	
Lee Highway	Pulaski County	0.46 26000 Montgomery Co		97%	0%	1%	1%	1%	0%	С	0.092	F	0.536	27000	(
<u> </u>	From:	Pulaski Coun				-+									
11)	Montgomery County	0.15 26000		98%	0%	0%	1%	1%	0%	F	NA			28000	(
:)	To	WCL Rad	ford												
11 Lee Hwy	City of Radford (Maint: 60)	0.21 2600 0		98%	0%	0%	1%	1%	0%	F	NA			28000	(
200 1,	ony or readiona (Marin: 00)			0070	0 70		1 70	1 /0	0 70	•				20000	
11 Norwood St	City of Radford	SR 232, Fir 0.26 1800 0		96%	0%	1%	10/	1%	0%	С	0.093	F	0.574	20000	
11) Norwood St	City of Hadioid	0.26 18000	, г	90%	0%	1 70	1%	I 70	0%	C	0.093	Г	0.574	20000	
~	To: From:	Grove A													
E Main St	City of Radford	0.77 1200 0) F	98%	0%	1%	0%	1%	0%	С	0.085	F	0.561	13000	
~	To: From:	SR 177 Tyle													
E Main St	City of Radford	0.93 10000) F	98%	0%	1%	0%	1%	0%	F	0.093	F	0.589	11000	
<i>~</i>	T _{CC} From:	Whitehall	St			\neg \vdash									
11 E Main St	City of Radford	1.46 5100	F	99%	0%	0%	0%	0%	0%	С	0.110	F	0.611	5400	- 1
<i>~</i>	To	ECL Radf	ord												
Radford Rd	Montgomery County	1.47 8300	F	98%	0%	0%	1%	0%	0%	F	0.101	F	0.574	8700	
··)	т.														
11 Radford Rd	Montgomery County	60-663 Walt 2.32 7900	on Rd F	98%	0%	0%	1%	0%	0%	С	0.099	F	0.529	8300	-
11) Radford Rd	Workgomery County	60-662 Harm		JU /0	U /0	0 /0	1 /0	0 /0	0 /0	J	0.000	•	0.523	0000	'

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-				4	_		Tru	ıck			K	014	Dir		
Route	Jurisdiction	Length	AADT QA	4 lire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~	From:		2 Harmon Dr												
11 Radford St	Montgomery County	0.65	8200 F	98%	0%	0%	1%	0%	0%	F	0.098	F		8600	
~	To- From:	WCL (Christiansburg												
Radford St	Town of Christiansburg	1.40	11000 F	98%	0%	1%	1%	0%	0%	С	0.105	F	0.518	12000	
~ <i></i>	To:		W Main St												
11 W Main St	Town of Christianahura		, Radford St	000/	00/	1%	1%	00/	00/	F	0.095	F	0.546	EEOO	
11 W Main St	Town of Christiansburg	0.30	5200 F	98%	0%	1%	170	0%	0%	Г	0.095	Г	0.546	5500	
Bus	To: From:	Bus US 4	60 S Franklin S	t											
1) (460) E Main St	Town of Christiansburg	0.12	7400 G	98%	0%	1%	1%	0%	0%	F	NA			7900	
	To:	Ro	oanoke St												
Bus	From:		Main St												
1) (460) Roanoke St	Town of Christiansburg	0.11	11000 F	98%	0%	1%	1%	0%	0%	F	0.098	F	0.57	12000	
Pue	To: From:	(Craig St												
Bus 11 (460) Roanoke St	Town of Christiansburg	0.98	12000 F	98%	0%	1%	1%	0%	0%	F	0.103	F	0.577	12000	
460) Hoarrond St				0070	070		1 70	070	070	•	0.100	•	0.077	12000	
Bus	To- From:	SR 1	11 Depot St												
Roanoke St	Town of Christiansburg	0.86	16000 F	98%	0%	1%	0%	0%	0%	С	0.104	F	0.602	17000	
	To	1	US 460												
Roanoke St	Town of Christiansburg (Maint: 60)		17000 F	96%	0%	1%	2%	1%	0%	С	0.095	F	0.528	18000	
	To		I-81												
11) (460) Roanoke St	Town of Christiansburg (Maint: 60)	0.09	8900 N	96%	0%	1%	2%	1%	0%	N	0.1	N	0.558	9400	
11 460 Roanoke St	Town or offinstiansburg (Maint. 00)				0 70	1 70	270	1 /0	0 70	11	0.1	11	0.550	3400	
The state of	Town of Christian above		d, Hampton Rd		00/	10/	00/	10/	00/		0.1		0.550	0.400	
Roanoke St	Town of Christiansburg	2.01	8900 F	96%	0%	1%	2%	1%	0%	F	0.1	F	0.558	9400	
~ ~~	To: From:	ECL C	Christiansburg												
1) (460) Roanoke Rd	Montgomery County	5.11	7100 F	93%	0%	1%	4%	2%	0%	F	0.1	F	0.521	7400	
	To:	60-753	Old Town Rd												
11 (460 Roanoke Rd	Montgomery County	3.21	7600 F	93%	0%	1%	4%	2%	0%	F	0.101	F	0.626	8000	
	To	60-63	31 Brake Rd												
11 (460) Roanoke Rd	Montgomery County		7400 F	93%	0%	1%	4%	2%	0%	С	0.115	F	0.618	7800	
400) 100	To:		te County Line												
	From:		nery County Lin												
11) (460) West Main St	Roanoke County	1.26	9200 G	93%	0%	1%	4%	2%	0%	F	0.112	F	0.963	9600	
	To: From:	80-639	West River Rd												
1) (460) West Main St	Roanoke County		9200 N	93%	0%	1%	4%	2%	0%	Ν	0.112	Ν	0.963	9600	
	Too	90 647 T	Dow Hollow Rd												
11) (460) West Main St	Roanoke County		10000 G	93%	0%	1%	4%	2%	0%	F	NA			11000	
11 460 West Main St	Tiodrione County			30 /6	0 /0	1 /0	7/0	2/0	0 /0	'	INA			11000	
~~~~~	To: From:		Daugherty Rd	0==:	4-1		461	061	061					44000	
11 (460 West Main St	Roanoke County	0.39	13000 G	95%	1%	1%	1%	3%	0%	С	NA			14000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT (	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	80-642 Alleghany D	r											
(11) (460) West Main St	Roanoke County	0.64 <b>17000</b>	<b>G</b> 93%	0%	1%	4%	2%	0%	F	NA			18000	G
$\bigcirc$	To: From:	WCL Salem			_									
(11) (460) West Main St	City of Salem		<b>G</b> 93%	0%	1%	4%	2%	0%	F	NA			20000	G
	To	SR 112 Wildwood R	.d		<u> </u>									
(11) (460) West Main St	City of Salem		G 91%	1%	3%	3%	2%	0%	С	0.079	F	0.507	30000	G
	To	ALT US 460, 4th S	t											
11 (460) West Main St	City of Salem		G 98%	0%	1%	0%	0%	0%	F	0.090	F	0.564	16000	G
	То	Academy St												
11 (460) West Main St	City of Salem		<b>G</b> 92%	0%	1%	5%	1%	0%	С	0.081	F	0.528	15000	G
(11) (460) 11 301	To:	College Ave	<u>u 0270</u>	0,0		0,70	. , 0	0,0	Ū	0.00	•	0.020	.0000	<b>O</b> .
~~~	From:	US 460, Main St												
(11) College Ave	City of Salem	0.09 2000	G 98%	0%	1%	0%	0%	0%	F	0.097	F	0.615	2200	G
<u></u>	Tec From:	SR 311, Thompson Memo	rial Dr											
(11) College Ave	City of Salem	0.72 5500	G 98%	0%	1%	0%	0%	0%	F	0.102	F	0.536	6100	G
<u> </u>	To	8th St												
11 Colorado St	City of Salem		G 98%	0%	1%	0%	0%	0%	F	0.09	F	0.583	17000	G
\bigcirc	To:	Apperson Dr												
Annexan Du	From:	Colorado St	000/	00/	10/	00/	00/	00/	_	0.001	F	0.50	00000	_
Apperson Dr	City of Salem	1.03 19000	G 98%	0%	1%	0%	0%	0%	F	0.091	Г	0.53	22000	G
~ ·	To: From:	SR 419 Electric Rd			<u> </u>						_			
(11) Apperson Dr	City of Salem		G 96%	0%	1%	1%	1%	0%	С	0.085	F	0.504	15000	G
	From:	WCL Roanoke ECL Salem												
11 Brandon Ave	City of Roanoke		G 98%	0%	1%	0%	0%	0%	F	0.099	F	0.598	20000	G
	To	Edgewood St; Mud Lic												
11 Brandon Ave	City of Roanoke		G 94%	1%	2%	1%	2%	0%	С	0.087	F	0.528	13000	G
(11) Brandon 7110	To:	Grandin Rd	G 0170	170		1 70	_,0	070	Ü	0.007	•	0.020	10000	ŭ
~~	From:	Brandon Ave												
(11) Grandin Rd	City of Roanoke		G 98%	0%	1%	0%	0%	0%	F	0.094	F	0.584	8000	G
<u> </u>	To:	Memorial Avenue Grandin Rd												
11 Memorial Avenue	City of Roanoke		A 98%	0%	1%	0%	0%	0%	С	0.114	Α	0.575	13000	Α
(1) Wellian Avenue	To:	Campbell Ave	H 0070	0 70		070	0 /0	070	J	0.114	, ·	0.070	10000	,,
~~	From:	13th St												
(11) Campbell Ave	City of Roanoke	0.53 4400	G 98%	0%	1%	0%	0%	0%	F	0.101	F	0.582	4900	G
<u> </u>	To: From:	7th St												
11 Campbell Ave	City of Roanoke		G 95%	0%	2%	3%	1%	0%	С	0.089	F	0.508	5500	G
<u> </u>	_Τα	3rd St			<u> </u>									
11 Campbell Ave	City of Roanoke		G 98%	0%	1%	0%	0%	0%	F	0.081	F	0.748	7100	G
	To:	US 221 Jefferson S												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate i				Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	US 221 Jefferson St			ZAXIE	3+AXIE	IIIali	ZIIdii		racioi		Factor		
11 Campbell Ave	City of Roanoke	0.16 6400 N	98%	0%	1%	0%	0%	0%	Ν	0.081	Ν	0.748	7100	N
(11) Sampson 7115	To:	Williamson Rd	00,0	0,0		0,0	0 70	0,0		0.00	• •	017 .0		
	From:	Campbell Ave												
(11) (221) (116) Williamson Rd	City of Roanoke	0.15 22000 G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.514	24000	G
\bigcirc	To: From:	Shenandoah Ave			<u> </u>									
(11) (221) (116) Williamson Rd	City of Roanoke	0.15 15000 G	i 98%	0%	1%	0%	0%	0%	F	0.098	F	0.707	17000	G
	To	I-581												
(11) (221) (116) Williamson Rd	City of Roanoke	0.50 12000 G	i 93%	0%	2%	4%	1%	0%	С	0.08	F	0.519	12000	G
(11) (221) (116) Williamson Rd	City of Floations		0070	0 70		470	1 /0	0 70	J	0.00	•	0.010	12000	ď
	From	US 460 Orange Ave	000/	00/		201	00/	201	_	2.00	_	0.505	1 1000	_
(11) Williamson Rd	City of Roanoke	0.92 14000 G	i 99%	0%	0%	0%	0%	0%	F	0.08	F	0.505	14000	G
	To: From:	Liberty Rd												
(11) Williamson Rd	City of Roanoke	0.51 15000 G	i 99%	0%	0%	0%	0%	0%	F	0.078	F	0.515	15000	G
\bigcirc	To	10th St			<u> </u>									
11 Williamson Rd	City of Roanoke	1.27 17000 C	96%	0%	1%	2%	1%	0%	С	0.084	F	0.511	17000	G
	To													
11 Williamson Rd	City of Roanoke	SR 101 Hershberger R 0.11 16000 G		0%	0%	0%	0%	0%	F	0.089	F	0.513	17000	G
(11) Williamson Rd	Oity of Hoarloke		33/6	0 76	<u> </u>	0 /6	0 /6	0 /6	'	0.003	•	0.515	17000	u
~~······· -··	To: From:	SR 118 Airport Rd									_			
(11) Williamson Rd	City of Roanoke	0.39 15000 G	i 99%	0%	0%	0%	0%	0%	F	0.088	F	0.507	15000	G
~	To: From	NCL Roanoke												
11 Lee Highway	Roanoke County	3.19 12000 A	99%	0%	0%	0%	0%	0%	С	0.108	Α	0.527	12000	Α
\bigcirc	To:	Botetourt County Line												
/ Las I Balancas	From:	Roanoke County Line		40/	40/	40/	40/	00/	_	0.404	_	0.507	47000	_
Lee Highway	Botetourt County	0.10 17000 F	93%	1%	1%	1%	4%	0%	С	0.101	F	0.597	17000	F
~	To: From:	80-601 Shadwell Dr												
11 Lee Highway	Botetourt County	2.73 12000 F	90%	1%	1%	2%	6%	0%	С	0.089	F	0.573	12000	F
$\stackrel{\smile}{\smile}$	To: Fron:	ALT SR 220 Cloverdale	Rd		<u> </u>									
11 (220) Lee Highway	Botetourt County	0.25 6800 N		0%	0%	0%	0%	0%	Ν	0.098	Ν	0.589	7000	Ν
	To													
11 Lee Highway	Botetourt County	Ramp From I-81 NB at Exit 1.09 6800 F		0%	0%	0%	0%	0%	F	0.098	F	0.589	7000	F
Lee Highway	Botelourt County		33 /0	0 /0	0 /6	0 /6	0 /0	0 /6	'	0.036	'	0.569	7000	'
~~·······	To: From:	SCL Troutville												
(11) Lee Highway	Town of Troutville (Maint: 11)	1.85 6800 N	99%	0%	0%	0%	0%	0%	Ν	0.098	N	0.589	7000	N
~	To- From	NCL Troutville												
11 Lee Highway	Botetourt County	2.98 4900 F	95%	1%	1%	1%	1%	0%	С	0.094	F	0.712	5100	F
\sim	To	11-640 Brughs Mill R	1		<u> </u>									
11 Lee Highway	Botetourt County	5.86 3100 F		1%	1%	1%	1%	0%	F	0.104	F	0.677	3200	F
··· ,	To				 1					- "		-		
11 Lee Highway	Botetourt County	I-81 South of Buchana 2.23 4100 F		10/	10/	10/	20/	00/	F	0.102	F	0 633	4200	F
(11) Lee Highway	Botetourt County		95%	1%	1%	1%	2%	0%	Г	0.103	Г	0.632	4300	Г
•	100	WCL Buchanan												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ok			K		Dir		
Route	Jurisdiction	on L	ength AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
11 Main St	Town of Buchanan	(Maint: 11)	WCL Bucha 0.43 4100	anan N	95%	1%	1%	1%	2%	0%	N	0.103	N	0.632	4300	N
\bigcirc	To	00	11-625 Mt Jo	-												
~~~~~	From		11-625 Mt Ja	_							_		_			_
$\{11\}$ Main St	Town of Buchanan	(Maint: 11)	2.09 <b>4000</b>	F	95%	1%	1%	1%	2%	0%	С	0.104	F	0.609	4200	F
<u> </u>	To		SR 43 Parkw	ay Dr			_									
11 43 Main St	Town of Buchanan	(Maint: 11)	0.18 <b>4100</b>	F	95%	2%	2%	0%	1%	0%	С	0.097	F	0.519	4400	F
	To From	1	SR 43 First	t St												
11 Main St	Town of Buchanan	(Maint: 11)	0.78 <b>2800</b>	F	95%	1%	1%	1%	2%	0%	F	0.092	F	0.542	2900	F
~~·······	To From		NCL Bucha				—⊢									
11 Lee Highway	Botetourt Co	ounty	0.35 <b>2800</b>	N	95%	1%	1%	1%	2%	0%	N	0.092	N	0.542	2900	N
~	To	ETTG 00011 P	I-81 North of B		DTOLL	OB										
(11) (11) Ramp to I-81 N a	t Exit 167 Botetourt Co		<u>U)/US-00011- 18</u> 0.13 <b>770</b>	60A(R)/TC	) K I 8 I N	UK						0.105	F		770	F
11) Hamp to 1-81 N a	IL EXIL 107 BOLELOUTI CO			_	OM DT 1	1	<del></del>					0.105	Г		770	Г
	From	1S-00081-N	(B)/US-00011- 18 I-81 North of B		OMRII	1										
	Botetourt Co	ounty	0.61	uchanan	S	ا81 عد	for direc	tional tra	affic vo	ume es	timate	es for this	sear	ment		
11 81	Combined Traffic Estimates for 2 Parallel	•		_				1%	27%	2%	F	NA NA	, acgi	non.	22000	G
	Combined Trainic Estimates for 2 Parallel	Roadways on this H	iouie. <b>36000</b>	G	68%	1%	1%	170	21%	2%	Г	INA			33000	G
	To From	1	11-614 Arcad	lia Rd												
11 (81)	Botetourt Co	ounty	5.49		S	ee I-81	for direc	tional tra	affic vo	ume es	timate	es for this	segr	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this F	loute: <b>35000</b>	F	68%	1%	1%	1%	27%	2%	F	NA			33000	F
	Te	00	Rockbridge Cou	nty Line												
~~~	From	i:	Botetourt Cour	ty Line												
{ 11 } (81)	Rockbridge C	,	1.95		S	ee I-81	for direc	tional tra	affic vo	ume es	timate	es for this	segr	ment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route: 35000	F	68%	1%	1%	1%	27%	2%	F	NA			33000	F
	Te	I	-81 South of Natu	ıral Bridge	:											
~~~	From		(B)/IS-00081-N1	75A(L)/T0												
11 (81) Ramp I-81 N Exit	175 to US 11 Rockbridge C		0.14		٠.	ا 21 مد	for direc	tional tra	affic vol	ume es	timate	es for this	COAL	ment		
$\bigcirc$	To						ioi direc						s segi	mont.		
~~	10		U)/IS-00081-N17		OM RT 8		ior direc						segi	nont.		
	From	Ĭ	-81 South of Natu	ıral Bridge	OM RT 8	1 N										
11 S Lee Highway	From Rockbridge C	Ĭ			OM RT 8		1%	1%	3%	0%	С	0.153	F	0.713	2100	F
(11) S Lee Highway	Rockbridge C	Ĭ	-81 South of Natu	ıral Bridge <b>F</b>	OM RT 8	1 N			3%	0%			F		2100	F
		County	-81 South of Natu 1.73 <b>2000</b>	ıral Bridge <b>F</b>	OM RT 8	1 N			3%	0%			F F		2100	F
S Lee Highway  S Lee Highway	Rockbridge C From Rockbridge C	County County	-81 South of Natural 1.73 <b>2000</b> SR 130 Natural 3.47 <b>2800</b>	F Bridge	94% 94%	1 N 1%	1%	1%			С	0.153	F	0.713		
S Lee Highway	To From Rockbridge C	County County I	-81 South of Natural 1.73 <b>2000</b> SR 130 Natural 3.47 <b>2800</b> -81 North of Natu	Bridge  Bridge  F  Bridge  F	94% 94%	1 N 1% 1%	1% 1% 1%	1%	3%	0%	C F	0.153 0.135	F F	0.713	2900	F
<u> </u>		County County County	-81 South of Natural 1.73 <b>2000</b> SR 130 Natural 3.47 <b>2800</b>	F Bridge	94% 94%	1 N 1%	1%	1%			С	0.153	F	0.713		
S Lee Highway  S Lee Highway	To From Rockbridge C	County County County	-81 South of Natural 1.73 <b>2000</b> SR 130 Natural 3.47 <b>2800</b> -81 North of Natu	F Bridge F ural Bridge F F F F	94% 94%	1 N 1% 1%	1% 1% 1%	1%	3%	0%	C F	0.153 0.135	F F	0.713	2900	F
S Lee Highway	To From Rockbridge C	County  County  I  County	-81 South of Natural 1.73 <b>2000</b> SR 130 Natural 3.47 <b>2800</b> -81 North of Natu	F Bridge F ural Bridge F F F F	94% 94%	1 N 1% 1%	1% 1% 1%	1%	3%	0%	C F	0.153 0.135	F F	0.713	2900	F
S Lee Highway  S Lee Highway	Rockbridge C Rockbridge C Rockbridge C	County  County  I  County	81 South of Natural 1.73 2000 SR 130 Natural 3.47 2800 -81 North of Natu 8.45 3200 BUS US 11 M 1.02 7900	F Bridge F F Bridge F F F F F F F F F F F F F F F F F F F	94% 94% 94%	1 N 1% 1% 0%	1% 1% 1% 1%	1% 1% 1%	3%	0%	C F	0.153 0.135 0.093	F F	0.713 0.745 0.638	2900	F F
S Lee Highway  S Lee Highway  S Lee Highway	Rockbridge C Rockbridge C Rockbridge C Rockbridge C Rockbridge C	County  County  County  County  County  County	81 South of Natural 1.73 2000 SR 130 Natural 3.47 2800 -81 North of Natu 8.45 3200 BUS US 11 M 1.02 7900 US 60 Nelse	F Bridge F aral Bridge F In the state of the	94% 94% 96%	1% 1% 1% 0%	1% 1% 1% 1% 1%	1% 1% 1%	3% 1% 1%	0% 0% 0%	C F F	0.153 0.135 0.093 0.096	F F F	0.713 0.745 0.638 0.601	2900 3300 8300	F F
S Lee Highway	Rockbridge C Rockbridge C Rockbridge C	County  County  County  County  County  County	81 South of Natural 1.73 2000 SR 130 Natural 3.47 2800 -81 North of Natu 8.45 3200 BUS US 11 M 1.02 7900	F Bridge F F Bridge F F F F F F F F F F F F F F F F F F F	94% 94% 94%	1 N 1% 1% 0%	1% 1% 1% 1%	1% 1% 1%	3%	0%	C F	0.153 0.135 0.093	F F	0.713 0.745 0.638	2900	F F
11 S Lee Highway  11 S Lee Highway  11 S Lee Highway  11 S Lee Highway	Rockbridge C	County  County  County  County  County  County	81 South of Natural 1.73 2000  SR 130 Natural 3.47 2800  81 North of Natural 8.45 3200  BUS US 11 M 1.02 7900  US 60 Nelsc 0.32 7900  SCL Lexing	ral Bridge F Bridge F ural Bridge F Iain St F On St N	94% 94% 96% 96%	1 N 1% 1% 0% 0%	1% 1% 1% 1% 1%	1% 1% 1% 1%	3% 1% 1%	0% 0% 0%	C F C	0.153 0.135 0.093 0.096	F F F	0.713 0.745 0.638 0.601 0.601	2900 3300 8300 8300	F F N
S Lee Highway  S Lee Highway  S Lee Highway	Rockbridge C Rockbridge C Rockbridge C Rockbridge C Rockbridge C	County  County  County  County  County  County  County  County	81 South of Natural 1.73 2000 SR 130 Natural 3.47 2800 -81 North of Natu 8.45 3200 BUS US 11 M 1.02 7900 US 60 Nelsc 0.32 7900	ral Bridge F Bridge F ural Bridge F Iain St F On St N	94% 94% 96%	1% 1% 1% 0%	1% 1% 1% 1% 1%	1% 1% 1%	3% 1% 1%	0% 0% 0%	C F F	0.153 0.135 0.093 0.096	F F F	0.713 0.745 0.638 0.601	2900 3300 8300	F F

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devile	Loods altertain	Learning AADT		4.7.	Б		Truck		00	K	01/	Dir	A A \ A \ D T	- 0
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	QI
N.L. on Highway	City of Levington	0.04 Main St	F	97%	1%	10/ 10/	10/	00/	F	0.001	F	0.501	11000	F
N Lee Highway	City of Lexington			97%	1%	1% 1% 	1%	0%	г	0.091	г	0.501	11000	-
N Lee Highway	City of Lexington	Bus US 11		000/	0%	10/ 00/	0%	0%	С	0.100	N	0.612	21000	(
N Lee Highway	City of Lexington	0.08 <b>20000</b>	G	98%	0%	1% 0% 	0%	0%	C	0.100	IN	0.012	21000	
N. Lea Highway	Poolsbridge County	NCL Lexingt	ton <b>F</b>	97%	0%	1% 1%	1%	0%		0.100	F	0.610	22000	
N Lee Highway	Rockbridge County	0.88 <b>21000</b>		97%	0%	1% 1%	5 1%	0%	С	0.100	Г	0.612	22000	
~	To: From:	I-64 North of Lex		0.40/	00/	10( 10)	20/	00/		0.400		0.570	7000	_
N Lee Highway	Rockbridge County	3.89 <b>7300</b>	F	94%	0%	1% 1%	3%	0%	С	0.106	F	0.573	7600	
	To: From:	I-81 North of Lex												
N Lee Highway	Rockbridge County	5.66 <b>5000</b>	F	94%	1%	1% 2%	2%	0%	С	0.158	F	0.616	5300	
	To: From:	81-710 Sterret	t Rd											
N Lee Highway	Rockbridge County	5.40 <b>3400</b>	F	94%	1%	1% 2%	2%	0%	F	0.148	F	0.571	3600	
ــــــــــــــــــــــــــــــــــــــ	To:	Augusta County												
Lee Jackson Hwy	Augusta County	Rockbridge Coun 0.04 <b>4200</b>	ity Line <b>G</b>	94%	1%	 1% 2%	2%	0%	F	0.148	N	0.571	4200	
1) Lee Jackson Hwy	Augusta County	0.04 4200	<u> </u>	34 /0	1 /0	1/0 2/	2/0	0 /6	'	0.140	IN	0.571	4200	
~	From	SR 56 Steeles T		0.40/	40/	10/ 10	90/	00/		0.400		0.00	2000	_
Lee Jackson Hwy	Augusta County	5.24 <b>3800</b>	F	94%	1%	1% 1%	3%	0%	С	0.106	F	0.62	3900	
~	To: From:	07-675 Broad Hea												
Lee Jackson Hwy	Augusta County	2.59 <b>7100</b>	F	94%	1%	1% 1%	3%	0%	F	0.106	F	0.638	7400	
~	To: From:	I-81 North of Gre	eenville											
Lee Jackson Hwy	Augusta County	4.45 <b>3300</b>	F	96%	1%	1% 1%	2%	0%	F	0.12	F	0.57	3500	
ــــــــــــــــــــــــــــــــــــــ	To: From:	07-654 White H	lill Rd											
Greenville Ave	Augusta County	3.47 <b>5600</b>	F	96%	1%	1% 1%	2%	0%	С	0.13	F	0.734	5900	
	To	SR 262												
1 Greenville Ave	Augusta County	0.65 <b>14000</b>	N	98%	0%	1% 0%	0%	0%	Ν	0.097	Ν	0.509	15000	
•)	To	SCL Staunto												
1 Greenville Ave	City of Staunton	0.68 <b>14000</b>	F	98%	0%	1% 0%	0%	0%	F	0.097	F	0.509	15000	
1) 41-9011/1110 / 110	only of charmon			0070	0 70		0,0	0 70	•	0.007	•	0.000	10000	
1 Greenville Ave	City of Staunton	SR 261 Statler 0.50 <b>12000</b>	F Blvd	98%	0%	1% 0%	0%	0%	С	0.090	F	0.528	13000	
1 Greenville Ave	City of Stauriton			90 /6	0 /0	1/6 0/	0 /0	0 /6	C	0.090	'	0.526	13000	
Consequelle Acre	From	Hampton S		000/	00/	10/ 00/	00/	00/		0.000	_	0.504	44000	_
Greenville Ave	City of Staunton	0.32 11000	F	98%	0%	1% 0%	0%	0%	F	0.089	F	0.501	11000	
n ~~~	To: From:	US 250 Richmo												
(250) Greenville Ave	City of Staunton	0.07 <b>15000</b>	F	98%	0%	1% 0%	0%	0%	F	0.089	F	0.547	16000	
	To: From	US 250, SR 2	254											
1) (254) Commerce Rd	City of Staunton	0.68 <b>2500</b>	F	97%	0%	1% 0%	1%	0%	С	0.109	F	0.579	2600	
	To:	SR 254 New Ho	pe Rd											
1 Commerce Rd	City of Staunton	0.15 <b>2500</b>	F	97%	0%	1% 0%	1%	0%	F	0.114	F	0.56	2700	
$\omega$	To:	SR 261 Statler	Blvd											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		261 Statler E													
11 Commerce Rd	City of Staunton	1.25	5600	F	98%	0%	1%	0%	1%	0%	F	0.098	F	0.617	6000	F
	To:		Bells Lane				\neg \vdash									
11 Commerce Rd	City of Staunton	0.67	5100	F	98%	0%	1%	0%	1%	0%	С	0.102	F	0.547	5400	F
\	To		Bus US 11													
11 Commerce Rd	City of Staunton	0.49	12000	F	98%	0%	1%	0%	1%	0%	С	0.098	F	0.52	13000	F
	T-1															
11 Commerce Rd	City of Staunton	0.88	oodrow Wil 15000	Ison Pky	98%	0%	1%	0%	1%	0%	F	0.099	F	0.561	16000	F
11 Commerce Rd	City of Stauritori	0.00	15000	Г	90%	076	1 70	0%	1 70	0%	Г	0.099	Г	0.361	16000	Г
~~~	To: From:		ICL Staunto													
11 Lee Highway	Augusta County	0.47	14000	F	97%	1%	1%	0%	1%	0%	С	0.091	F	0.559	14000	F
<del>~</del>	Tre-	Functi	onal Class C	Change			$\neg$ $\vdash$									
11 Lee Highway	Augusta County	0.62	14000	F	97%	1%	1%	0%	1%	0%	С	0.091	F	0.559	14000	F
	To. C	07-612 Laure	1 H311 D.d. O.	nioke M	:11 D.d											
11 Lee Highway	Augusta County	5.17	7400	F	96%	1%	1%	1%	1%	0%	F	0.106	F	0.556	7800	F
11 Lee Highway	Adgusta Godiny				0070	1 /0	170	1 /0	1 /0	0 70	•	0.100	•	0.000	7000	•
~	From:		Keezletowi		000/	40/		40/	40/	201	_	0.400	_	0.050	5000	
11 Lee Highway	Augusta County	2.12	5500	F	96%	1%	1%	1%	1%	0%	F	0.102	F	0.653	5800	F
~	To: From:	SR 256	South of Bu	rketowr	l		_									
11 Lee Highway	Augusta County	1.90	5200	F	96%	1%	1%	1%	1%	0%	F	0.108	F	0.628	5500	F
$\checkmark$	To:	Rockir	ngham Count	ty Line												
~~	From:		usta County		000/	00/		40/	00/	00/	_				5500	_
11) Lee Highway	Rockingham County	2.46	5400	G	96%	0%	1%	1%	2%	0%	С	NA			5500	G
_	To- From:	SC	L Mt Crawfo	ord												
11 Lee Highway	Town of Mount Crawford (Maint: 82)	0.92	5400	N	96%	0%	1%	1%	2%	0%	Ν	NA			5500	Ν
~	To:	82-9	19 Parsons C	Court												
11 Lee Highway	Town of Mount Crawford (Maint: 82)	0.20	6500	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.654	6700	G
1)	т															-
L og Highway	Pookinghom County		L Mt Crawf	G	069/	0%	10/	10/	20/	0%	F	0.000	F	0.654	6700	G
11 Lee Highway	Rockingham County	0.03	6500	G	96%	0%	1%	1%	2%	0%	Г	0.092	Г	0.654	6700	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	SR 257 Frie														
11 Lee Highway	Rockingham County	1.12	12000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.599	12000	G
~	To	82-704	Cecil Wam	pler Rd			\lnot \vdash									
11 Lee Highway	Rockingham County	1.18	11000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.536	12000	G
	To	00	T TT1													
11 Main St	City of Harrisonhura	0.91	L Harrisonb	G G	96%	0%	10/	1%	20/	00/	F	0.091	F	0.525	13000	G
11) Main St	City of Harrisonburg	0.91	12000	G	90%	076	1%	1 70	2%	0%	Г	0.091	Г	0.535	13000	G
~~~	T _O : From:		I-81													
11 Main St	City of Harrisonburg	1.77	18000	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.55	20000	G
<del>~</del>		Pl	easant Hill F	Rd												
11 S Main St	City of Harrisonburg	0.87	19000	G	96%	0%	1%	1%	1%	0%	С	0.083	F	0.548	20000	G
$\stackrel{\cdot\cdot\cdot}{\cdot}$	To:		rt Republic l													

#### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		riiiiaiy ai	id Interstat	ie no	utes											
Route	Jurisdiction	Longth	AADT	Ο.	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	$\cap$ W
noute	Julisaiction	Lengin	AADI	QА	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QVV
~~~	From:	Por	rt Republic R	Rd												
11 S Main St	City of Harrisonburg	0.65	20000	G	96%	0%	1%	1%	1%	0%	F	0.086	F	0.564	21000	G
$\stackrel{\smile}{\smile}$	To		S Liberty St													
11 Main St NB	City of Harrisonburg	0.47	6100	G	96%	0%	1%	1%	1%	0%	F	0.099	F	0.583	6400	G
\odot	Combined Traffic Estimates for 2 Parallel Roadwa	avs on this Route:	12000	G	96%	0%	1%	1%	1%	0%	F	0.091	F	0.714	13000	G
	Tol	· , · · · · · · · · · · · · · · · · · · ·		-												
11 33 Main St NB	City of Harrisonburg	0.02	US 33 6100	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6400	N
11 (33) Main St NB	Combined Traffic Estimates for 2 Parallel Roadwa					1%	1%		1%			NA	IN	0.565		N
	Combined Trainic Estimates for 2 Parallel Roadwa	ays on this Houte.	11000	N	96%	170	176	1%	170	0%	N	INA			12000	IN
~~ ~~	To: From:		B E Market S													
11 (33) Main St NB	City of Harrisonburg	0.03	6100	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6400	N
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	9300	N	96%	0%	1%	1%	1%	0%	Ν	NA			9900	Ν
	To		US 33 Par													
11 Main St NB	City of Harrisonburg	0.34	6100	N	96%	0%	1%	1%	1%	0%	Ν	0.099	Ν	0.583	6400	Ν
	Combined Traffic Estimates for Parallel Roadwa	avs on this Route:	NA									NA			NA	
	Tol	·														
11 N Main St	City of Harrisonburg	0.68	Kratzer Ave 8200	_	96%	0%	1%	0%	2%	0%	С	0.094	F	0.572	8700	G
11 N Main St	City of Hamsonburg	0.00	6200	G	90%	076	1 70	0%	270	0%	C	0.094	Г	0.572	6700	G
~~	Too From:		Charles St													
11 N Main St	City of Harrisonburg	0.44	6700	G	96%	0%	1%	0%	2%	0%	F	0.096	F	0.602	7200	G
<u> </u>	To	NC	L Harrisonbu	ırg			— —									
11 Valley Pike	Rockingham County	3.16	8600	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.554	8900	G
	To	92.3	765 C1- 1	D.1												
11 Valley Pike	From: Rockingham County	4.14	765 Gravels I 5600	G	95%	0%	1%	1%	3%	0%	F	0.094	F	0.695	5800	G
(11) Valley Pike	- Hockingham County	7.17	3000	<u> </u>	33 /6	0 70	1 /0	1 /0	0 /0	0 70	'	0.054	•	0.000	3000	ч
~~~ <u>-</u>	To: From:		6 Lacy Sprin				<u> </u>									
(11) Valley Pike	Rockingham County	1.88	3900	G	95%	0%	1%	1%	3%	0%	С	0.096	F	0.58	4100	G
~	To: From:		I-81 Mauzy													
11 Valley Pike	Rockingham County	6.04	3100	G	96%	0%	1%	1%	2%	0%	F	0.108	F	0.680	3300	G
$\bigcirc$	То	Chanar	idoah County	, Lina												
11 South Congress St	Town of New Market (Maint:		4200	G	96%	0%	1%	1%	2%	0%	С	0.091	F	0.503	4400	G
South Congress St	Town of New Market (Maint:	<u> </u>				0 /0	170	1 70	270	0 70	Ü	0.001	•	0.000	1100	ď
~~~~a	To: From:		outh Int New										_			
(11) (211) Congress St	Town of New Market (Maint:	85) 0.27	7000	G	96%	0%	1%	1%	2%	0%	F	0.078	F	0.553	7300	G
	To: From:	US 211 N	orth Int New	Marke	et											
11 North Congress St	Town of New Market (Maint:	85) 0.36	5200	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.523	5400	G
\bigcirc	То	NC	L New Mark	ret												
11 Old Valley Pike	From: Shenandoah County	1.83	5200	N	96%	1%	1%	1%	1%	0%	N	0.086	N	0.523	5400	N
Old Talloy I like	- Chonandoan Gounty					. /0	- ,,,	. /0	. 70	3 /0	. •	0.000	. •	0.020	3 100	. •
~~~ OLIV    5"	To: From:		lorth of New			461		461	461	061		0.65:		0.500	4=00	
(11) Old Valley Pike	Shenandoah County	2.17	4500	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.560	4700	G
~	To:	85-7	730 Caverns l	Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

State   Stenandoah County   1.52   4700   0   978   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178   178	Davita	li vila di aki a la	Lawarda AADT		4T:u=	D		Truck			K	Οl	Dir	A A \ A \ D T	
Stenandoah County 1.52 4700 G 96% 1% 1% 1% 1% 0% C 0.09 F 0.547 4900 G 1	Route	Junsaiction			41116	bus	2Axle 3+	Axle 1T	ail 2Tra	ı	Factor	QN	Factor	AAWDI	Q۷
SCL ML Ischang   SCL	11 Old Valley Pike	Shenandoah County			96%	1%	1%	1% 19	ر م	C	n ng	F	0 547	4900	G
St   Town of Mount Jackson (Maint: 85)   0.72   4700   N   96%   1%   1%   1%   1%   0%   N   0.09   N   0.547   4900   N   St   Town of Mount Jackson (Maint: 85)   1.85   5000   G   96%   1%   1%   1%   1%   1%   0%   F   0.091   F   0.529   5200   G	11 Old Valley Pike	Shehalidoan County			30 /6	1 /0	1 /6	1/6 1	0 070	O	0.03	'	0.547	4300	u
St. Town of Mount Jackson (Maint: 85) 1.85 5000	11 Main St	Town of Mount Jackson (Maint: 85)			96%	1%	1%	l% 1º	6 0%	N	0.09	N	0.547	4900	N
St. Town of Mount Jackson (Maint: 85) 1.85 5000 G 96% 1% 1% 1% 1% 0% F 0.091 F 0.529 5200 C 1	1)	та						, ,							
Set Disher and County	11 Main St	From:  Town of Mount Jackson (Maint: 85)	-		96%	1%	1%	1% 19	6 0%	F	0.091	F	0.529	5200	G
Set Disher and County	·	To	NCL Mt. Jac	kson											
St	Old Valley Pike	Shenandoah County			96%	1%	1%	1% 19	6 0%	Ν	0.091	Ν	0.529	5200	١
St	~	To:	SCL Edinb	urg											
St	11 Main St	Town of Edinburg (Maint: 85)	0.28 <b>5000</b>	N	96%	1%	1%	1% 19	6 0%	Ν	0.091	Ν	0.529	5200	١
NCL Edinburg   Not   N	~	To: From:	SR 185 Stoney C	reek Blvd											
Shenandoah County   1.28   6400   N   96%   1%   2%   1%   1%   0%   N   0.091   N   0.528   6600   N   0.092   N   0.092   N   0.545   0.092   N   0.546   0.092   N   0.094   N   0.546   0.092   N   0.094   N   0.546   0.092   N   0.094   N   0.546   0.094   N   0.094   N   0.546   0.094   N   0.094   N   0.546   0.094   N   0.094   N   0.094   N   0.094   N   0.546   0.094   N   0.094   N   0.094   N   0.546   0.094   N	11 Main St	Town of Edinburg (Maint: 85)	0.79 <b>6400</b>	G	96%	1%	2%	1% 19	6 0%	С	0.091	F	0.528	6600	(
Section   Sect	~	To: From:													
Shenandoan   County   1.69   7500   G   97%   1%   1%   1%   1%   0%   C   0.089   F   0.545   7800   C	11) Old Valley Pike	Shenandoah County	1.28 <b>6400</b>	N	96%	1%	2%	1% 19	6 0%	N	0.091	Ν	0.528	6600	١
SCI_ Woodstock   Maint: 85   0.22   8200   G   96%   0%   1%   1%   1%   0%   C   0.092   F   0.564   8500   0	~	To: From:													
St	Old Valley Pike	Shenandoah County	1.69 <b>7500</b>	G	97%	1%	1%	1% 19	6 0%	С	0.089	F	0.545	7800	(
St	~~ Make 01	Town of Man and American Off)			000/	00/	10/	10/ 4/	, 00/		0.000		0.504	0500	
St	Main St	Town of Woodstock (Maint: 85)	0.22 <b>8200</b>	G	96%	0%	1%	1% 19	6 0%	C	0.092	F	0.564	8500	(
St	Main St	Town of Woodstook (Maint: 95)			070/	10/	10/	10/ 10	/ 00/		0.001		0.570	0400	_
St Town of Woodstock (Maint: 85) 0.65 14000 G 98% 0% 1% 0% 0% 0% C 0.086 F 0.529 14000 C 1.000 Mind Spring Rd St	Main St	Town of Woodstock (Maint. 65)			9170	1 70	1 70	170 I	0 0%	Г	0.091	Г	0.573	9400	•
St Town of Woodstock (Maint: 85) 0.85 1200	11 Main St	Town of Woodstock (Maint: 85)			98%	N%	1%	n% nº	/s 0%	C	0.086	F	n 529	14000	
St Town of Woodstock (Maint: 85) 0.85 12000 G 98% 0% 1% 0% 0% 0% C 0.084 F 0.501 12000 C    Woodstock (Maint: 85)	Wain or	Town of Woodstock (Waint: 00)			30 /0	0 70	170	770	0 070	O	0.000		0.020	14000	•
St Town of Woodstock (Maint: 85) 0.53 7400 N 98% 0% 1% 0% 0% N 0.088 N 0.517 7700 N    NCL Woodstock   No.000 N   N   N   N   N   N   N   N   N	11 Main St	Town of Woodstock (Maint: 85)			98%	0%	1%	)% 0°	6 0%	С	0.084	F	0.501	12000	
St Town of Woodstock (Maint: 85) 0.53 7400 N 98% 0% 1% 0% 0% 0% N 0.088 N 0.517 7700 N    Note	) main or	To			0070	0 70		7,0	0 070		0.001	•	0.001	12000	
Alley Pike Shenandoah County 3.22 7400 G 98% 0% 1% 0% 0% 0% F 0.088 F 0.517 7700 C 85-654 Zion Church Road  Alley Pike Shenandoah County 1.42 7100 G 98% 0% 1% 0% 0% 0% F 0.094 F 0.546 7400 C SCL Toms Brook  St Town of Toms Brook (Maint: 85) 0.73 7100 N 98% 0% 1% 0% 0% 0% N 0.094 N 0.546 7400 N N 0.546 N N N 0.546 N N N N N N N N N N N N N N N N N N N	11 Main St	Town of Woodstock (Maint: 85)			98%	0%	1%	)% 09	6 0%	N	0.088	N	0.517	7700	١
Alley Pike Shenandoah County 3.22 7400 G 98% 0% 1% 0% 0% 0% F 0.088 F 0.517 7700 C 85-654 Zion Church Road  Alley Pike Shenandoah County 1.42 7100 G 98% 0% 1% 0% 0% 0% F 0.094 F 0.546 7400 C SCL Toms Brook  St Town of Toms Brook (Maint: 85) 0.73 7100 N 98% 0% 1% 0% 0% 0% N 0.094 N 0.546 7400 N N 0.546 N N N 0.546 N N N N N N N N N N N N N N N N N N N	·:)	To	NCL Woods	tock											
Alley Pike Shenandoah County 1.42 7100 G 98% 0% 1% 0% 0% 0% F 0.094 F 0.546 7400 C      SCL Toms Brook   SCL Toms Brook	11 Old Valley Pike	Shenandoah County			98%	0%	1%	)% 09	6 0%	F	0.088	F	0.517	7700	
Alley Pike Shenandoah County 1.42 7100 G 98% 0% 1% 0% 0% 0% F 0.094 F 0.546 7400 C      SCL Toms Brook   SCL Toms Brook	~	Τα	85-654 Zion Chu	rch Road											
St Town of Toms Brook (Maint: 85) 0.73 7100 N 98% 0% 1% 0% 0% N 0.094 N 0.546 7400 N N 0.094 N 0.094 N 0.546 7400 N N 0.094 N 0.094 N 0.546 7400 N N 0.094 N 0	11 Old Valley Pike	Shenandoah County			98%	0%	1%	0% 09	6 0%	F	0.094	F	0.546	7400	(
NCL Toms Brook   NCL Toms Brook   Shenandoah County   O.41   7100   N   98%   0%   1%   0%   0%   N   0.094   N   0.546   7400   N   N   N   N   N   N   N   N   N	~	To: From:	SCL Toms B	rook											
alley Pike Shenandoah County 0.41 <b>7100 N</b> 98% 0% 1% 0% 0% 0% N 0.094 N 0.546 7400 N    Shenandoah County   85-651 Mount Olive Road	11 Main St	Town of Toms Brook (Maint: 85)	0.73 <b>7100</b>	N	98%	0%	1%	0% 09	6 0%	Ν	0.094	Ν	0.546	7400	١
S5-651   Mount Olive Road	~	To From:	NCL Toms E	Brook											
alley Pike Shenandoah County 4.03 <b>5700 G</b> 98% 0% 1% 0% 0% 0 C 0.098 F 0.541 5900 C	Old Valley Pike	Shenandoah County	0.41 <b>7100</b>	N	98%	0%	1%	)% 09	6 0%	Ν	0.094	Ν	0.546	7400	١
	~	Too From:	85-651 Mount Ol	live Road											
To: SCI Strachura	11 Old Valley Pike	Shenandoah County	4.03 <b>5700</b>	G	98%	0%	1%	0% 09	6 0%	С	0.098	F	0.541	5900	(
act andsputg	· · ·	Tec	SCL Strasb	urg											_

							Trι	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SCL Strasb	urg												
11 Stover Ave	Town of Strasburg (Maint: 85)	0.38 <b>6500</b>	G	98%	0%	0%	1%	1%	0%	С	0.129	F	0.612	6700	C
~	Τα:	King St													
When Ot	From:	Stover Av		070/	40/	10/	00/	00/	00/	_	0.400		0.040	7500	
11) King St	Town of Strasburg (Maint: 85)	0.24 <b>7500</b>	G	97%	1%	1%	0%	0%	0%	С	0.129	N	0.612	7500	(
	To: From:	Holliday S													
11 King St	Town of Strasburg (Maint: 85)	0.16 <b>7900</b>	G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.512	8200	
<del>~</del>	To:	SR 55 Massanu													
11 (55) N Massanutten St	Town of Strasburg (Maint: 85)	SR 55 King		98%	0%	1%	0%	1%	0%	F	0.094	F	0.525	13000	
11 55 N Massanutten St	Town of Strasburg (Maint. 65)	0.23 13000	G	90%	0%	1 70	0%	1 70	0%	Г	0.094	Г	0.525	13000	
~~	To: From:	SR 55 N, John Mar													
11 N Massanutten St	Town of Strasburg (Maint: 85)	0.70 <b>13000</b>	G	98%	0%	1%	0%	1%	0%	С	0.1	F	0.579	13000	
~	To: From:	NCL Strasb	urg			-									
11 Old Valley Pike	Shenandoah County	0.91 <b>12000</b>	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.624	13000	
<del>~</del>	To:	I-81 North of St	rachura												
11 Old Valley Pike	Shenandoah County	1.11 <b>4200</b>	G	91%	0%	1%	4%	3%	0%	С	0.098	F	0.665	4400	
71)	To:	Warren Count		0.70	0 70	$\overline{}$	.,0	0,0	0,0	Ū	0.000	•	0.000		
	From:	Shenandoah Cou													
11 Old Valley Pike	Warren County	0.19 <b>4200</b>	G	91%	0%	1%	4%	3%	0%	С	0.098	F	0.665	4400	
· · ·	To:	Frederick Coun	ty Line												
~~	From:	Warren County								_		_			
11) Valley Pike	Frederick County	1.98 <b>3200</b>	G	91%	0%	1%	4%	3%	0%	F	0.098	F	0.633	3400	
~	To: From:	SCL Middlet	own												
Main St	Town of Middletown (Maint: 34)	0.89 <b>3700</b>	G	95%	1%	1%	0%	2%	0%	F	0.1	F	0.507	3800	
~	Tα	NCL Middlet	own												
11 Valley Pike	Frederick County	4.19 <b>5200</b>	G	95%	1%	1%	0%	2%	0%	С	0.096	F	0.567	5400	
.)	т.														
Main Ct	Town of Stanbana City (Mainty 24)	SCL Stephens		95%	1%	1%	0%	2%	0%	NI	0.006	N.I	0.567	E 400	
Main St	Town of Stephens City (Maint: 34)	0.32 <b>5200</b>	N	95%	170	170	0%	2%	0%	N	0.096	N	0.567	5400	
~~	To: From:	SR 277 Fairfa													
Main St	Town of Stephens City (Maint: 34)	0.71 <b>8400</b>	G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.549	8700	
<del>~</del>	To: From:	NCL Stephens	City												
11 Valley Pike	Frederick County	2.45 <b>8400</b>	N	97%	1%	1%	0%	1%	0%	Ν	0.093	Ν	0.549	8700	
		SR 37 South of W	inahastar												
11 Valley Pike	Frederick County	1.18 <b>17000</b>		96%	0%	1%	0%	2%	0%	С	0.101	Α	0.514	18000	
Valley I like	reaction deality			0070	0 /0	1 70	070	270	0 70	O	0.101	,,	0.014	10000	
~	To: From:	SCL Winche								_		_			
11) Valley Ave	City of Winchester	1.37 <b>14000</b>	G	97%	0%	1%	0%	1%	0%	С	0.09	F	0.502	14000	(
~	To: From:	Middle R	d												
11 Valley Ave	City of Winchester	0.12 <b>20000</b>	G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.52	21000	
~	To	Weems La	ne												
11 Valley Ave	City of Winchester	0.67 <b>16000</b>	G	96%	0%	1%	0%	2%	0%	F	0.090	F	0.534	17000	(
11) 14110,7110	To:	Jubal Early		0070	0 /0		J / U	_ /0	0 /0	•	0.000	•	5.50∓	.,000	•

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdicti	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	n: J	ubal Early D	r			2, 0.10	0171010	111411	Liian		1 40101		1 40101		
11 Valley Ave	City of Wincl		11000	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.533	11000	G
	т	LIS 1	l Par Braddo	ck St												
11 Valley Ave	City of Wincl		1800	G	97%	0%	1%	0%	1%	0%	F	0.098	F		1900	G
	Combined Traffic Estimates for 2 Paralle			G	95%	2%	3%	0%	0%	0%	F	0.089	F	0.515	13000	G
	Т	io:	Gerrard St				Ť			- , -	-		-			-
~~~	From	n:	Valley Ave													
11 50 522 Gerrard St	City of Wincl		8600	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9100	G
	Fron		Cameron St 5 50 Gerrard	St.												
(11) (11) (50) (522) Came	eron St City of Wincl		6100	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.556	6400	G
11 \ 1,1 \ 50 \ 522 \ Came	Combined Traffic Estimates for 2 Paralle			G	97%	1%	1%	0%	0%	0%	C	NA	-		14000	G
	T. T	-				. , ,		0,0	0,0	0,0	Ū				000	<u>.</u>
11 (11 (50 (522)Came	eron St City of Wincl		Boscawen St 8200	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8700	G
[11] [11] [50] [522] Came	Combined Traffic Estimates for 2 Paralle			G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	Combined Traine Estimates for 21 arane			<u> </u>	31 /6	1 /0	1 /6	0 /6	1 /0	0 /6	'	0.037	'	0.510	13000	u
(11) Cameron St	City of Wincl		Piccadilly St 6300	G	97%	0%	1%	0%	1%	0%	С	0.091	F		6700	G
Cameron St	Combined Traffic Estimates for 2 Paralle										С		F	0.740		
	Combined Traffic Estimates for 2 Paralle	Hoadways on this Houte:	10000	G	97%	1%	1%	0%	1%	0%	C	0.089	Г	0.743	11000	G
	T. From	II.	1 Par, Loudo		050/	201		10/	00/	00/		0.004	_	0.550	0500	
(11) Martinsburg Pike	City of Wincl	hester 0.31	9000	G	95%	0%	1%	1%	2%	0%	С	0.091	F	0.553	9500	G
~	T. Fron	11.1	CL Winchest													
(11) Martinsburg Pike	Frederick Co	ounty 1.04	14000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.668	15000	G
	To From	n: CD 27	SR 37 Winchester I	Dymood												
11 Martinsburg Pike	Frederick Co		37000	G G	92%	1%	1%	1%	5%	0%	С	0.09	F	0.508	40000	G
(11) maranesary i ma	T. Toda at				0270	. , ,		. , 0	0,0	0,0	Ū	0.00	•	0.000	.0000	<u>.</u>
11 Martinsburg Pike	Frederick Co	II. E.	orth of Winc	hester G	96%	1%	1%	1%	1%	0%	F	0.095	F	0.642	11000	G
11 Martinsburg Pike	i redefick of					1 /0	1 /0	1 /0	1 /0	0 /6	'	0.093	'	0.042	11000	G
Manting laws Dile	T. From	II. L	Old Charles T			40/		40/	40/	00/	_	0.000	_	0.000	7000	_
11 Martinsburg Pike	Frederick Co	ounty 1.06	6800	G	96%	1%	1%	1%	1%	0%	F	0.099	F	0.682	7000	G
~	T. From	II.	Walters Mil													
(11) Martinsburg Pike	Frederick Co	ounty 1.56	6300	G	96%	1%	1%	1%	1%	0%	С	0.1	F	0.691	6600	G
	T. From	34-6	71 Cedar Hil	l Rd												
11 Martinsburg Pike	Frederick Co	ounty 2.21	4300	G	96%	1%	1%	1%	1%	0%	F	0.111	F	0.705	4500	G
<u> </u>	Т	West '	Virginia Stat	e Line												
~~	From		JS 11, US 19													
(11) Ramp to I-81 N at Exit 5	City of Bristol (N	Maint: 95) 0.15	3300	F								0.098	F		3300	F
	Т	o:	I-81 N													
~~	From		JS 11, US 19													
(11) Ramp to I-81 S at Exit 5	City of Bristol (N	Maint: 95) 0.18	4300	F								0.097	F		4300	F
	Ti	0:	I-81 S													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4Tir	e Bus	Truck 2Axle 3+Axle 1Trail	\cap	K Factor	()k	Dir actor	T QW
Ramp to I-81 N at Exit 32	Washington County	US 11 0.14 310 I-81 N	F				0.135	F	310	F
Ramp to I-81 S at Exit 32	Washington County	US 11 0.13 390 I-81 S	F				0.153	F	390	F
Ramp to I-81 S at Exit 39	Smyth County	US 11 0.13 860 I-81 S	G				NA		860	G
Ramp to I-81 N at Exit 39	Smyth County	US 11 0.13 1700 I-81 N	G				NA		1700	G
Ramp to I-81 S at Exit 44	Smyth County	Ramps US 11 N042A; 0.15 1500 I-81 South	G				NA		1500	G
Ramp to I-81 S at Exit 67	Wythe County	US 11 0.47 430 I-81 S	G				0.124	F	430	G
11 Ramp	Town of Christiansburg (Maint: 60	·	F	RK			0.108	F	2600	F
11 Ramp	Town of Christiansburg (Maint: 60	US 11- 120C TO PARK 0) 0.18 1200	F				0.112	F	1200	F
11 Ramp	Town of Christiansburg (Maint: 60	460-E124A FROM RT 11 AI 0) 0.15 5200 81-S118X FROM RT 11 &	F		_ _		0.140	F	5200	F
11 Ramp	From: Town of Christiansburg (Maint: 60	US 11- 120A TO PARK 0) 0.13 1500 US 460 FROM	F				0.137	F	1500	F
11 Ramp	Town of Christiansburg (Maint: 60	US 11, Bus US 460 I 0) 0.13 7500 US 460 Eas	F				0.101	F	7500	F
Ramp to I-81 S at Exit 162	Botetourt County	US 11 0.11 1400 I-81 S	F				0.135	F	1400	F
Ramp to I-81 N at Exit 162	Botetourt County	US 11 0.19 370 I-81 N	F				0.110	F	370	F
Ramp to I-81 N at Exit 167	Botetourt County	US 11 0.13 770 I-81 N	F				0.105	F	770	F

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and intersta	iic riouics							
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Tra	OC	QK	Dir Factor	AAWDT	QW
Ramp to I-81 S at Exit 175	Rockbridge County	US 11 0.19 750	F			0.106	F		750	F
11 Ramp to I-81 N at Exit 175	Rockbridge County	US 11 0.21 310	G			NA			310	G
	To:	I-81 N US 11-S194A FROM			<u> </u>					
11)	Rockbridge County	0.09 1000 I-81-N FROM RT 11	F		_ 	0.112	F		1000	F
11) Ramp	From: Rockbridge County Toc	US 11 I-64-E055A FROM 0.23 2900 I-64-E FROM US 11SOUT	F			0.104	F		2900	F
(11) Ramp	From: Rockbridge County	US 11 I-64-W055A FROM 0.21 1500				0.103	F		1500	F
T11 Ramp to I-81 S at Exit 195	From: Rockbridge County	I-64-W FROM US 11SOU US 11 N 0.14 1300	TH & NORTH		_ <u> </u> 	0.094	F		1300	F
Ramp to I-81 S at Exit 195	To From:	I-81 N Ramps US 11 S209B; U				0.094	г 		1300	<u>г</u>
Ramp to I-81 N at Exit 195	Rockbridge County	0.16 2300 I-81 N	F		_ 	0.078	F		2300	F
Ramp to I-81 N at Exit 213	Augusta County	Ramps US 11 N227A; U 0.28 5800 I-81 N	F F			0.103	F	0.800	5800	F
(11) Ramp to I-81 S at Exit 213	Augusta County	Ramps US 11 N227B; U 0.34 3500	IS 11 S227B			0.089	F	0.614	3500	F
11 Ramp US 11 to I-81 at Exit 243	From: Rockingham County	US 11 0.15 8000	G			0.089	F		8000	G
11 Ramp US 11 to I-81 S at Exit 251	Rockingham County	Ramp Split NB ar 0.24 3600				0.084	F		3600	G
	Front	I-81 S Ramp Split NB ar				0.101			4000	
Ramp US 11 to I-81 N at Exit 251	Rockingham County To	0.35 4300 I-81 N US 11	G		<u></u>	0.101	F		4300	G
Ramp US 11 to I-81 at Exit 251	Rockingham County	0.23 6100 Ramp Split NB ar	G nd SB			0.078	F		6100	G
Ramp US 11 to I-81 S at Exit 251	Rockingham County	0.12 6100 I-81 S	N N		 	0.078	N		6100	N

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT Q	A 4Tire	Rue	Axle 3+Axle 1Trail 2Trail	CC	K ctor	QK Dir Factor	AAWDT	QW
Ramp US 11 to I-81 N at Exit 251	Rockingham County	Ramp Split NB and S 0.49 NA I-81 N	В]	١	NA		NA	
Ramp to I-81 S at Exit 257	From: Rockingham County	US 11, SR 259 0.17 3900 (I-81 S	à]	0.	132	F	3900	G
Ramp to I-81 N at Exit 257	From: Rockingham County	US 11 0.14 730 (à]	0.	108	F	730	G
Ramp to I-81 N at Exit 298	Shenandoah County	US 11 Old Valley Pik 0.20 4500 (I-81 N]	0.	098	F	4500	G
Ramp to I-81 S at Exit 298	Shenandoah County	US 11 Old Valley Pik 0.19 1600 (I-81 S			J	0.	104	F	1600	G
Ramp to I-81 S at Exit 317	Frederick County	US 11 0.16 11000 (I-81 S	à		<u> </u>	0.	081	F	11000	G
Ramp to I-81 N at Exit 317	From: Frederick County	US 11 0.20 5900 (I-81 N	à]	C).1	F	5900	G
North 11 Ramp to I-81 S at Exit 19	From: Washington County	US 11 N, US 58 E 0.06 1700 I I-81 S	82%	1% 1		F 0.	089	F	1700	F
North 11 Ramp to I-81 N at Exit 19	Washington County	US 11 N, US 58 E 0.20 1400 I I-81 North			<u>. </u>	0.	116	F	1400	F
North (11) Ramp toward I-81 S at Exit 44	Smyth County	US 11 N 0.03 NA I-81 S]	١	NA		NA	
North 11 Ramp to I-81 N at Exit 73	Town of Wytheville (Maint: 98	US 11			<u>. </u>	١	۱A		NA	
North 11 Ramp to I-81 S at Exit 73	Town of Wytheville (Maint: 98	US 11]	١	NΑ		NA	
North 11 Ramp to I-81 S at Exit 89	Pulaski County	SR 100 N 0.17 240 (à		J	0.	166	F	240	G
North 11 Ramp	Town of Christiansburg (Maint: (US 11 TO ROUTE RT 81 S	•] 1	0.	097	F	1100	F

8/4/2014

Route	Jurisdiction	Length AADT QA 4Tir	e Bus	Truckkle 3+Axle 1Trail 2Trail	QC K Factor	QK Fac	V V / V/ D.T.	QW
North (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO RT 81 NORTH 0.22 1200 F I-81-N118X FROM RT 11			0.087	F	1200	F
North (11) Ramp	City of Roanoke (Maint: 80)	US 11 Williamson Rd 0.13 4000 G I-581 North			0.163	F	4000	G
North 11 Ramp to I-81 N at Exit 180	Rockbridge County	US 11, S Lee Highway 0.04 NA I-81 N			NA		NA	
North (11) Ramp to I-81 S at Exit 180	Rockbridge County	US 11 N 0.07 60 F 1-81 S			0.167	F	60	F
North 11 Ramp to I-81 N at Exit 195	Rockbridge County	US 11 N 0.03 2200 F Ramp US 11 S209B			0.078	F	2200	F
North 11 Ramp toward I-81 N at Exit 213	Augusta County	US 11 N 0.03 2400 F			NA		2400	F
North 11 Ramp toward I-81 S at Exit 213	Front Augusta County Tx	Ramp US 11 227A US 11 N 0.07 1500 F Ramp US 11 227B			NA		1500	F
South Ramp to I-81 S at Exit 19	Washington County	US 11 S, US 58 W 0.19 3200 F 82%	6 1% 19	% 1% 15% 1%	F 0.097	F	3300	F
South Ramp to I-81 N at Exit 19	Washington County	US 11 S, US 58 W 0.14 1100 F I-81 North			0.088	F	1100	F
South Ramp toward I-81 S at Exit 44	Smyth County	US 11 S 0.05 NA 1-81 S			NA		NA	
South Ramp to I-81 N at Exit 89	Pulaski County	US 11 S 0.17 180 G I-81 N			0.162	F	180	G
South (11) Ramp to I-81 S at Exit 89	Pulaski County	US 11 S, Lee Highway 0.24 610 G I-81 N			0.110	F	610	G
South (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO RT 81 SOUTH 0.22 1500 F -81-S118X FROM ROUTE 11 SOUTH			0.107	F	1500	F
South (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO RT 81 NORTH 0.16 300 F I-81-N118X FROM RT 11			0.118	F	300	F

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida		والموالم واستار	ملام مرم ا	AADT		4T:	D		Trι	ıck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	01
Route		Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
uth		From:		US 11 S													
Ramp to I-81 N at Exit	180	Rockbridge C	ounty 0.01	NA									NA			NA	
		10:		I-81 N													
uth		From:		US 11 S										_			
1) Ramp to I-81 S at Exit	180	Rockbridge C	ounty 0.11	610	F								0.113	F		610	- 1
		To:		I-81 S													
uth		From:		US 11 S										_			
Ramp to I-81 N at Exit	195	Rockbridge C		45	F								0.18	F		45	
		To:	Ran	np US 11 S2	209B												
uth		From:		US 11 S													
1) Ramp toward I-81 N at	Exit 213	Augusta Co		470	F								NA			470	
		To:	Rai	mp US 11 2:	27A												
uth		From:		US 11 S													
Ramp toward I-81 S at	Exit 213	Augusta Co		200	F								NA			200	
ر 		To:	Ra	mp US 11 2	27B												
2		From:		11 Valley	Ave												
Braddock St		City of Winch		10000	G	94%	2%	3%	0%	0%	0%	F	0.09	F	0.640	11000	
	Combined Traffic Estin	nates for 2 Parallel	Roadways on this Route:	12000	G	95%	2%	3%	0%	0%	0%	F	0.089	F	0.515	13000	
		To:		Gerrard St													
(50) (50) (522) Brade	dock St	City of Winch	ester 0.53	7400	G	97%	1%	2%	0%	0%	0%	С	0.087	F		7800	
1) (30) (30) (322)	Combined Traffic Estin	nates for 2 Parallel	Roadways on this Route:	13000	G	97%	1%	1%	0%	0%	0%	С	NA			14000	
		T	_				.,.		-,-	• , •		_					
Coo Coo Brad	dook St	City of Winch		Boscawen S 6100	G	97%	1%	1%	0%	1%	0%		0.099	F	0.668	6500	
522 50 522 Brade	UUUK SI Oo walaiwaad Tuaffia Fatin	•										F		•			
	Combined Traffic Estin	nates for 2 Parallel	Roadways on this Route:	14000	G	97%	1%	1%	0%	1%	0%	г	0.097	F	0.516	15000	
~		To: From:		Piccadilly S													
Braddock St		City of Winch		2600	G	94%	2%	3%	0%	0%	0%	С	0.092	F		2700	
	Combined Traffic Estin	nates for 2 Parallel	Roadways on this Route:		G	97%	1%	2%	0%	1%	0%	С	NA			9400	
		To:		North Ave													
North Ave		City of Winch		Braddock S	G G	97%	1%	2%	0%	0%	0%	С	0.1	F	0.570	480	
North Ave	Occasion of Teating Fac	-		450	G	97%	170	2%	0%	0%	0%	C		Г	0.578		
	Combined Traffic Es	timates for Parallel	Roadways on this Route:										NA			NA	
		From:		Loudoun St North Ave													
Coudoun St		City of Winch	ester 0.30	2500	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.707	2600	
J =======	Combined Traffic Estin	•	Roadways on this Route:		G	98%	1%	1%		1%	0%	C	NA	•	J J.	9300	
	Combined Hame Latin	natoo ioi z i aiallei	riodawayo on tino riodie.		<u> </u>	00 /0	1 /0	1 /0	J /0	1 /0	0 /0	J	14/1			5500	
71 C:		From:	221	Wyck St		070/	401		661	401	001		0.005	_	0.040	4400	
Loudoun St		City of Winch		3900	G	97%	1%	0%	0%	1%	0%	С	0.095	F	0.642	4100	•
	Combined Traffic Estin	nates for 2 Parallel	Roadways on this Route:		G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.743	11000	(
		To:	US	11 Camero	n St												

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~	From:		S Main St													
1,1 Liberty St	City of Harrisonburg	0.47	6400	G	97%	0%	1%	1%	1%	0%	С	0.085	F		6800	G
<u></u>	Combined Traffic Estimates for 3 Parallel Roadways o	n this Route:	19000	N	96%	0%	1%	1%	1%	0%	N	0.091	F	0.714	20000	Ν
~~~~	To: From:		W Market													
1,1 (33) Liberty St	City of Harrisonburg	0.23	4800	G	95%	1%	2%	1%	2%	0%	С	0.092	F		5100	(
÷	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	11000	N	96%	1%	1%	1%	1%	0%	Ν	NA			12000	1
	To: From:		Rock St													
1,1 (3,3) Noll Dr	City of Harrisonburg	0.14	3200	G	97%	0%	1%	1%	1%	0%	F	0.091	F		3500	(
<b>*</b>	Combined Traffic Estimates for 2 Parallel Roadways o		9300	N	96%	0%	1%	1%	1%	0%	Ν	NA			9900	
	To:	K	Kratzer Ave	2												
LT ALT	From:		W Main St													
11) (460)4th St	City of Salem	0.40	17000	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.546	18000	
LT ALT	To: From:		Elm St													
11) (460) 4th St	City of Salem	0.37	18000	G	96%	0%	1%	1%	1%	0%	С	0.09	F	0.528	20000	
11) (400)	To		Union St													
ALT ALT	From:															
11) (460)4th St	City of Salem	0.29	15000	G	96%	0%	1%	1%	1%	0%	F	NA			17000	
LT ALT	To: From:	C	Colorado St	İ												
11) (460) 4th St	City of Salem	0.28	9400	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.589	10000	
$\sim$	То	Rc	oanoke Blv	rd.												
LT ALT	City of Salem				070/	00/	10/	00/	10/	00/	_	0.000	F	0.004	11000	
Texas St	City of Salem	0.31	11000	G	97%	0%	1%	0%	1%	0%	С	0.099	Г	0.604	11000	
LT ALT	To: From:		Idaho St													_
11 (460 Texas St	City of Salem	0.61	6100	G	97%	0%	1%	1%	1%	0%	С	0.097	F	0.564	6500	
<i>&gt;</i>	To	Lvn	nchburg Tn	pk												
ALT ALT	City of Salem	0.24	2700	G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.965	2800	
1 460 Texas St	To:		Electric Rd		9770	076	170	170	1 70	0%	Г	0.106	Г	0.965	2000	
LT ALT	From:		Texas St													_
1) (460) (419) Electric Rd	City of Salem	0.53	20000	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.59	22000	
	То:		E Main St													
LT F Main St	City of Colom		19 Electric 15000	Rd <b>G</b>	96%	1%	10/	10/	20/	0%	F	0.000	F	0.524	16000	
1 460 E Main St	City of Salem		CL Roanok		96%	170	1%	1%	2%	0%	Г	0.082	Г	0.524	16000	
_T	From:		ECL Salem													_
1) (460) Melrose Ave	City of Roanoke	0.65	15000	G	98%	0%	0%	1%	0%	0%	С	0.084	F	0.516	17000	
	To	SR 117	Peters Cre	eek Rd			<u> </u>									
LT 1 \ \( \begin{align*} 460 \end{align*} \) Melrose Ave	City of Roanoke		12000	G	96%	10/	10/	10/	20/	00/	F	0.085	F	0 500	14000	
11 460 Melrose Ave	City of Hoarloke			G	90%	1%	1%	1%	2%	0%	r	0.085	Г	0.508	14000	•
LT	Tec From:		24th St													_
11 (460)(116) Melrose Ave	e City of Roanoke	0.41	12000	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.506	13000	(
	To:	Sal-	lem Turnpil	ke												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary at						Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
ALT ~~~	From:		alem Turnpik													
11 460 116 Orange Ave	City of Roan	noke 1.00	14000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.52	15000	G
ALT	To: From:	10TH	ST, Gainsbo	ro Rd												
11 460 116 Orange Ave	City of Roan	noke 0.90	17000	Α	96%	1%	1%	1%	2%	0%	С	0.094	Α	0.521	19000	Α
ALT ALT	Too: From:	I-581, U	S 220, ALT	SR 220	)											
(11) (460) (116) (220) Orange	e Ave City of Roan		35000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.618	39000	G
	To:	US 1	1 Williamson	n Rd												
Bus	From:		11; Coalter		000/	00/	101	201	00/	00/	_		_	0.507	10000	-
11 (250) Johnson St	City of Staur	nton 0.18	11000 New St	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.507	12000	F
Bus	From:	:	Johnson St													
(11) (250) New St	City of Staur		1100	F	99%	0%	1%	0%	0%	0%	F	0.13	F		1200	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7500	F
Bus	To: From:		Frederick St				$\Box$									
11 250 New St	City of Staur	nton 0.36	980	F	99%	0%	1%	0%	0%	0%	С	0.135	F		1000	F
<u>-</u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5700	F	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	6000	F
Dur	To:	C	hurchville Av	ve												
Bus 11 250 Augusta St	City of Staur	nton 0.02	9300	N	99%	0%	1%	0%	0%	0%	N	0.09	N	0.554	9900	Ν
11) (230)	To:		Sunnyside St													
Bus	From:		hurchville Av		000/	00/	10/	00/	00/	00/	F	0.000	_	0.500	0000	_
11 Augusta St	City of Staur	nton 0.41	7700	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.526	8200	F
Bus	To: From:	E	Edgewood Ro	1												
(11) Augusta St	City of Staur	nton 0.28	8900	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.507	9500	F
Bus	To: From:		Lambert St													
11 Augusta St	City of Staur	nton 1.14	4800	F	98%	0%	1%	0%	0%	0%	С	0.093	F	0.518	5100	F
	To:		Coalter St													
Bus Augusto St	City of Stau	nton 0.71	6800	F	98%	0%	1%	0%	0%	0%	F	0.100	F	0.505	7300	F
Augusta St	City of Statu		1 Commerce	•	90%	076	1 70	076	0%	0%	Г	0.100	Г	0.505	7300	Г
Bus	From:	:	Augusta St	- 114												
Johnson St	City of Staur	nton 0.06	11000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.568	11000	F
(-) (-0)	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To:		250 Par, New													
Bus 11 250 Augusta St	City of Stau		254 Beverly <b>5900</b>	St F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.723	6200	F
Augusta St	Combined Traffic Estimates for 2 Parallel		7000	F	99%	0%	1%	0%	0%	0%	, F	0.086	, F	0.723	7500	, E
	To:	:	Johnson St	•	00 /0	0 /0		0 /0	0 /0	0 /0	•	0.000	•	0.57 4	, 500	•
		•														

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillially all						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US 250	Par; Sunny	side St			Z/ IXIC	017100	TTTUI	ZIIdii		1 40101		1 40101		
Augusta St	City of Staunton	0.43	4700	F	99%	0%	1%	0%	0%	0%	С	0.09	F	0.621	5000	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	5700	F	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	6000	F
	То:	SR	254 Beverly	y St												
Bus	From:		US 11													
Bus 11	Rockbridge County	0.03	7300	G	97%	1%	1%	0%	0%	0%	F	0.111	Ν	0.532	7400	G
Bus	To: From:	SC	CL Lexingto	n												
11 Main St	City of Lexington	0.39	2700	F	97%	1%	1%	0%	0%	0%	С	0.111	F	0.532	2900	F
	то:	7	Thornhill Rd	1												
Bus	From:				070/	40/	40/	00/	00/	00/	_	0.404	_	0.070	5000	_
11 Main St	City of Lexington	0.16	4700	F	97%	1%	1%	0%	0%	0%	F	0.101	F	0.672	5000	F
Bus	To: From:		Wallace St													
11 Main St	City of Lexington	0.31	4500	F	99%	0%	0%	0%	0%	0%	С	0.093	F	0.593	4800	F
	Τα		White St													
Bus 11 Main St	City of Lexington	0.31	3000	F	99%	0%	1%	0%	0%	0%	F	0.117	F		3100	F
(11) Wall of	Combined Traffic Estimates for 2 Parallel Roadway		4900	F	99%	0%	1%	0%	0%	0%	F	0.098	F	0.580	5200	F
	Tario Estimates for 2 Faranci Frodeway	75 OIT tills Titoate.		•	0070	0 70	1 70	0 70	0 /0	0 70	•	0.000	•	0.000	0200	•
Bus	From:		Nelson St													
(11) Main St	City of Lexington	0.24	5400	F	96%	1%	1%	2%	0%	0%	С	0.092	F		5700	F
~	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	8500	F	97%	1%	1%	1%	0%	0%	С	NA			9000	F
Bus	To: From:		Jefferson St													
11 Main St	City of Lexington	0.37	9000	F	99%	0%	1%	0%	0%	0%	F	0.090	F	0.512	9600	F
$\bigcirc$	To		Letcher St													
Bus 11 Main St	City of Lexington	0.34	9400	F	99%	0%	10/	0%	0%	00/	С	0.095	F	0.544	10000	F
11 Main St	City of Lexington	US 11 N Lee				0%	1%	0%	0%	0%	C	0.095	Г	0.544	10000	Г
Bus	From:		US 11 Mai		nway											
Jefferson St	City of Lexington	0.35	2000	F	99%	0%	1%	0%	0%	0%	F	0.112	F		2100	F
	Combined Traffic Estimates for 2 Parallel Roadway		4900	F	99%	0%	1%	0%	0%	0%	F	0.098	F	0.580	5200	F
	то:		60 Nelson													
Bus Laffarrage Ct	Prom:				000/	00/		00/	00/	00/	_	0.00	_		0000	_
Jefferson St	City of Lexington	0.24	3100	F	99%	0%	1%	0%	0%	0%	С	0.09	F		3300	F
	Combined Traffic Estimates for 2 Parallel Roadway		<b>8500</b> US 11 Mai	F n St	97%	1%	1%	1%	0%	0%	С	NA			9000	F
Twink Twink	From:						_									
Truck Truck  11 19 Goode St	City of Bristol	0.21	1200	alth Ave	98%	0%	0%	0%	1%	0%	F	0.099	F	0.533	1300	F
(11) (19) 23000 21	The state of the s				0070	<b>5</b> /0		<b>3</b> / <b>0</b>	. /0	J /U	•	0.000	•	0.000	.500	•
Truck Truck	From:		05 Piedmoi													
(11) (19) Cumberland St	City of Bristol	0.34	2800	G	98%	0%	0%	0%	1%	0%	С	NA			3000	G
~ ~	To:	Truck	US 11 Rand	dall St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tr	uck			K	211	Dir		
Route	Jurisdiction	Length AAD	T QA 4	Tire Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Truck Truck	From:	US 421 Cumi							_		_			
11 \ (19) Randall St	City of Bristol	0.93 <b>570</b>		9% 0%	0%	0%	0%	0%	С	0.097	F	0.5	6100	F
<del>\</del>	To:	SR 113 Moore St;												
Truck Truck Moore St	City of Bristol	0.12 <b>780</b>		7% 1%	1%	0%	0%	0%	F	0.087	F	0.533	8300	F
11) (113) (19) Moore St	To:	0.12 <b>780</b> Euclid		7/0 1/0	1 /0	0 /6	0 /6	0 /6	'	0.007	'	0.555	0300	'
Min along till Dhad	From:	North Carolina		00/ 00/	10/	40/	400/	00/	_	0.4		0.004	4000	
Whaleyville Blvd	City of Suffolk	5.37 <b>470</b>	<b>0 A</b> 8	8% 0%	1%	1%	10%	0%	С	0.1	Α	0.601	4600	A
	To: From:	133-616 Minera	al Spring Rd											
13 Whaleyville Blvd	City of Suffolk	1.28 <b>610</b>	<b>0 G</b> 8	8% 0%	1%	1%	10%	0%	F	0.08	F	0.704	6000	G
<del></del>	To	133-677 Grea	t Fork Rd											
13 Whaleyville Blvd	City of Suffolk	0.82 770		8% 0%	1%	1%	10%	0%	F	0.084	F	0.730	7500	G
13)	-							• , •						
What are the Dhad	From	133-675 Cypres		00/ 00/	10/	40/	100/	00/	_	NIA			7000	
Whaleyville Blvd	City of Suffolk	2.22 <b>750</b>	<b>o G</b> 8	8% 0%	1%	1%	10%	0%	F	NA			7200	G
~	To: Fron:	133-759 S, Liberty	Spring Rd West											
13 Whaleyville Blvd	City of Suffolk	1.06 <b>900</b>	<b>o G</b> 8	8% 0%	1%	1%	10%	0%	F	0.084	F	0.731	8800	C
~	Tay	133-759 N, Ba	bbtown Pd											
13 Whaleyville Blvd	City of Suffolk	2.56 <b>960</b>		8% 0%	1%	1%	10%	0%	F	0.084	F	0.747	9400	C
13) Whaley vine 200	To:	SR 32 Card		070 070	$\stackrel{\cdot,\gamma}{=}$	1 70	1070	070	•	0.001	•	0.7 17	0.100	
	From:	SR 32 Whaley												
13 (32) Carolina Rd	City of Suffolk	1.64 <b>1700</b>	<b>10 G</b> 8	8% 0%	1%	1%	10%	0%	F	0.086	F	0.737	16000	G
50	To:	Bus US	3 13											
	From:	Bus US 13, SR 3	2 Carolina Rd											
13 Southwest Suffolk Bypass	City of Suffolk	2.80 <b>100</b> 0	<b>10 G</b> 8	6% 1%	1%	2%	10%	0%	С	0.09	F	0.659	9900	C
~	To:	US 58 Holi												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Bus US							_		_		.=	_
13) (58) Suffolk Bypass	City of Suffolk	1.41 400 0	0 G 8	6% 1%	1%	1%	12%	0%	F	0.084	F	0.658	37000	G
~ ~	To: Fron:	61-604 Pitch	kittle Rd		_									
13 (58) Suffolk Bypass	City of Suffolk	1.88 3600	10 G 8	6% 1%	1%	1%	12%	0%	F	0.087	F	0.657	37000	C
\rightarrow \bigcirc	To:	US 460 Prud	lan Blud											
13) (58) (460) Suffolk Bypass	City of Suffolk	0.93 450 0		2% 0%	1%	1%	6%	0%	F	0.096	F	0.669	47000	G
13) (58) (460) Suffolk Bypass	Only of Guntan			270 070	1 70	1 /0	0 /0	0 70	'	0.000	'	0.003	47000	
~ ~ ~ · · · · ·	To: From:	SR 10 SR 32 G												
13) (58) (460) Suffolk Bypass	City of Suffolk	1.87 5700	10 G 9	2% 0%	1%	1%	6%	0%	F	0.087	F	0.606	59000	C
* * *	To: From:	61-642 Wi	lroy Rd		-									
13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 5000		2% 0%	1%	1%	6%	0%	F	0.084	F	0.61	52000	C
	To				 1									
Military Highway	City of Suffalls	Bus US 13,Bus US			10/	10/	69/	09/	F	0.000	F	0.505	72000	_
13) (58) (460) Military Highway	City of Suffolk	3.46 6900		2% 0%	1%	1%	6%	0%	Г	0.083	Г	0.595	72000	G
	10.	Bus US												
	From:	ECI C	ffolk		ı									
13) (58) (460) Military Highway	City of Chesapeake (Maint: 64	ECL Su 2.94 680 0		2% 0%	1%	1%	6%	0%	С	0.096	Α	0.593	71000	А

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K	01/	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	City of Changanaka (Maint	: 64) 0.11	I-664	G	020/	0%	10/	10/	60/	00/	F	0.101	F	0.533	10000	G
[13] [58] [460]	City of Chesapeake (Maint:	,	9900 Bus US 13	-	92%	0%	1%	1%	6%	0%	Г	0.101	Г	0.533	10000	G
	From:		S 58; SR 19													
13 (460)(191)	City of Chesapeake	0.18	6400	G	91%	1%	2%	2%	3%	0%	F	0.112	F	0.592	6800	G
	Tor	SR 19	1, S Militar	v Hwv												
13 (460 Military Highway	City of Chesapeake	0.45	5000	G	91%	1%	2%	2%	3%	0%	F	0.141	F	0.661	5400	G
10) (400)	Combined Traffic Estimates for 2 Parallel Roadw		5000	G								NA			NA	
	To	-			-											
13) (460) Military Highway	From:City of Chesapeake	2.44	m I-664; Sh 6900	G	91%	1%	2%	2%	3%	0%	С	0.149	F	0.515	7400	G
13) (460)	any or emocapeans				0170	1 70		270	0,0	070	Ū	0.1.10	•	0.010	7 100	Ğ
Military Highway	City of Changes	1.37	I-64		97%	0%	10/	10/	1%	0%	F	0.1	F	0.504	16000	G
13 (460) Military Highway	City of Chesapeake	1.37	15000	G	97%	0%	1%	1%	170	0%	Г	0.1	Г	0.564	16000	G
~~~~	To: From:		orge Washir		-		<u> </u>						_			
13) (460) Military Highway	City of Chesapeake	1.01	10000	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.511	11000	G
~ ~	To- From:	SR	196 Canal	Dr												
13 (460 Military Highway	City of Chesapeake	2.20	17000	Α	97%	0%	1%	1%	1%	0%	С	0.147	Α	0.511	19000	Α
	To	SR 160	6 Bainbridg	e Blvd			<u> </u>									
13 Military Highway	City of Chesapeake	0.31	27000	G	97%	0%	1%	1%	1%	0%	F	0.119	Ν	0.634	30000	G
	To		I-464													
13 Military Highway	From: City of Chesapeake	0.78	19000	G	97%	0%	1%	1%	1%	0%	F	0.119	F	0.634	20000	G
13)	- T				07.70	0 70		1 70	1 /0	0 70	·	0.110	•	0.001	20000	Ğ
Military I limburgu	City of Change also		mpostella I		070/	00/	10/	10/	10/	00/	F	0.115		0.501	00000	
13 Military Highway	City of Chesapeake	0.65	21000	G	97%	0%	1%	1%	1%	0%	г	0.115	F	0.561	22000	G
~~	To: From:		8 Battlefield													
13) Military Highway	City of Chesapeake	0.72	22000	G	97%	1%	1%	1%	1%	0%	F	0.099	F	0.544	23000	G
~	To: From:		Allison Dr													
13 Military Highway	City of Chesapeake	0.41	22000	G	97%	1%	1%	1%	1%	0%	С	0.099	F	0.561	24000	G
<i>~</i>	Tor	Gro	eenbrier Pk	wv												
13 Military Highway	City of Chesapeake	1.67	27000	G	98%	0%	1%	0%	1%	0%	F	0.1	F	0.501	28000	G
	To:	SCL	Virginia B													
~~~	From:		L Chesapea													
13 Military Hwy	City of Virginia Beach	0.67	27000	G	98%	0%	1%	0%	1%	0%	С	0.109	F	0.611	29000	G
~	To: From:	Inc	dian River I	Rd												
13 Military Hwy	City of Virginia Beach	1.02	46000	G	98%	0%	1%	0%	0%	0%	F	0.112	F	0.609	49000	G
<i>~</i>	To:		SCL Norfoll													
Military III	From:		Virginia B		000/	00/	10/	00/	00/	00/	_	0.404	_	0.044	40000	^
13 Military Highway	City of Norfolk	0.85	46000	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.641	49000	G
~	To: From:		I-264													
13 Military Highway	City of Norfolk	0.95	45000	G	97%	1%	1%	0%	1%	0%	F	0.086	F	0.600	48000	G
<u> </u>	To:	US 58 V	/irginia Bea	ch Blvd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K	_	Dir		_
Route	Jurisdiction	Length AAD	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	US 58 Virginia													_
(13) Military Highway	City of Norfolk	1.23 4200		97%	1%	1%	0%	1%	0%	С	0.077	F	0.555	45000	G
~	10: From:	SR 165, SR 166 Pr SR 165; S		Rd											
(13) (165) (166) Northampton Blvd	City of Norfolk	0.26 <b>320</b> 0		97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	34000	G
(13) (103) (100)	To														
(13) (166) Northampton Blvd	City of Norfolk	SR 165 Kem 0.62 <b>330</b> 0	•	93%	0%	1%	3%	2%	0%	С	0.092	F	0.602	35000	G
13 Northampton Blvd	City of Norioik			30 /6	0 /6	1 /0	3 /6	2/0	0 /6	O	0.032	•	0.002	33000	u
Modello constant Blad	To: From:	I-64		070/	00/		00/	00/	00/		0.004		0.557	00000	_
13 166 Northampton Blvd	City of Norfolk	0.20 8000		97%	0%	1%	0%	2%	0%	F	0.081	F	0.557	83000	G
	From:	WCL Virgin NCL No													
13 (166) Northampton Blvd	City of Virginia Beach	0.95 6100		97%	0%	1%	0%	2%	0%	F	0.073	F	0.539	63000	G
100 100	To														
13 Northampton Blvd	City of Virginia Beach	SR 166 Diamon 2.14 <b>370</b> 0		97%	0%	1%	0%	2%	0%	С	0.094	Α	0.65	38000	Α
Northampton Blvd	City of Virginia Beach			07 70	0 70		0 70	270	0 70	Ü	0.004	,,	0.00	00000	,,
Modbowsky Blod	City of Missisian Donals	SR 225 Independent		070/	00/		00/	00/	00/	_	0.070	_	0.500	05000	
Northampton Blvd	City of Virginia Beach	1.19 <b>2400</b>	00 G	97%	0%	1%	0%	2%	0%	F	0.076	F	0.582	25000	G
~~~	To: From:	US 60 Sh													
(13) Northampton Blvd	City of Virginia Beach	0.78 100 0	00 G	97%	0%	1%	0%	2%	0%	F	0.078	F	0.511	11000	G
<u> </u>	To: From:	NCL Virgin	nia Beach			_									
13 Chesapeake Bay Bridge Tunnel	Northampton County (Maint: TOL)	19.14 880	0 G	92%	1%	1%	1%	6%	0%	F	NA			8300	G
<u> </u>	Τα	65-600 Sea	aside Rd												
13 Lankford Hwy	Northampton County	4.78 1000		92%	1%	1%	1%	6%	0%	F	0.077	F	0.524	9400	F
,	To														
13 Lankford Hwy	Northampton County	65-624 Cap 4.56 120 0		92%	1%	1%	1%	6%	0%	F	0.072	F	0.529	11000	F
(13) Lankford Hwy				JZ 70	1 /0	1 /0	1 /0	0 70	0 70	•	0.072	•	0.525	11000	'
~	To: From:	Bus US 13 S o		000/	40/		10/	201	00/	_	0.074	_	0.500	10000	_
13 Lankford Hwy	Northampton County	1.28 140 0	00 F	92%	1%	1%	1%	6%	0%	F	0.074	F	0.523	13000	F
~~	To: From:	SWCL CI	heriton												
13 Lankford Hwy	Town of Cheriton (Maint: 65)	0.07 1400	00 N	92%	1%	1%	1%	6%	0%	Ν	0.074	Ν	0.523	13000	Ν
<u> </u>	To: From:	S Mid CL (Cheriton												
13 Lankford Hwy	Northampton County	0.29 1400	00 N	92%	1%	1%	1%	6%	0%	Ν	0.074	Ν	0.523	13000	Ν
	То	N Mid CL	Cheriton												
13 Lankford Hwy	Town of Cheriton (Maint: 65)	0.07 140 0		92%	1%	1%	1%	6%	0%	Ν	0.074	Ν	0.523	13000	Ν
(13) =====,							.,.	• , •							
13 Lankford Hwy	Town of Cheriton (Maint: 65)	Bus US 13 N o 0.48 1500		92%	1%	1%	1%	6%	0%	F	0.081	F	0.537	13000	F
(13) Lankford Hwy				3 2 70	I 70	I 70	I 70	070	U 70	Г	0.061	Г	0.557	13000	Г
~~····	To: From:	NCL Ch													
(13) Lankford Hwy	Northampton County	2.73 150 0	00 N	92%	1%	1%	1%	6%	0%	N	0.081	N	0.537	13000	N
	To: From:	Bus US 13 S	of Eastville												
13 Lankford Hwy	Northampton County	1.06 140 0	00 F	92%	1%	1%	1%	6%	0%	F	0.074	F	0.526	12000	F
<u> </u>	To:	SCL Eas	stville												

Virginia Department of Transportation Traffic Engineering Division 2013 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-					_		Tru	ck			K	01/	Dir		0144
Route	Jurisdiction	Length AA	DI QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:	SCL Ea													
(13) Lankford Hwy	Town of Eastville (Maint: 65)	0.24 140	000 N	92%	1%	1%	1%	6%	0%	N	0.074	N	0.526	12000	N
<u> </u>	To- From:	NCL E	astville												
(13) Lankford Hwy	Northampton County	1.03 140	000 N	92%	1%	1%	1%	6%	0%	Ν	0.074	Ν	0.526	12000	Ν
<u> </u>	To	Bus US 13 N	V of Eastville												
13 Lankford Hwy	Northampton County	2.45 150	000 F	92%	1%	1%	1%	6%	0%	F	0.077	F	0.503	14000	F
	Tα	65-628 Jam	ac Allan Dr												
13 Lankford Hwy	Northampton County	3.29 150		92%	1%	1%	1%	6%	0%	F	0.075	F	0.506	14000	F
(13)	To														
13 Lankford Hwy	Northampton County	65-620 Bir 2.41 160		92%	1%	1%	1%	6%	0%	F	0.076	F	0.553	14000	F
Lankford Hwy	Northampton County	2.41 100	JUU F	3Z /6	1 /0	1 /0	1 /0	0 /6	0 /6	'	0.070	'	0.555	14000	'
~~	To- From:	SCL Nas													
Lankford Hwy	Town of Nassawadox (Maint: 65)	0.85 160	000 N	92%	1%	1%	1%	6%	0%	Ν	0.076	N	0.553	14000	N
	To: From:	65-678 F	Pine Ave												
13 Lankford Hwy	Town of Nassawadox (Maint: 65)	0.13 170	000 F	92%	1%	1%	1%	6%	0%	F	0.078	F	0.543	16000	F
<u> </u>	To	NCL Nas	ssawadox												
13 Lankford Hwy	Northampton County	2.63 170	000 N	92%	1%	1%	1%	6%	0%	Ν	0.078	Ν	0.543	16000	Ν
	Tα	Bus US 13 S	S of Eymore												
13 Lankford Hwy	Northampton County	1.25 180		92%	1%	1%	1%	6%	0%	F	0.077	F	0.519	16000	F
(13) =======	- Termaniplen Seamy			0270	. , 0		. , 0	0,0	0,0	•	0.077	•	0.0.0		•
Carl Lankford Hung	Town of Eymoro (Maint: 65)	SCL E		92%	1%	10/	10/	G 0/	0%	NI	0.077	NI	0.510	16000	N
[13] Lankford Hwy	Town of Exmore (Maint: 65)	0.15 180	000 N	9270	1 70	1%	1%	6%	0%	N	0.077	N	0.519	16000	IN
~~	To: From:	SR 183								_		_			
(13) Lankford Hwy	Town of Exmore (Maint: 65)	0.52 180	000 F	92%	1%	1%	1%	6%	0%	F	0.078	F	0.504	17000	F
<u>~</u>	To: From:	SR 178 Bell	le Haven Rd												
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.21 170	000 F	92%	1%	1%	1%	6%	0%	F	0.079	F	0.517	15000	F
<u> </u>	To	NCL E	Exmore			<u> </u>									
13 Lankford Hwy	Northampton County	0.14 170		92%	1%	1%	1%	6%	0%	Ν	0.079	Ν	0.517	15000	Ν
,	To:	Bus US 13 Ex	more; 65-687												
~~	From:	US 13 Bus Ex													
(13) Lankford Hwy	Accomack County (Maint: 65)	0.19 190		92%	1%	1%	1%	6%	0%	F	0.080	F	0.536	17000	F
<u> </u>	To:	Accomack (
13 Lankford Hwy	Accomack County	Northhamptor 2.94 180		92%	1%	1%	1%	6%	0%	F	0.076	F	0.516	16000	G
[13] Lankford Hwy	Accomack County			3Z /6	1 /0	1 /0	1 /0	0 /6	0 /6	'	0.070	'	0.510	10000	u
<u></u>	From:	SCL P		000/	40/		40/	00/	00/		0.070		0.540	10000	
13 Lankford Hwy	Town of Painter (Maint: 01)	0.43 180		92%	1%	1%	1%	6%	0%	Ν	0.076	N	0.516	16000	N
	From:	01-614 Hi 01-614 W													
13 Lankford Hwy	Town of Painter (Maint: 01)	0.46 180	•	92%	1%	1%	1%	6%	0%	F	0.076	F	0.511	16000	G
13)	Tallion (Mainte 01)				. 70	. , ,	. ,0	0 / 0	0 / 0	•	0.070	•	0.0	. 5000	~
Call antiford I have	A compale County	NCL F		000/	10/	10/	10/	60/	00/	NI	0.070	NI	0 E11	10000	NI
13 Lankford Hwy	Accomack County	1.84 180		92%	1%	1%	1%	6%	0%	Ν	0.076	N	0.511	16000	N
	10.	SCL I	Keller												

8/4/2014

					_		Tru	ck			K		Dir		
Route	Jurisdiction		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
13 Lankford Hwy	From: Town of Keller (Maint: 01)	0.38 SCL Keller	N	92%	1%	1%	1%	6%	0%	N	0.076	N	0.511	16000	N
13 Lankford Hwy	Town of Relief (Maint. 01)		IN	32 /o	1 /0	1 /0	1 /0	0 /6	0 /6	IN	0.076	IN	0.511	10000	IN
(13) (180) Lankford Hwy	Town of Keller (Maint: 01)	S SR 180 0.45 18000	G	92%	1%	1%	1%	6%	0%	F	0.076	F	0.51	17000	G
(13) (180)	To	NCL Keller					.,.								
(13) (180) Lankford Hwy	Accomack County		N	92%	1%	1%	1%	6%	0%	Ν	0.076	Ν	0.51	17000	Ν
	To	N SR 180													
13 Lankford Hwy	Accomack County		G	93%	1%	1%	1%	5%	0%	С	NA			17000	G
<u> </u>	To	01-734 Gospel Templ	le Rd			<u> </u>									
13 Lankford Hwy	Accomack County		G	92%	1%	1%	1%	6%	0%	F	0.077	F	0.508	17000	G
<u> </u>	To- From:	SCL Melfa													
(13) Lankford Hwy	Town of Melfa (Maint: 01)	0.37 19000	G	92%	1%	1%	1%	6%	0%	F	0.076	F	0.501	17000	G
<u> </u>	To- From:	01-T626													
(13) Lankford Hwy	Town of Melfa (Maint: 01)	0.50 20000	G	92%	1%	1%	1%	6%	0%	F	0.075	F	0.516	18000	G
<u></u>	To: From:	NCL Melfa													
13 Lankford Hwy	Accomack County	2.16 20000	G	92%	1%	1%	1%	6%	0%	F	0.077	F	0.509	18000	G
~~·	Too From:	SCL Onley										_			
13 Lankford Hwy	Town of Onley (Maint: 01)	1.00 21000 SR 179	G	92%	1%	1%	1%	6%	0%	F	0.081	F	0.502	19000	G
	From:	SR 179 Main St													
13 Lankford Hwy	Town of Onley (Maint: 01)	0.17 22000	G	92%	1%	1%	1%	6%	0%	F	0.084	F	0.513	19000	G
<u> </u>	To: From:	NCL Onley													
(13) Lankford Hwy	Accomack County	2.97 18000	G	92%	1%	1%	1%	6%	0%	F	0.078	F	0.529	16000	G
~	To: From:	SCL Accomac													
(13) Lankford Hwy	Town of Accomac (Maint: 01)	0.15 19000	G	92%	1%	1%	1%	6%	0%	F	0.080	F	0.525	17000	G
~	To: From:	NCL Accomac													
Lankford Hwy	Accomack County	1.39 19000	G	92%	1%	1%	1%	6%	0%	F	0.079	F	0.504	17000	G
~~	To- From:	US 13 Bus N of Acco		000/	10/		40/	00/	00/		0.077		0.545	17000	
(13) Lankford Hwy	Accomack County	4.48 18000	G	92%	1%	1%	1%	6%	0%	F	0.077	F	0.515	17000	G
Landstand Lleve	From	01-676 Muttonhunk		000/	10/	10/	10/	C0/	00/	F	0.070	_	0.700	10000	
Lankford Hwy	Accomack County		G	92%	1%	1% ——	1%	6%	0%	г	0.078	F	0.793	16000	G
13 Lankford Hwy	Accomack County	01-695 Temperanceville Rd 3.69 18000	l; Saxis G	Rd 92%	1%	1%	1%	6%	0%	F	0.078	F	0.528	16000	G
13) Lalikiold Hwy	Accomack County			3∠ 70	1 70	1 70	1 /0	0 %	U 70	Г	0.076	r	0.320	10000	G
13 Lankford Hwy	Accomack County	SR 175 Nashs Corn 4.09 18000	ner A	92%	1%	1%	1%	6%	0%	С	0.141	Α	0.553	16000	Α
13 Lankford Hwy	To:	Maryland State Lir		JL /0	1 /0	1 /0	1 /0	U /0	U /0	J	0.141	^	0.000	10000	^
	From:	US 13 TO I-64 WE													
13 Ramp	City of Chesapeake (Maint: 64)	0.35 NA									NA			NA	
$\overline{}$	то: І-64	-W FROM RT 1300- MILITA	ARY H	IGHWAY	Y										

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Timary and interstate riodies					
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
(13) Ramp	City of Chesapeake (Maint: 64)	US 13 TO I-64 EAST) 0.41 13000 G I-64-E FROM RT 1300- MILITARY HIGHWAY		0.1	F	13000	G
13 Ramp	City of Chesapeake (Maint: 64)	US 13 TO AND FROM RT 464 O .29 6200 G		0.124	F	6200	G
(13) Ramp	City of Chesapeake (Maint: 64)			0.099	F	3400	G
(13) Ramp	City of Norfolk (Maint: 64)	I-464-N FROM RT 13 US 13-N045A US 13-S045A FROM RT 1 0.12 24000 G		0.095	F	24000	G
North (13) Ramp	City of Norfolk (Maint: 64)	I-64-E FROM RT 13 US 13 TO I-64 WEST 0.22 NA		NA		NA	
North (13) Ramp	City of Norfolk (Maint: 64)	US 13-S045A US 13- 45A FROM RT 1 US 13 TO ROUTE 264 EAST COLL RD 0.19 8900 G		0.114	F	8900	G
North 13 Ramp	City of Norfolk (Maint: 64)	-264-E013X FROM RT 13 NORTH-MILITARY H US 13 TO ROUTE 264 WEST COLL RD 0.10 2800 G		0.128	F	2800	G
South (13) Ramp	City of Norfolk (Maint: 64)	264-W013X FROM ROUTE 13 NORTH00- MILIT US 13 TO I-64 0.08 29000 G		0.086	F	29000	G
South 13 Ramp	City of Norfolk (Maint: 64)	US 13-S045B TO RT 64 EAST & WEST? 0.35 NA US 13-N045A US 13- 45A FROM RT 1		NA		NA	
South 13 Ramp	City of Norfolk (Maint: 64)	US 13-S045A TO I-64 EAST & WEST 0.19 NA I-64-W FROM RT 13 SOUTH		NA		NA	
South 13 Ramp	City of Norfolk (Maint: 64)	US 13 TO ROUTE 264 EAST COLL RD 0.11 9500 G 1-264-E013X FROM RT 13 SOUTH-MILITARY H		0.086	F	9500	G
South 13 Ramp	City of Norfolk (Maint: 64)	US 13 TO ROUTE 264 WEST COLL RD 0.19 7500 G 264-W013X FROM ROUTE 13 SOUTH00- MILIT		0.096	F	7500	G
Bus 13 Coastal Blvd	Town of Onley (Maint: 01)	US 13 S of Onley 0.98 3800 G 97% 1%	1% 1% 1% 0%	F 0.097	F 0.519	3900	G
Bus 13 Coastal Blvd	Accomack County	NCL Onley 0.37 3800 N 97% 1% US 13	1% 1% 1% 0%	N 0.097	N 0.519	3900	N

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
From:	0.40	US 13		070/	10/	10/	10/	10/	00/	N.	0.000	NI	0.517	2000	
Accomack County				97%	1%	1%	1%	1%	0%	IN	0.098	IN	0.517	3000	1
To: From:	SR	126; SR 3	316												
Accomack County	1.01	2900	G	97%	1%	1%	1%	1%	0%	F	0.098	F	0.517	3000	(
To- From:	01-6	59 Whartor	n Rd												
Accomack County	0.79	2500	G	97%	1%	1%	1%	1%	0%	С	0.1	F	0.625	2600	
To: From:	S	CL Accoma	ac												
Town of Accomac (Maint: 01)	0.31	2500	N	97%	1%	1%	1%	1%	0%	N	0.1	Ν	0.625	2600	
Too	01-76	4 Courthous	se Ave												
Town of Accomac (Maint: 01)				97%	1%	1%	1%	1%	0%	F	n ngg	F	0.515	2600	
Town of Accomac (Maint. 01)				31 /0	1 /0	170	1 /0	1 /0	0 70	•	0.000	'	0.515	2000	
From:									2-1						
Accomack County				9/%	1%	1%	1%	1%	0%	N	0.099	N	0.515	2600	
From:															_
Northampton County	0.40	2200	F	96%	1%	1%	0%	2%	0%	С	0.098	F	0.586	2300	
To		CL Exmore	е.												
Town of Exmore (Maint: 65)				96%	1%	1%	0%	2%	0%	N	n ngg	N	0.586	2300	
Town of Exmore (Maint. 00)				30 /0	1 /0	170	0 70	270	0 70	14	0.000	11	0.500	2000	
From:									221						
I own of Exmore (Maint: 65)	0.47	2200	N	96%	1%	1%	0%	2%	0%	N	0.098	N	0.586	2300	
To: From:	1	NCL Exmore	e												
Northampton County	0.17	2200	N	96%	1%	1%	0%	2%	0%	Ν	0.098	Ν	0.586	2300	
To:															
				97%	10/_	10/-	O°/-	O°/-	0%	C	0 117	F	0.603	1/100	
Northampton County				31 /6	1 /0	1 /6	0 /6	0 /6	0 /6	O	0.117	'	0.003	1400	
From:															
Town of Eastville (Maint: 65)	0.17	1400	N	97%	1%	1%	0%	0%	0%	N	0.117	N	0.603	1400	
To: From:	65	-631 Eastvi	lle												_
Town of Eastville (Maint: 65)	0.19	1700	F	97%	1%	1%	0%	0%	0%	F	0.125	F	0.522	1700	
To: From:	N	ICL Eastvill	le												
Northampton County	1.18	1700	N	97%	1%	1%	0%	0%	0%	Ν	0.125	Ν	0.522	1700	
To:	US 1	3 N of East	tville												
From:															
Northampton County	0.80	2000	F	97%	1%	1%	0%	1%	0%	С	0.099	F	0.624	2000	
	Town of Accomac (Maint: 01) Town of Accomac (Maint: 01) Town of Accomac (Maint: 01) Town Accomack County To From Northampton County Town Town of Exmore (Maint: 65) Town Town of Exmore (Maint: 65) Town Town of Exmore (Maint: 65) Town f Eastville (Maint: 65) Town Town of Eastville (Maint: 65) Town Town of County Town Town Town Town of County Town Town Town Town of County Town Town Town Town Town Town Town of County Town Accomack County	Accomack County	Northampton County Northam	Accomack County	Accomack County	Length AADT QA 4Tire Bus 2Axle	Accomack County	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Accomack County	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail US 13 1 1 1 1 1 1 1 1	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor	Second County	Section Control Cont	Second County 1.01 2900 N 97% 1% 1% 1% 1% 1% 0% N 0.998 N 0.517 30000 30000 30000 30000 30000 30000 30000 30000 30000 30000 3	

Virginia Department of Transportation Traffic Engineering Division 2013 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				4.77			Tru	ick			K	01/	Dir	AANAADT	0144
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	SCL Cherito	n												
13 Bayside Dr	Town of Cheriton (Maint: 65)	0.79 2000	N	97%	1%	1%	0%	1%	0%	N	0.099	Ν	0.624	2000	N
<u> </u>	To:	US 13 Cherite	on												
Bus	From:	US 13 Southwest Suff	olk Byp	ass											
(13) (32) Carolina Rd	City of Suffolk	1.17 11000	G	88%	0%	1%	1%	10%	0%	F	0.081	F	0.646	11000	G
\bigcirc	T _O . From:	Old SCL Suffe	olk			\neg \vdash									
Bus Caralina Dd				000/	00/	10/	10/	100/	00/	F	0.001	_	0.610	11000	_
(13) (32) Carolina Rd	City of Suffolk	0.54 11000	G	88%	0%	1%	1%	10%	0%	г	0.081	F	0.619	11000	G
Bus	From:	Fayette St US 13; SR 32 Fay	ette St												
(13) (32) Main St	City of Suffolk	0.34 11000	G	99%	0%	1%	0%	0%	0%	С	NA			12000	G
(13) (32)	T-														
Bus	From:	Begin SR 10	0												
Bus (13) (32) (10) Main St	City of Suffolk	0.68 19000	G	97%	0%	2%	0%	0%	0%	С	0.079	F	0.561	20000	G
\bigcirc	To:	US 58; Bus US													
Bus Bus Bus	From:	SR 32 Main S		070/	40/	10/	40/	40/	00/	_	0.007	_	0.504	40000	_
(13) (58) (460) Constance Rd	City of Suffolk	0.88 15000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.564	16000	G
Bus Bus Bus	To: From:	Pinner St													
Bus Bus Bus Sus Sus	City of Suffolk	1.60 15000	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.532	16000	G
(13) (38) (460). Gramoun 2.17	Only of Guillen			07.70	1 /0	. , ,	1 /0	1 /0	070	Ū	0.000	•	0.002	10000	ŭ
Bus Bus Bus	To: From:	SR 337 Washing	ton St												
(13) (58) (460) Portsmouth Blvd	City of Suffolk	1.22 21000	G	96%	1%	1%	1%	1%	0%	С	0.087	F	0.579	22000	G
	To:	US 13, US 58, U	S 460												
	From:	US 60 Anderson	Hwy												
13 Old Buckingham Rd	Cumberland County	7.19 900	Ğ	91%	1%	2%	2%	4%	0%	С	0.096	F	0.55	920	G
	To:	Powhatan County	y Line												
	From:	Cumberland Coun	ty Line												
(13) Old Buckingham Rd	Powhatan County	4.07 1500	G	91%	1%	2%	2%	4%	0%	F	0.099	F	0.787	1500	G
<u> </u>	To:	72-638 Gills R													
Old Buskingham Dd	Powhatan County	72-638 Gills I 6.51 1900	G	91%	1%	2%	2%	4%	0%	F	0.103	F	0.774	1900	G
13) Old Buckingham Rd	Powhatan County	0.51 1900	G	91%	1 70	270	270	470	0%	Г	0.103	Г	0.774	1900	G
	To: From:	72-609 Giles Brid													
(13) Old Buckingham Rd	Powhatan County	2.22 6200	G	96%	1%	1%	1%	1%	0%	С	0.098	F	0.661	6300	G
<u> </u>	To: From:	72-1002 Emmanual C	Church F	Rd		\neg \vdash									
13 Old Buckingham Rd	Powhatan County	1.44 2400	G	96%	1%	1%	1%	1%	0%	F	0.116	F	0.573	2400	G
\smile	To	72-1005 Skaggs	e Dd												
(13) Old Buckingham Rd	Powhatan County	0.28 2500	G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.526	2500	G
13) Sid Buokingham Fla					1 /0		1 /0	1 /0	0 /0	•	0.000	•	5.525	2000	G
Old Budlinghous Bd	To:	SR 300 Courthouse Ta			40/	10/	40/	40/	00/		0.400		0.055	0000	_
(13) Old Buckingham Rd	Powhatan County	2.37 2200	G	96%	1%	1%	1%	1%	0%	F	0.102	F	0.655	2300	G
	10.	US 60 James Anders													
	From:	US 360; St Stephens					_	_	_						_
(14) The Trail	King & Queen County	6.14 380	G	84%	1%	2%	2%	11%	0%	F	0.118	F	0.536	390	G
\sim	To:	49-629 Walkerto	on Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	49-629 Walkerton Rd												
14) The Trail	King & Queen County	1.81 540 G	84%	1%	2%	2%	11%	0%	F	0.106	F	0.5	550	(
$\stackrel{\smile}{-}$	To	49-620 W, Duck Pond Rd												
14) The Trail	King & Queen County		84%	1%	2%	2%	11%	0%	С	0.088	F	0.576	330	
\mathcal{L}	To	49-617 Carletons Corner Rd												
14) The Trail	King & Queen County		84%	1%	2%	2%	11%	0%	F	0.094	F	0.583	840	
	To:	49-614 Clifton Lane												
14) The Trail	King & Queen County		84%	1%	2%	2%	11%	0%	F	0.102	F	0.592	2000	
14) 110 114	rung a quoon county		0170	. , 0		270	1170	0 70	•	0.102	•	0.002	2000	
(33) Lewis Puller Mem. Hwy	King & Queen County	SR 33 Shacklefords 1.66 11000 G	90%	1%	1%	2%	6%	0%	С	0.095	F	0.623	12000	
4 33 Lewis Puller Mem. Hwy	King & Queen County	SR 33 Shacklefords Fork	90%	I 70	170	270	070	0%	C	0.095	Г	0.023	12000	
	From:	SR 33 Lewis Puller Mem Hwy												
4 Buena Vista Rd	King & Queen County		90%	1%	1%	3%	6%	0%	С	0.099	F	0.637	4300	
9	To:	Gloucester County Line												
	From:	King & Queen County Line	000/	40/		00/	00/	00/	_	0.4	_	0.540	4400	
Adner Rd	Gloucester County		90%	1%	1%	3%	6%	0%	F	0.1	F	0.548	4100	
	From:	US 17 W, George Washington Mem I W US 17 Adner	Hwy											
(14) (17) George Washington Mem Hwy	Gloucester County		98%	0%	1%	0%	1%	0%	F	0.081	F	0.511	12000	
	To				i									
(14) (17) George Washington Mem Hwy	Gloucester County	36-615 1.65 13000 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.557	13000	
George Washington Mem Hwy	allouded television of the second of the sec		00 /0	0 70	170	0 / 0	1 /0	0 70	•	0.007	•	0.007	10000	
Coorgo Washington Mam Lhur	Clausester County	36-606 Ark 2.45 15000 G	98%	0%	1%	0%	10/	0%	F	0.087	F	0.588	16000	
(17) George Washington Mem Hwy	Gloucester County	2.45 15000 G	90%	0%	1%	0%	1%	0%	Г	0.087	Г	0.566	16000	
Bus	To: From:	US 17; Bus US 17												
14) 17 Main St	Gloucester County	0.56 6600 G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.515	6700	
	To:	36-1007												
Bus	From:								_		_			
14) (17) Main St	Gloucester County		98%	0%	1%	0%	0%	0%	С	0.087	F	0.524	11000	
	From:	SR 3 Bus US 17												
3 John Clayton Memorial Hwy	Gloucester County		98%	0%	1%	0%	1%	0%	F	0.087	F	0.655	18000	
	To	36-623												
(3) John Clayton Memorial Hwy	Gloucester County		98%	0%	1%	0%	1%	0%	С	0.088	F	0.657	13000	
4) (3) defini enaytem memeriai i my	To:	Mathews County Line	0070	0 / 0		0,0	1 /0	0 70	Ŭ	0.000	•	0.007	10000	
	From:	Gloucester County Line												
4) (3) John Clayton Mem Hwy	Mathews County	0.11 11000 G	97%	0%	1%	0%	1%	0%	F	NA			11000	
	To:	SR 3 Fort Nonsense	-											
14 John Clayton Mem Hwy	Mathews County	SR 3 Windsor Rd 2.75 5700 F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.601	5800	
14 Journ Clayton Wein rwy	iviatriews County		JO 70	I 7o	1 7o	U%	U%	U%	Г	0.066	r	0.001	5800	
	From:	57-617 North River Rd							_					
14) John Clayton Mem Hwy	Mathews County		97%	1%	1%	1%	1%	0%	С	0.088	F	0.603	5300	
~	To:	57-660 Philpotts Ave												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	57-660 Phil	potts Ave												
14 John Clayton Mem Hwy	Mathews County	3.15 510	0 F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.582	5200	F
	To	SR 198 V	VECT												
14) (198)	Mathews County	1.69 640		98%	1%	1%	0%	0%	0%	С	0.089	F	0.559	6600	F
14 (198)	matheme county				1 /0		0 70	0 / 0	070	Ŭ	0.000	•	0.000	0000	•
Main Ot	From	SR 198 E, Bucl	-		00/		40/	00/	00/	_	0.000		0.500	4000	F
14) Main St	Mathews County	0.62 480	0 F	98%	0%	1%	1%	0%	0%	С	0.089	F	0.588	4900	г
	To: From:	57-611 Tabe													
₁₄) John Clayton Mem Hwy	Mathews County	4.65 280	0 F	98%	0%	1%	1%	0%	0%	F	0.084	F	0.567	2900	F
\smile	To:	57-604 Ant	tioch Rd												
14) John Clayton Mem Hwy	Mathews County	1.88 110		97%	0%	1%	1%	1%	0%	С	0.096	F	0.562	1200	F
	To	57.602.0	ID 1 D1												
14 John Clayton Mem Hwy	Mathews County	57-602 Sand 1.74 33 0		97%	0%	1%	1%	1%	0%	F	0.102	F	0.533	340	F
14 John Clayton Mem Hwy	To:	Bayside '		31 /6	0 70	170	1 /0	1 /0	0 70		0.102		0.000	040	
	From:	-				<u> </u>									
		North Carolina		93%	1%	1%	1%	5%	0%	С	0.001	F	0.541	2600	F
15)	Mecklenburg County	4.76 250	U F	93%	176	176	170	5%	0%	C	0.091	Г	0.541	2000	Г
	To: From:	58-722 Nobli													
College St	Mecklenburg County	0.59 290	0 F	93%	1%	1%	1%	5%	0%	F	0.089	F	0.539	2900	F
~	To From:	SCL Clar	ksville			<u> </u>									
15 College St	Town of Clarksville (Maint: 58)	0.73 290	0 N	93%	1%	1%	1%	5%	0%	Ν	0.089	Ν	0.539	2900	Ν
	To:	US 58 Virg	inia Ave												
Bus	From:	US 58; Co								_		_			
15) (58) (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.88 650	0 F	99%	0%	0%	0%	1%	0%	С	0.088	F	0.515	6700	F
~ ~ ~	To: From:	NCL Clar	ksville			\neg \vdash									
Bus	Mecklenburg County	0.84 650	0 N	99%	0%	0%	0%	1%	0%	Ν	0.088	N	0.515	6700	Ν
15) (58) (49)				33 78	0 70	<u> </u>	0 70	1 /0	0 70	11	0.000	14	0.515	0700	
\tilde{a}	To: From:	US 58 East of				 						_			
15) (49)	Mecklenburg County	1.60 460	0 F	87%	1%	1%	1%	11%	0%	F	0.093	F	0.561	4700	F
~ ~	To: From:	SR 49 Near D	ortch Store												
15	Mecklenburg County	6.83 140	0 F	87%	1%	1%	1%	11%	0%	С	0.098	F	0.601	1500	F
~ <i></i>	To:	Charlotte Co													
~~ <u> </u>	From:	Mecklenburg (_		_			_
15) Barnesville Hwy	Charlotte County	7.39 150	0 G	87%	1%	1%	1%	11%	0%	F	0.094	F	0.529	1500	G
~	To: Fron:	SR 92 Barne	s Junction												
Barnesville Hwy	Charlotte County	3.24 220	0 G	87%	1%	1%	1%	11%	0%	F	0.103	F	0.507	2200	G
\checkmark	To	US 360 Near V	Wyllieshuro												
15 (360 Kings Hwy	Charlotte County	3.88 520		80%	1%	1%	1%	16%	1%	F	0.079	F	0.502	5300	G
13) (360)95				0070	. /0	. /0	. 70	. 5 /0	. 70		0.070	•	0.002	2000	_
~~~~	From:	SR 47 Kraf		75.1	4-1		461	0651	021		0.65:		0.500	F000	
15) (360) Kings Hwy	Charlotte County	6.60 <b>510</b>		75%	1%	2%	1%	20%	2%	С	0.081	F	0.523	5200	G
~ ~	To:	BUS US 15 Sout	h of Keysvil	le											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K	<b>2</b>	Dir		٠.٠
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus			1Trail		QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	BUS US 15 South	n of Keysvil	le											
15 (360 Kings Hwy	Charlotte County	3.36 450) G	80%	1%	1%	1%	16%	1%	С	0.083	F	0.507	4600	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To	SR 40 Ke	vsville												
15) (360) Kings Hwy	Charlotte County	2.10 540		84%	1%	1%	1%	13%	0%	С	0.082	F	0.524	5600	G
10) (000)	Tec	HG 260 PHG HG 151	T d CTZ	*11											
15 Farmville Hwy	Charlotte County	US 360, BUS US 15 1 1.73 380		94%	1%	1%	1%	4%	0%	F	0.09	F	0.577	3800	G
15 Farmville Hwy		Prince Edward			1 /0	1 /0	1 /0	4 /0	0 /6	'	0.09	'	0.577	3000	G
	From:	Charlotte Co		:		-									
15 Farmville Rd	Prince Edward County	4.49 170		94%	1%	1%	1%	4%	0%	С	0.113	F		1800	G
13)	-								• / •	-					-
~~ F	From:	73-633 Mt Pl		0.40/	40/	10/	40/	40/	00/	_	0.007	_	0.700	4000	
15) Farmville Rd	Prince Edward County	7.65 480) G	94%	1%	1%	1%	4%	0%	F	0.087	F	0.739	4900	G
~	To: From:	SR 133 King	sville Rd												
15 Farmville Rd	Prince Edward County	2.94 950) G	96%	0%	1%	0%	2%	0%	С	0.089	F	0.643	9700	G
<i>-</i>	To:	US 460 Prince Edward	l Hwy; Bus	US 15											
	From:	Bus US 15 Fa	mville Rd												
15 \ \ 15 \ Ramp	Prince Edward County	0.25 250) G								0.104	F		2500	G
\sim	To:	US 15, US 460 Prin		_											
	From:	US 460, BUS US 15													
15) (460) Prince Edward Hwy	Prince Edward County	4.18 900		88%	1%	1%	1%	9%	1%	С	0.111	Α	0.571	8700	Α
~ ~	To:	US 460; Shep													
~~~-	From:	Prince Edwa	ırd Hwy		110.10										
15) (460) Ramp	Prince Edward County	0.17		See	US 46	0 for dire	ectional	traffic v	volume e	estima	ates for th	ns se	gment.		
~ ~	To:	Sheppard													
Bus Channarda Dd	Drings Edward County	US 460 Prince E			10/	10/	10/	00/	10/	_	0.000	_	0.50	6100	
15) (460) Sheppards Rd	Prince Edward County	0.14 <b>590</b>	G G	88%	1%	1%	1%	9%	1%	F	0.089	F	0.56	6100	G
<del>* *</del>	To: From:	Bus US 15, Bus US	460, W 3r	1 St											
15 Sheppards Rd	Prince Edward County	1.77 <b>450</b>	) G	93%	0%	1%	1%	5%	0%	С	0.090	F	0.619	4600	G
~	To:	Buckingham C	ounty Line												
~~	From:	Prince Edward	County Line												
15)	Buckingham County	9.30 <b>410</b>	) G	92%	0%	1%	2%	5%	0%	С	0.087	F	0.526	4200	G
~	To	14-600 Pla	nk Rd												
15 James Madison Hwy	Buckingham County	5.46 <b>400</b>		92%	0%	1%	2%	5%	0%	F	0.086	F	0.501	4100	G
15) ouries Madison Timy	Baoking nam County			0270	0 70	1 70	270	070	0 /0	•	0.000	•	0.001	4100	_
~	To: From:	US 60 Sprous													
15 James Madison Hwy	Buckingham County	1.45 <b>900</b>	) G	89%	1%	1%	2%	6%	0%	F	0.089	F	0.516	9200	G
~	_ To:	SR 20; 14-100	3 Main St												
15 James Madison Hwy	Buckingham County	0.39 <b>830</b>		89%	1%	1%	2%	6%	0%	F	0.09	F	0.503	8500	G
,						i				·					٥.
~~~	From	WCL Dillwyn; 14-10			10/		00/	201	201		0.00		0.500	0500	
15 Oak St	Town of Dillwyn (Maint: 14)	0.58 830) N	89%	1%	1%	2%	6%	0%	N	0.09	N	0.503	8500	N
~	To: From:	14-1003 E,	Main St												
15 Main St	Town of Dillwyn (Maint: 14)	0.52 830		89%	1%	1%	2%	6%	0%	Ν	0.09	Ν	0.503	8500	Ν
. • ,	· · · · · · · · · · · · · · · · · · ·														

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	ECL Dillwyn;	14-650 Bell F												
15 James Madison Hwy	Buckingham County	6.39 48	00 G	89%	1%	1%	2%	6%	0%	F	0.087	F	0.519	4900	(
~	To From	14-622 Tre	ents Mill Rd												
15 James Madison Hwy	Buckingham County		00 G	89%	1%	1%	2%	6%	0%	С	0.094	F	0.501	3700	(
	To	14-715 Circ	ele Drive Rd												
15 James Madison Hwy	Buckingham County		800 G	89%	1%	1%	2%	6%	0%	F	0.086	F	0.548	3800	(
,	To:		County Line												
	From:	Buckingham													
15 James Madison Hwy	Fluvanna County	4.54 39	000 G	89%	1%	1%	2%	6%	0%	F	0.083	F	0.521	4000	
~	To	SR 6 West Rive	r Rd; Fork Ur	ion											
15 6 James Madison Hwy	Fluvanna County	1.99 48	00 G	94%	1%	1%	1%	3%	0%	F	0.082	F	0.549	4900	
	To:	SD 6 Fact Di	ver Rd; Dixie												
15 James Madison Hwy	Fluvanna County		00 G	94%	1%	1%	1%	3%	0%	F	NA			5500	
,	Too														
James Madison Huny	Fluvanna County	32-649 Cent 2.05 65		94%	1%	1%	1%	3%	0%	С	0.144	F	0.612	6600	
15 James Madison Hwy	Fluvanna County	2.05	600 G	94%	I 70	1 70	170	3%	0%	C	0.144	Г	0.012	6600	
~	From:	SR 53 Thomas J		_								_			
15) James Madison Hwy	Fluvanna County	0.46 65	600 G	90%	1%	3%	1%	5%	0%	С	0.090	F	0.637	6600	•
~	To: From:	32-1002 Palmyra Wa	ıy; 32-1005 C	hurch St											
15 James Madison Hwy	Fluvanna County	8.23 76	600 G	90%	1%	1%	1%	8%	0%	F	0.089	F	0.677	7700	
~		ouisa County Line; U													
James Madison Llun	· · · · · · · · · · · · · · · · · · ·	ıvanna County Line;			10/	10/	10/	8%	00/	F	NA			10000	
15) James Madison Hwy	Louisa County	0.45 15 0	000 G	90%	1%	1%	1%	0%	0%	Г	INA			16000	
~	To: From:		64												
15) James Madison Hwy	Louisa County	2.52 70	000 N	90%	1%	1%	1%	8%	0%	N	0.092	N	0.502	7200	
~	To: From:	54-617 S, E G	reen Springs I	Rd											
15 James Madison Hwy	Louisa County	4.43 70	000 F	90%	1%	1%	1%	8%	0%	С	0.092	F	0.502	7200	
~	To	SR 22 I	ouisa Rd												
15 James Madison Hwy	Louisa County		800 F	89%	1%	1%	1%	8%	0%	С	0.097	F	0.568	6400	
.5)	To	110 22 C41 C		.1											
15 (33) James Madison Hwy	Louisa County	US 33 South S 0.45 86	600 F	89%	1%	1%	1%	8%	0%	F	0.092	F	0.569	8900	
15) (33) James Madison Hwy	Louisa County			03 /6	1 /0	1 /0	1 /0	0 /6	0 /6	•	0.032	•	0.503	0300	
~~~	To:		rdonsville	200/	40/		10/	00/	00/	_	0.000	_	0.570	0000	
15) (33) Martinsburg Ave	Town of Gordonsville (Maint: 68)		00 G	89%	1%	1%	1%	8%	0%	F	0.089	F	0.573	9200	•
~	From:	SR 231 S, Gor US 33 Spot		le											
15 James Madison Hwy	Town of Gordonsville (Maint: 68)	0.18 <b>11</b> (		92%	1%	1%	1%	5%	0%	Ν	0.085	Ν	0.548	11000	
15)						<del></del> 1	.,-								
James Madison Llur	Orongo County		rdonsville	000/	10/	10/	10/	E0/	00/	F	0.005	F	0.540	11000	
15) James Madison Hwy	Orange County	4.51 <b>11</b> 0	000 G	92%	1%	1%	1%	5%	0%	г	0.085	г	0.548	11000	•
~	To: From:	68-639 Chicke													
James Madison Hwy	Orange County		000 G	92%	1%	1%	1%	5%	0%	С	0.083	F	0.511	10000	•
~	To:	SCL (	Orange												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

В		,		4			Tru	ck			K	011	Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~	From:		L Orange												
James Madison Hwy	Town of Orange	1.13 <b>1</b> :	3000 G	93%	1%	1%	1%	4%	0%	С	0.085	F	0.533	13000	(
~	To: From:		donsville Road												
15 Caroline St	Town of Orange	0.28 <b>1</b> 0	6000 G	94%	1%	1%	1%	3%	0%	С	0.084	F	0.569	16000	
~	To: From:		, Berryhill Rd												
15) (20) Caroline St	Town of Orange		3000 G	92%	1%	1%	1%	5%	0%	F	0.088	F	0.509	13000	
<del>~</del> ~	To: From:		S Madison Rd Caroline Street												
15 S Madison St	Town of Orange		8800 G	95%	1%	1%	1%	3%	0%	С	0.085	F	0.593	9000	
19) 6	Tar				. , ,	- 70	. , 0	0,0	0,0	Ū	0.000	•	0.000	0000	
15 Madison St	Town of Orange		6000 G	97%	0%	1%	0%	2%	0%	С	0.082	F	0.524	17000	
15) Madison of	Town or Grange			31 76	0 70	1 70	0 70	270	0 70	O	0.002	'	0.524	17000	
James Madison Llun	Town of Orongo	-	yette Street	069/	00/	10/	00/	20/	00/		0.005		0.504	15000	
15 James Madison Hwy	Town of Orange	1.10 <b>1</b> /	4000 G	96%	0%	1%	0%	2%	0%	С	0.085	F	0.504	15000	
~	To: From:		NCL Orange												
₁₅ ) James Madison Hwy	Orange County		7700 G	94%	0%	1%	1%	4%	0%	F	0.081	F	0.537	7900	
~	To: From:		County Line												
15 James Madison Hwy	Madison County		County Line 7700 G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.505	7800	
15) sames madison ini	- Total of the second of the s			0.70	0 70		1 70	170	0 70	•	0.000	•	0.000	7000	
James Madison Hun	Modicon County		Orange Rd	94%	00/	10/	10/	4%	0%	С	0.088	F	0.542	F700	
James Madison Hwy	Madison County		r County Line	94%	0%	1%	1%	4%	0%	C	0.000	Г	0.543	5700	
-	From:		County Line												
15 James Madison Hwy	Culpeper County		5400 G	94%	0%	1%	1%	4%	0%	F	0.087	F	0.584	5500	
.5)	To	22 640 Cod	dar Mountain Dr												
James Madison Hwy	Culpeper County		6800 G	94%	0%	1%	1%	4%	0%	F	0.082	F	0.506	7000	
15) carries madison rmy	zalpopor deality			0 1 70	0 70		1 70	170	0 70	·	0.002	•	0.000	7000	
James Madison Hun	Culpapar County		Madison Rd 6800 G	94%	0%	10/	10/	4%	0%	F	0.082	F	0.683	7000	
James Madison Hwy	Culpeper County			94%	0%	1%	1%	4%	0%	Г	0.082	Г	0.663	7000	
~ ~	To: From:		uth Of Culpeper			_									
15) (29) James Madison Hwy	Culpeper County	1.32 <b>2</b>	24000 G	93%	1%	1%	1%	4%	0%	F	0.081	F	0.542	22000	
<del>~</del> <del>~</del>	To: From:	U	JS 522												
5 (29) James Madison Hwy	Culpeper County	3.88 <b>2</b>	.6000 G	90%	1%	1%	1%	6%	0%	С	0.083	F	0.548	24000	
	To: From:	BUS US 15,BUS U													
James Madison Llung			9 North of Culpe		10/	10/	10/	70/	00/	_	0.004	_	0.646	05000	
5 (29) James Madison Hwy	Culpeper County	2.65 <b>2</b> 0	:6000 G	91%	1%	1%	1%	7%	0%	F	0.081	F	0.648	25000	
~ ~	To: From:		Alanthus Rd												
15) (29) James Madison Hwy	Culpeper County	4.31 <b>2</b> 9	9000 G	91%	1%	1%	1%	7%	0%	F	0.083	F	0.667	28000	
<del></del>	To: From:	Bus US 15, Bus US	S 29 South of Re	mington											
15) (29) James Madison Hwy	Culpeper County	0.24 <b>2</b>	7000 G	91%	1%	1%	1%	7%	0%	F	0.083	F	0.659	27000	
	To:	Fauguier	r County Line												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate	i iouics											
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
			-	_ 5.0	2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~ ~~	From:	Culpeper County Lir							_		_			_
15 (29) James Madison Hwy	Fauquier County	2.17 <b>26000</b>	<b>F</b> 91%	1%	1%	1%	7%	0%	F	0.078	F	0.648	26000	F
<del>*</del> *	To: From:	BUS US 15, BUS US 29 North	of Remington	n										
15 29 James Madison Hwy	Fauquier County	0.30 <b>29000</b>	<b>F</b> 91%	1%	1%	1%	7%	0%	F	0.079	F	0.659	29000	F
	To:	SR 28 Catlett Rd												
15\ (29) James Madison Hwy	Fauguier County		<b>F</b> 91%	1%	1%	1%	7%	0%	F	0.078	F	0.676	22000	F
15) (29) 6466	- daquier eeumy		. 0.70	.,,		. 70	. , 0	0,0	•	0.07.0	•	0.07.0		
~ Company Market and Heart	From	US 17 Marsh Rd	• 040/	40/	10/	40/	70/	00/	_	0.000	^	0.500	44000	^
15) (17) (29) James Madison Hwy	Fauquier County	2.28 <b>41000</b>	<b>A</b> 91%	1%	1%	1%	7%	0%	С	0.096	Α	0.592	41000	Α
~ ~ ~	To: From:	30-684 Lees Ridge R	Rd											
15 (17) (29) James Madison Hwy	Fauquier County	2.43 <b>44000</b>	<b>F</b> 91%	1%	1%	1%	7%	0%	F	0.078	F	0.64	43000	F
	To:	Bus US 15,17,29 South of V	Varranton											
15 17 29 Eastern Bypass	Fauquier County		<b>F</b> 91%	1%	1%	1%	7%	0%	F	0.077	F	0.595	37000	F
15) (17) (29) 24010111 27) 2400	r addalor ocumy		0.70	170	. 70	1 70	1 /0	0 70	•	0.077	•	0.000	0,000	•
~~	To: From:	US 17												
15) (29) Eastern Bypass	Fauquier County	0.36 <b>38000</b>	N 91%	1%	1%	1%	7%	0%	N	0.077	N	0.595	37000	N
<del>~</del> ~	To- From	SCL Warrenton												
15 (29) Eastern Bypass	Town of Warrenton (Maint: 30)	0.26 <b>45000</b>	<b>F</b> 91%	1%	1%	1%	7%	0%	F	0.084	F	0.634	44000	F
	To	NCL Warrenton												
15 29 Eastern Bypass	Fauguier County		N 91%	1%	1%	1%	7%	0%	Ν	0.084	Ν	0.634	44000	Ν
15) (29) Eastern Bypass					1 70	1 /0	1 70	0 70		0.004		0.004	44000	.,
~~~	11011.	BUS US 15, BUS US 29 North				221					_			_
15) (29) Lee Highway	Fauquier County	3.00 47000	F 96%	0%	1%	0%	2%	0%	F	0.075	F	0.619	48000	F
~ ~	To- From	30-693 Old Alexandria	Tpk											
15 29 Lee Highway	Fauquier County	3.22 46000	A 96%	0%	1%	0%	2%	0%	С	0.084	Α	0.599	46000	Α
	To	SR 215 Vint Hill Ro	4											
15 (29) Lee Highway	Fauguier County		G 96%	0%	1%	0%	2%	0%	F	0.075	Ν	0.615	51000	G
15 29 Lee Highway	Tauquier Gourny	Prince William County		0 76	1 /0	0 /6	2/0	0 /6	'	0.075	IN	0.013	31000	ч
	From:	Fauquier County Lin												
15 (29) Lee Highway	Prince William County	•	F 96%	0%	1%	0%	2%	0%	F	0.075	F	0.615	50000	F
19) (20)	Ter	**************************************												
lamas Madisan Illury	Prince William County	US 29 Lee Hwy 2.77 17000	F 95%	1%	1%	10/	3%	0%	С	0.075	F	0.584	17000	F
15 James Madison Hwy	Prince William County	2.77 17000	F 95%	170	170	1%	3%	0%	C	0.075	Г	0.564	17000	Г
~~~	To: From:	SR 55 John Marshall F												
15 James Madison Hwy	Prince William County	0.06 <b>32000</b>	<b>F</b> 96%	1%	1%	1%	2%	0%	С	0.074	F	0.567	33000	F
<i>~</i>	To	WCL Haymarket												
15 James Madison Hwy	Town of Haymarket (Maint: 76)		N 96%	1%	1%	1%	2%	0%	Ν	0.074	Ν	0.567	33000	Ν
,												'		_
James Madiana Live	Tours of House short (Market 70)	I-66	0.050/	40/		10/	001	00/		N1 A			04000	
15) James Madison Hwy	Town of Haymarket (Maint: 76)	0.21 <b>30000</b>	<b>G</b> 95%	1%	1%	1%	2%	0%	С	NA			31000	G
	To: Fron:	NCL Haymarket												
15 James Madison Hwy	Prince William County	3.68 <b>30000</b>	<b>N</b> 95%	1%	1%	1%	2%	0%	Ν	NA			31000	Ν
	To:	SR 234 Sudley Rd												
						_								

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle				QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SR 234 Sudley R												
(15) James Madison Hwy	Prince William County	2.08 16000	A 95%	1%	1%	1%	2%	0%	С	0.104	Α	0.627	17000	Α
~	To: From:	76-701 Logmill R												
(15) James Madison Hwy	Prince William County	2.17 14000	F 95%	1%	1%	1%	2%	0%	F	0.091	F	0.653	15000	F
<u> </u>	To: From:	Loudoun County L Prince William Count												
15 James Monroe Hwy	Loudoun County	2.58 14000	G 92%	1%	2%	1%	4%	0%	С	0.088	F	0.656	15000	G
,	To	US 50 John Mosby												
15 James Monroe Hwy	From: Loudoun County	5.89 12000	G 93%	1%	1%	1%	4%	0%	С	0.098	F	0.527	12000	G
(13) sames memos m,	To			. , ,		. , 0	.,,	0 / 0	Ū	0.000	•	0.027	000	<u> </u>
15 James Monroe Hwy	Loudoun County	53-651 Gap Rd 1.93 12000	N 93%	1%	1%	1%	4%	0%	N	0.098	N	0.527	12000	N
(15) durings mornes rwy	Educati Gainty			1 /0		1 70	470	0 70		0.000		0.027	12000	.,
15 James Monroe Hwy	Loudoun County	53-704 Harmony Chui 1.25 15000	rch Rd G 95%	0%	1%	1%	3%	0%	С	0.089	F	0.593	16000	G
15 James Monroe Hwy	Loudouri County		G 95/6	0 /6	1 /0	1 /0	3 /0	0 /6	C	0.009	'	0.595	10000	G
// King Ct	Towns of Lead by wes	SCL Leesburg	0.000/	10/	10/	10/	00/	00/		0.005		0.50	10000	
(15) King St	Town of Leesburg	1.09 15000	G 95%	1%	1%	1%	3%	0%	С	0.085	F	0.56	16000	G
~~~ · · · · · · · · · · · · · · · · · ·	To: From:	253-4209 Evergreen N			<u> </u>				_		_			
(15) King St	Town of Leesburg	0.22 <b>27000</b>	<b>G</b> 95%	1%	1%	1%	3%	0%	F	0.085	F	0.702	28000	G
~	To: From:	Bus US 15; Leesburg Bus US 15 King S												
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 <b>59000</b>	<b>G</b> 97%	1%	1%	1%	1%	0%	С	0.083	F	0.708	62000	G
(19) (7) ==================================	Ter													-
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	SR 267 Dulles Green 1.16 <b>49000</b>	G 96%	1%	1%	1%	1%	0%	С	0.078	F	0.639	52000	G
15 7 Leesburg Bypass	Town of Eddobarg (Maint 99)			1 /0	- 70	1 70	1 /0	0 70	Ū	0.070	•	0.000	02000	ŭ
15 Leesburg Bypass	Town of Leesburg	SR 7 Market Street 0.75 <b>45000</b>	East 96%	1%	1%	1%	2%	0%	F	0.077	F	0.548	46000	G
(15) Leesburg Bypass				1 /0	1 /0	1 /0	2/0	0 /6	'	0.077	'	0.546	40000	G
~	To: From:	253-4208 Edwards Fe	•											
(15) Leesburg Bypass	Town of Leesburg	1.18 <b>30000</b>	<b>G</b> 91%	1%	3%	1%	4%	0%	С	0.08	F	0.605	31000	G
~~	To: From:	NCL Leesburg												
(15) Leesburg Bypass	Loudoun County	0.59 <b>24000</b>	<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.083	F	0.619	25000	G
<del>\</del>	To: From:	Bus US 15 North of Le	eesburg											
15 James Monroe Hwy	Loudoun County	5.56 <b>23000</b>	<b>A</b> 96%	1%	1%	1%	2%	0%	С	0.095	Α	0.507	24000	Α
<u> </u>	To	53-662 Lucketts F	Rd											
15 James Monroe Hwy	Loudoun County	4.41 <b>18000</b>	<b>G</b> 89%	1%	2%	1%	7%	0%	С	NA			18000	G
	To:	Maryland State Line, Poto	omac River											
	From:	US 15 FROM & TO I	RTE 4											
15 Ramp	Prince Edward County	0.21 <b>2200</b>	G							0.097	F		2200	G
$\rightarrow$	To:	US 460 FROM RT	T 15											
	From:	US 15 ; Bus US 15 Farn	nville Rd											
15 Ramp	Prince Edward County	0.25 <b>2500</b>	G							0.104	F		2500	G
$\checkmark$	To:	US 460, US 15 Prince Ed	ward Hwy											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and inters	iale no	utes											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	US 15 I-64-E136A FRO	M & TC	IS 64		ZAXI	3+AXIE	TITAL	ZIIali		i actor		i actor		
15 Ramp	Louisa County	0.31 <b>4500</b>	F	15 04							0.081	F		4500	F
(19)	To:	I-64-E FROM RT 15SOU	JTH & N	NORTH											
	From:	US 15 I-64-W136A FRC	)M & T(	) IS 64											
15 Ramp	Louisa County	0.31 <b>5000</b>	F								0.132	F		5000	F
	To:	I-64-W FROM RT 15SO	UTH & I	NORTH											
	From:	US 15 James Mad	ison Hw	у											
(15) Ramp	Town of Haymarket (Maint: 76)	0.17 <b>14000</b>	F								NA			14000	F
<u> </u>	To:	I-66 East													
~~	From:	US 15 James Mad		у								_			_
(15) Ramp	Prince William County	0.21 <b>2000</b>	F								0.114	F		2000	F
		I-66 West													
South	Prince Edward County	1US 15-P US 460-E249A 10.34 1400	TO & FI <b>G</b>	ROM RT							0.092	F		1400	G
15 Ramp	To:	US 460 FROM RT		h							0.032	•		1400	ч
South	From	US 15 TO RT 46													
15 Ramp	Prince Edward County	0.17 <b>1600</b>	G								0.148	F		1600	G
(13)	To:	US 460 FROM RT		h											
	From:	1US 15-P US 460-E249A	TO & FI	ROM RT											
(15) (15) Ramp	Prince Edward County	0.34		Se	e US 1	5 for di	rectional	traffic v	olume e	stima	tes for th	is se	gment.		
	To:	US 460 FROM RT	15 Sout	h											
Bus	From:	US 15, SR	7												
(15) King St	Town of Leesburg	0.56 <b>22000</b>	G	98%	0%	1%	0%	0%	0%	С	0.097	F	0.596	24000	G
Bus	To: From:	253-4200 Catocti	n Circle			_									
15 King St	Town of Leesburg	0.08 11000	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.512	11000	G
(13)	Ter							.,,				-			-
Bus	From:	Fairfax St													
(15) King St	Town of Leesburg	0.40 <b>9000</b>	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.547	9500	G
Bus	To: From:	253-4206 Loud	oun St												
15 King St	Town of Leesburg	0.23 <b>8700</b>	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.52	9300	G
(13)	To														
Bus	From:	North St													
15) King St	Town of Leesburg	1.30 <b>8300</b>	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.552	8800	G
Bus	To: From:	NCL Leesbu	urg												
15 James Monroe Highway	Loudoun County	0.32 <b>5400</b>	G	99%	0%	0%	0%	0%	0%	С	NA			5800	G
<u> </u>	To:	US 15 Leesburg													
Bus Bus Bus	From:	US 15, US 17, US 29 Jam	es Madis	son Hwy											
15 (17) (29) James Madison Hwy	Fauquier County	0.55 <b>11000</b>	Α	98%	1%	1%	0%	1%	0%	С	0.102	Α	0.624	11000	Α
$\bigcirc$	To:	SCL Warren	ton												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			i illerstate no				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Bus Bus	From:		L Warrenton												
(15) (17) (29) James Madison Hwy	Town of Warrenton	0.34	11000 N	98%	1%	1%	0%	1%	0%	N	0.102	Ν	0.624	11000	Ν
Bus	To: From:	US 17 E	Bus; Shirley Ave												
(15) Falmouth St	Town of Warrenton	0.89	4300 F	98%	0%	1%	0%	0%	0%	С	0.089	F	0.577	4500	F
Bus	To: From:	Mock	kingbird Lane												
15 Main St	Town of Warrenton	0.32	5800 F	99%	0%	1%	0%	0%	0%	С	0.093	F	0.566	5900	F
$\overline{}$	To From:	Cı	ulpeper St												
Bus 15 Main St	Town of Warrenton	0.05	7200 G	98%	1%	1%	0%	0%	0%	С	0.093	Ν	0.566	7400	G
$\bigcirc$	Tox	U:	S 211 Bus												
Bus Bus (15) (211) Main St	Town of Warrenton	0.01	5800 N	99%	0%	1%	0%	0%	0%	N	0.093	N	0.566	5900	N
(13) (211)	То:		xandria Pike				- , -		• , •						
Bus Bus	From:		Main St	1000/	00/		00/	201	00/	_		_	0.57	2222	_
15 (211) Alexandria Pike	Town of Warrenton	0.24	6600 F	100%	0%	0%	0%	0%	0%	С	0.096	F	0.57	6800	F
Bus Bus	To: From:		King St												
(15) (211) Alexandria St	Town of Warrenton		7100 F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.565	7300	F
Bus Bus	To: From:		ackwell Rd xandria Pike			-									
15) 211 Blackwell Rd	Town of Warrenton	0.58	7300 F	99%	0%	0%	0%	0%	0%	С	0.093	F	0.549	7500	F
	To:	US 29 Bus	US 211; Lee Hv	/у											
Bus Bus	From:		JS 211; Blackwel							_					_
15 29 Lee Highway	Town of Warrenton	0.59	32000 G	97%	1%	1%	1%	1%	0%	С	NA			33000	G
Bus Bus	To: From:	NCI	L Warrenton												
15 29 Lee Highway	Fauquier County		33000 F	98%	0%	1%	0%	1%	0%	С	0.082	F	0.54	33000	F
<del></del>	To:	US 15, US	29 Eastern Bypa	ss											
Bus Bus	From:		9 South of Remin												
(15) (29) Remington Rd	Culpeper County	0.56	1800 G	97%	0%	1%	0%	1%	0%	С	0.096	F	0.523	1900	G
Bus Bus	From:		er County Line ber County Line			_									
15) (29) James Madison St	Fauquier County		1800 F	97%	0%	1%	0%	1%	0%	F	0.096	F	0.538	1800	F
$\bigcirc$	Τα	SCL	Remington												
Bus 15 29 James Madsion St	Town of Remington (Maint: 30)	0.13	1800 N	97%	0%	1%	0%	1%	0%	N	0.096	N	0.538	1800	N
$\bigcirc$	To:	30-6	651 Main St			$\neg$ $\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!\!$									
Bus Sus (15) (29) James Madsion St	Town of Remington (Maint: 30)	0.30	2300 F	97%	0%	1%	0%	1%	0%	F	0.093	F	0.649	2400	F
(13) (29) dames madsion of	To		L Remington	01 /0	0 /0	. /0	<u> </u>	1 /0	J /0	'	0.000		0.040	2-100	'
Bus Bus	From:			070/	00/	10/	00/	10/	00/	N.I	0.000	N.I	0.640	0400	N.
15 29 James Madsion St	Fauquier County	1.48	2300 N 9 North of Remin	97%	0%	1%	0%	1%	0%	N	0.093	N	0.649	2400	N
	I	00 10, 00 25	, 1 torui oi ittillil	5.011											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Ċ
Bus Common D.I.	From:	US 15 South of Culper		40/	10/	00/	40/	00/		0.404		0.500	0000	
5 Orange Rd	Culpeper County		<b>3</b> 97%	1%	1%	0%	1%	0%	С	0.101	F	0.506	8000	
us	To: From:	SCL Culpeper												
Orange Rd	Town of Culpeper	1.32 <b>7100 (</b>	<b>9</b> 7%	1%	1%	0%	1%	0%	С	0.085	F	0.56	7500	
us	To: From:	US 522 Germanna Hw	vy											
5) (522) Germanna Highway	Town of Culpeper	0.12 <b>5200</b> (	<b>9</b> 7%	1%	1%	0%	1%	0%	С	0.090	F	0.622	5500	
	то:	Main Street S												
us Bus 5 \( \sum_{29} \) \( \sum_{522} \) \( \mathref{Main St} \)	Town of Culpeper	Germanna Highway 0.26 <b>12000</b> (	<b>a</b> 97%	1%	1%	0%	1%	0%	С	0.077	F	0.511	13000	
5) (29) (522) Main St	Town of Guipeper			1 /0	1 /0	0 /0	1 /0	0 70	O	0.077	•	0.511	10000	
s Bus	From:	204-3651 Orange Ro							_					
5) (29) (522) Main St	Town of Culpeper	0.59 <b>18000 (</b>	<b>9</b> 5%	1%	2%	1%	1%	0%	С	0.074	F	0.543	20000	
is Bus	To: From:	US 522 Evans Street	t											
Main St	Town of Culpeper	0.20 <b>27000</b> (	<b>9</b> 7%	1%	1%	0%	1%	0%	С	0.072	F	0.52	28000	
	To: From:	Begin SR 229												
Bus $(29)$ $(29)$ Main St	Town of Culpeper	0.06 <b>27000 (</b>	<b>3</b> 97%	1%	1%	0%	1%	0%	С	0.072	F	0.52	28000	
	To:	SR 229, Madison Hw		.,.			.,.							
s Bus	From:	SR 229, Main St	2001	00/		201	40/	00/	_	0.074	_	0.544	00000	
Madison Highway	Town of Culpeper	0.22 <b>21000 (</b>	<b>9</b> 8%	0%	1%	0%	1%	0%	С	0.074	F	0.544	22000	
is Bus	To: From:	Nottingham Street												
Madison Highway	Town of Culpeper	0.91 <b>22000 (</b>	<b>9</b> 7%	1%	1%	0%	1%	0%	С	0.075	F	0.550	23000	
s Bus	To: From:	NCL Culpeper												
Madison Highway	Culpeper County	2.07 <b>10000</b>	<b>A</b> 96%	0%	1%	1%	2%	0%	С	0.092	Α	0.597	11000	
	To:	US 15, US 29, 23-76	2											
IS .	From:	US 15, US 460												
S Main St	Town of Farmville	0.52 <b>17000 (</b>	<b>9</b> 8%	0%	1%	0%	1%	0%	F	0.095	F	0.586	18000	
is .	To: From:	Belmont Circle												
Main St	Town of Farmville	0.62 <b>19000</b> (	<b>9</b> 8%	0%	1%	0%	1%	0%	С	0.092	F	0.582	20000	
2	To	Milnwood Rd												
s Main St	Town of Farmville		G 98%	0%	1%	0%	1%	0%	F	0.086	F	0.574	19000	
, wan ot	Town of Familia		30 /0	0 70	1 70	0 /0	1 /0	0 70		0.000	•	0.574	13000	
\$	From:	Gilliam Dr							_		_			
Main St	Town of Farmville	0.30 <b>16000 (</b>	<b>9</b> 8%	0%	1%	0%	1%	0%	F	0.089	F	0.575	17000	
is	To: From:	Griffin Blvd												
5 Main St	Town of Farmville	0.16 <b>11000</b> (	<b>9</b> 8%	0%	1%	0%	1%	0%	F	0.09	F	0.594	12000	
<i>→</i>	To:	Gross St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			Tr	uck			K		, Dir		
de 3+	Bus 2Ax	2Ax	e 3+Axle	e 1Trai	l 2Trail	QC	; Factor	Qk	Factor	AAWDT	QV
,	20/ 00/		00/	40/	00/	0	0.000		0.500	10000	
6 (	)% 2%	2%	0%	1%	0%	С	0.089	F	0.523	12000	G
6 (	)% 1%	1%	0%	1%	0%	С	0.086	F	0.566	10000	G
6 (	)% 1%	1%	0%	1%	0%	F	0.088	F	0.594	4800	G
<u>.</u>	)% 1%	1%	1%	1%	0%	F	0.086	F	0.559	5400	G
o .	7,0 1,0		1 70	1 70	0 70	•	0.000		0.000	0400	
6	)% 1%	1%	1%	1%	0%	F	0.1	F	0.582	6000	(
6	)% 1%	1%	1%	1%	0%	С	0.092	F	0.511	9900	(
	-										
6 (	)% 1%	1%	0%	1%	0%	F	0.090	F	0.575	7000	(
6 (	)% 1%	1%	0%	1%	0%	С	0.107	Α	0.642	6700	1
6	)% 1%	1%	1%	4%	0%	С	0.100	F	0.504	1300	(
6	)% 1%	1%	1%	4%	0%	Ν	0.100	Ν	0.504	1300	١
6	)% 1%	1%	1%	4%	0%	F	0.110	F	0.539	4800	(
, .	)% 1%	10/	1%	4%	0%	F	0.085	F	0.591	4100	(
o	J70 170	17	1 70	470	0%	Г	0.065	Г	0.591	4100	
	-										
6	)% 1%	1%	1%	4%	0%	N	0.085	N	0.591	4100	١
<u>,                                    </u>	)0/_ 10/	10/	10/	6%	<b>n</b> º/	C	U U03	E	0.529	970	(
0	70 170	170	1 /0	0 /0	U /0	C	0.092	Г	0.520	310	
6	)% 1%	1%	1%	6%	0%	F	0.086	F	0.535	1500	C
	)% 1% 		1%	6%	0%						

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
_	From:	US 58 High	lands Pkwy												
₁₆ ) Troutdale Hwy	Grayson County	5.66 <b>12</b> 6	00 F	96%	0%	1%	1%	3%	0%	С	0.091	F	0.507	1300	
<u> </u>	To: From:	ECL Tr	outdale			$\neg$ $\vdash$									
16) Troutdale Hwy	Town of Troutdale (Maint: 38)	2.26 <b>93</b>	0 G	91%	0%	1%	1%	6%	0%	F	0.105	F	0.564	960	
$\mathcal{I}$	To	WCL Tr	routdale.												
16) Troutdale Hwy	Grayson County	0.82 11		91%	0%	1%	1%	6%	0%	F	0.088	F	0.568	1100	
,	То:	Smyth Co	unty Line												
	From:	Grayson Co													
16) Sugar Grove Hwy	Smyth County	4.48 <b>10</b>		97%	0%	1%	0%	1%	0%	F	0.095	F	0.546	1100	
	To: From:	86-676 Quarte 86-676 Qua													
Sugar Grove Hwy	Smyth County	1.38 <b>12</b>		97%	0%	1%	0%	1%	0%	F	0.097	F	0.516	1300	
9)							- , -	.,.	- , -	•		-			
16 Sugar Grove Hwy	From: Smyth County	9.25 <b>22</b>		97%	0%	1%	0%	1%	0%	F	0.090	F	0.605	2300	
16 Sugar Grove Hwy	Sinyth County			31 /6	0 76	1 /0	0 /6	1 /0	0 /6	'	0.030	'	0.003	2300	
	From	SCL M		070/	00/		00/	40/	00/	_		_	0.550	4000	
S Commerce St	Town of Marion	0.25 <b>43</b> 0	00 F	97%	0%	1%	0%	1%	0%	С	0.083	F	0.552	4600	
	To: From:	I-8													
6) S Commerce St	Town of Marion	0.05 77	00 F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.539	8100	
<u></u>	Toc From:	SR 217	State St												
S Commerce St	Town of Marion	0.68 <b>66</b>	00 F	97%	0%	1%	0%	1%	0%	F	0.085	F	0.555	7100	
<u> </u>	To- From:	US 11 N	Main St			<u> </u>									
16) (11) Main St	Town of Marion	0.08 100		99%	0%	0%	0%	0%	0%	F	0.081	F	0.549	11000	
	To	East M	lain Ct												
16) (11) Main St	From: Town of Marion	0.17 <b>130</b>		99%	0%	0%	0%	0%	0%	F	0.082	F	0.549	14000	
11) 31				0070	0 70		0,0	0,70	0,0	•	0.002	•	0.0.0		
Moin St	Town of Marion	Chatham Hil 0.94 <b>150</b>		99%	0%	0%	0%	0%	0%	С	0.096	F	0.508	16000	
Main St		0.94 150	00 г	99%	0%	0%	0%	0%	0%	C	0.096	Г	0.508	16000	
	To: From:	US 11 N													
16) Park Blvd	Town of Marion	1.27 <b>47</b> 0	00 F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.6	5000	
	To: From:	NCL N													
16) Park Blvd	Smyth County	0.59 <b>14</b>	00 F	98%	1%	1%	0%	0%	0%	С	0.098	F	0.633	1500	
<i></i>	To:	86-617 Mitchell Val	ley Rd N of N	Marion											
6 Park Blvd	Smyth County	1.93 <b>11</b>	00 F	98%	1%	1%	0%	0%	0%	F	0.103	F	0.513	1100	
<i>)</i>	To:	SR 348 Hungry 1	Mother State	Pk											
6) Park Blvd	Smyth County	9.43 <b>43</b>		97%	0%	1%	1%	0%	0%	С	0.116	F	0.537	450	
	т.			- ,-			,-	- / -	- / -	-					
16) (42) BF Buchanan Hwy	Smyth County	SR 42 S, Blu 0.32 <b>48</b>		97%	0%	1%	1%	0%	0%	F	0.105	F	0.542	500	
16) (42) BF Buchanan Hwy	Sillytil County	SR 42 N, Old V			U /0	1 /0	1 /0	U /0	U /0	'	0.105	'	0.542	300	
	From:	N SR 42 Old V													
16) B F Buchanan Hwy	Smyth County	2.96 14		97%	0%	1%	1%	0%	0%	F	0.124	F	0.603	150	
<i>.</i>	To:	Tazewell C	ounty Line												

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	Smy	th County L	ine				017.000				. 45151		. 4010.		—
16) B F Buchanan Hwy	Tazewell County	3.66	190	G	94%	1%	1%	4%	0%	0%	F	0.164	F	0.706	190	(
<u> </u>	To	92-601 F	Freestone Va	llev Rd												
16) B F Buchanan Hwy	Tazewell County	4.95	440	G	94%	1%	1%	4%	0%	0%	С	0.122	F	0.556	450	
,	To															
16) B F Buchanan Hwy	Tazewell County	2.77	asant Hill C	G G	94%	1%	1%	4%	0%	0%	F	0.091	F	0.629	1300	
16) BT Buchanan Twy	- Tazowon Gounty				0 + 70	1 /0		470	0 /0	0 70	•	0.001	•	0.020	1000	
D. F. Durchanan I livri	To-overly County		hompson Va		0.40/	10/	10/	40/	00/	00/		0.105		0.700	0000	_
B F Buchanan Hwy	Tazewell County	1.68	2200	G	94%	1%	1%	4%	0%	0%	F	0.105	F	0.726	2300	
Bus Bus	From:		, Bus US 46 US 19 BUS		it											_
16) (19) (460)	Tazewell County	1.11	2500	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.596	2600	
0) (19) (400)	Ter															
Bus Bus	From:	W	CL Tazewel	II .												
6) (19) (460)	Tazewell County	0.44	2500	N	98%	1%	1%	0%	0%	0%	Ν	0.091	Ν	0.611	2600	
	To:		SR 16													
Bus Bus Main St	Town of Tazewell		CL Tazewel		98%	1%	1%	0%	0%	0%	С	0.091	F	0.611	2600	
6 (19) (460) Main St	Town of Tazeweii	0.20	2500	G	90%	1 70	1 70	0%	070	0%	C	0.091	Г	0.611	2000	
Bus Bus	To: From:	ALT SR	16 Fairgrou	nds Rd			}									_
6) (19) (460) Main St	Town of Tazewell	0.81	3600	G	98%	1%	1%	0%	1%	0%	С	0.095	F	0.591	3700	
9 (19) (400)	To															
Bus Bus	From:		Church Ave													
(19) (460) Fincastle Trpk	Town of Tazewell	0.44	4200	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.510	4400	
<del>3                                    </del>	To:	,	460 BUS M		7.		_									
Tazewell Ave	Town of Tazewell	0.83	Bus US 460 4900	G Main	98%	0%	1%	0%	0%	0%	С	0.093	F	0.544	5100	
Tazewell Ave	Town of Tazewell				90 /6	0 /0	1 /0	0 /6	0 /0	0 /6	C	0.093	'	0.544	3100	
	To: From:		S 19, US 460													_
6 Tazewell Ave	Town of Tazewell (Maint: 92)	0.44	3300	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.536	3400	
	To: From:		61 Riverside azewell Ave													
Riverside Dr	Town of Tazewell	1.30	4600	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.551	4800	
16) Thiverside Di	Town or razewen				30 70	0 70	1 /0	0 70	0 70	0 70	'	0.003	'	0.551	4000	
	To: From:		16 Fairgrou		050/	40/		40/	00/	201	_		_	0.500	4700	_
6) Riverside Dr	Town of Tazewell	0.54	4500	G	95%	1%	1%	1%	3%	0%	С	0.088	F	0.539	4700	
	To: From:	NO	CL Tazewel	1												_
6) Stoney Ridge Rd	Tazewell County	2.67	3800	G	95%	1%	1%	1%	3%	0%	F	0.092	F	0.513	4000	
<u> </u>	To: From:	92-63	36 Dry Fork	Rd			$\neg$ $\vdash$									
6) Stoney Ridge Rd	Tazewell County	2.62	3000	G	94%	1%	1%	1%	4%	0%	С	0.085	F	0.542	3100	
<u>ン                                    </u>	To						<del></del> 1									
6) Stoney Ridge Rd	Tazewell County	2.55	44 Horsepen <b>2100</b>	G	95%	1%	1%	1%	3%	0%	F	0.089	F	0.555	2200	
6) Stoney Ridge Rd	Tazewell County		/irginia State		JJ /0	1 /0	1/0	1 /0	J /0	U /0	'	0.009	'	0.555	2200	
	P						<u> </u>									_
Down to LO1 N at Evit 45	Town of Marian (Maint: CC)		S Commerc									NIA			1000	
16) Ramp to I-81 N at Exit 45	Town of Marion (Maint: 86)	0.24	1000	G								NA			1000	
$\smile$	To:		I-81 N			-										

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Longth	AADT	^^	4Tiro	Due		Tru	uck		00	K	ΟV	Dir	AAWDT	
noute	Junsaiction	Length				Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
Dames to LO4 C at First 45	From:	Ramps SR 16			32B							0.100	F		0000	F
Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.13	<b>2200</b> I-81 S	F								0.123	Г		2200	Г
Movella	From:	CD 16 N	J. S Comme	amaa Ct			_									
North 16 Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.03	NA	erce st								NA			NA	
10) ************************************	To:		np SR 16 32	2B												
South	From:	SR 16 S	S, S Comme	erce St												
16 Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.04	NA									NA			NA	
$\smile$	To:	Ran	np SR 16 32	2B												
ALT	From:	US 1	9 Bus Maii	n St												
(16) Fairgrounds Rd	Town of Tazewell	0.73	2500	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.533	2600	G
ALT	To: From:	NCL Tazev	well; US 19 CL Tazewe	_	0		_									
(16) Fairgrounds Rd	Town of Tazewell	0.15	2800	G G	98%	0%	1%	0%	0%	0%	F	0.091	Ν	0.533	3000	G
$\bigcirc$	To															
ALT	From:		19 Tazewe										_	. ==.		
16 Fairgrounds Rd	Town of Tazewell	0.45	3000	G	95%	0%	1%	1%	4%	0%	С	0.086	F	0.551	3100	G
ALT	To: From:	SC	L Tazewel	11												
16 Fairgrounds Rd	Town of Tazewell	0.28	3200	G	97%	0%	1%	1%	1%	0%	С	0.086	Ν	0.551	3300	G
	To:	SR 1	6 Riverside	Dr												
	From:	North C	arolina Stat	te Line												
(17) George Washington Hwy	City of Chesapeake	3.58	12000	Α	93%	0%	0%	1%	5%	0%	С	0.099	Α	0.632	12000	Α
	To: From:	131-87	96 Ballaha	ck Rd												
(17) George Washington Hwy	City of Chesapeake	6.71	13000	G	93%	0%	0%	1%	5%	0%	F	0.089	F	0.662	14000	G
<u> </u>	To- From:	Bus US 17 Ge	eorge Wash	nington I	Hwy		$\neg$									
17 Dominion Blvd	City of Chesapeake	3.86	11000	G	95%	0%	1%	1%	3%	0%	F	0.079	F	0.606	12000	G
<u> </u>	To	SR	165 Cedar l	Rd			$\neg$									
17 Dominion Blvd	City of Chesapeake	0.94	26000	F	95%	0%	1%	1%	3%	0%	С	0.083	Α	0.682	27000	F
<u> </u>	To:	SR 166	Bainbridge	e Blvd												
17 Dominion Blvd	City of Chesapeake		27000	G	95%	0%	1%	1%	3%	0%	F	0.066	F	0.696	29000	G
$\bigcirc$	To	SR 190 (	Great Bridg	e Blvd												
17 Dominion Blvd	City of Chesapeake	0.28	40000	G	95%	0%	1%	1%	3%	0%	F	0.074	F	0.655	42000	G
$\odot$	To:	SR 168 Oa	ak Grove C	onnecto	r											
	From:		S 17 (Ramp	)					. "							- <u></u>
17) (17) Ramp	City of Chesapeake (Maint: 64)	0.30	164 (P	`	Se	e US 1	/ for di	rectional	traffic v	olume e	stima	tes for th	ıs se	gment.		
· ·	From:	I-4	164 (Ramp) I-64	)												
17 (464) Ramp	City of Virginia Beach (Maint: 64)	0.20	-		Se	e I-464	for dir	ectional t	traffic vo	olume e	stimat	es for thi	s seg	ment.		
	To: IS-00	0064-E(B)/IS-004e	64-N001B(	L)/FRO	M RT 46	4 N										

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	on Lengt	AADT	QA	4Tire	Bus				2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:		I-464				ZAXIC	OTANIC	THAI	ZITAII		1 actor		1 40101		
(17) (64)	City of Chesapeake	(Maint: 64) 4.31			S	ee I-64	for direc	tional t	raffic vo	olume es	stimat	es for thi	s seg	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	83000	F	92%	0%	1%	1%	5%	0%	F	0.089	F	0.511	82000	F
	To:		I-64													
C Pama	City of Changes also	IS-00064-E(B)/IS-0	0064-E296 <i>A</i>	A(R)/TO 1			for direc	tional t	voffic v	م مسام	stim at	aa far thi		mant		
17 64 Ramp	City of Chesapeake		00064 F20	(A/D)/FF			for direc	tional ti	ranic vo	olume es	sumai	es for thi	s seg	ment.		
	From:	3US-00017-P(U)/IS	-00064-E290 I-64	bA(R)/FR	OMRIG	4 E										
(17) George Washington Hwy	y City of Chesar	peake 0.90	26000	G	96%	0%	1%	1%	2%	0%	F	0.077	F	0.563	27000	G
(17)																-
Cassas Machinetes Hus	From	·	US 460 Mil			00/	10/	10/	00/	00/	_	0.004	_	0.004	10000	_
George Washington Hwy	y City of Chesar	peake 1.00	15000	G	96%	0%	1%	1%	2%	0%	С	0.084	F	0.634	16000	G
	To: From:		R 196 Cana	l Rd												
17 George Washington Hwy	y City of Chesar	peake 0.63	25000	G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.687	27000	G
$\smile$	To:		CL Portsmo													
~~~ a	From:		CL Chesape		000/	00/	10/	40/	00/	201	_		_	0.055	00000	_
(17) George Washington Hwy	y City of Portsm	nouth 0.15	22000	F	96%	0%	1%	1%	2%	0%	F	0.092	F	0.655	23000	F
<u>~</u>	Tæ From:	SR	239 Victory	Blvd												
17 George Washington Hw	y City of Portsm	nouth 0.42	19000	F	96%	0%	1%	1%	2%	0%	F	0.083	F	0.592	20000	F
\bigcirc	To		Derby Rd	1												
(17) George Washington Hwy	y City of Portsm	nouth 0.52	26000	G	96%	0%	1%	1%	2%	0%	F	NA			28000	G
(17) deolige Washington Tim	y City of Fortsin				0070	0 / 0	- 70	1 /0	270	0 70	•	1471			20000	G
~~~	To: From:		3540 Greenv													
(17) George Washington Hwy	y City of Portsm		23000	F	96%	0%	1%	1%	2%	0%	F	0.082	F	0.630	24000	F
<u> </u>	To:		41, Frederic													
17 Frederick Blvd	City of Portsm		eorge Wash 12000	ington H	96%	0%	1%	1%	2%	0%	F	0.087	F	0.608	13000	F
17 Frederick Blvd	Oity of Fortsii	0.70	12000	г	90 /6	0 /6	1 /0	1 /0	2/0	0 /6	'	0.007	'	0.000	13000	'
~~	Tec From:		37 Portsmou													
(17) Frederick Blvd	City of Portsm	nouth 0.09	14000	F	96%	0%	1%	1%	2%	0%	F	0.108	F	0.616	15000	F
<u> </u>	To	124-8	547 Deep Cr	eek Blvd												
17 Frederick Blvd	City of Portsm	nouth 0.53	19000	F	96%	0%	1%	1%	2%	0%	F	0.095	F	0.639	20000	F
	Too		I-264													
17 Frederick Blvd	From: City of Portsm	nouth 0.35	37000	F	93%	0%	1%	3%	2%	0%	С	0.078	F	0.51	39000	F
17) Frederick Biva	Oity of Fortsir	0.00	37000		30 70	0 70	1 70	J /0	2 /0	0 70	O	0.070	•	0.51	33000	
~~~	To: From:		SR 337 Turr	•												
17 Frederick Blvd	City of Portsn	nouth 0.51	27000	F	99%	0%	0%	0%	0%	0%	F	0.082	F	0.508	28000	F
<u> </u>	To	U	S 58 Airline	Blvd			\neg \vdash									
17 Frederick Blvd	City of Portsm	nouth 0.16	16000	F	99%	0%	0%	0%	0%	0%	F	0.078	F	0.576	17000	F
	To:		24-8758 Hig	h St												
	From:	124-8	758, Freder													
17 High St	City of Portsm	nouth 0.29	24000	F	99%	0%	0%	0%	0%	0%	F	0.078	F	0.64	25000	F
\hookrightarrow	To		Rodman Av	ve												
17 High St	From: City of Portsm	nouth 2.13	25000	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.585	27000	F
(1/) '"9" 5"		124	23000		00/0	0 /0	0 /0	0 /0	0 /0	J /0		0.000	'	0.000	2,000	•

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and interstate	Route												
Doute	luviadiation	Longth AADT (OA 4	IT:ro	Due		Tru	ck		00	K	OK	Dir	AAWDT	01
Route	Jurisdiction	Length AADT (QA 4	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
	From:	124-8525 Cedar La	ne												
17 High St	City of Portsmouth	0.93 23000	F 9	99%	0%	0%	0%	0%	0%	F	0.084	F	0.547	24000	F
\rightarrow	To	124-8528 Churchland	Dlud												
17 High St	City of Portsmouth			99%	0%	0%	0%	0%	0%	F	0.088	F	0.553	18000	
17) Tilgit Ot	Oity of Fortsmouth	0.21 17000	1 2	70 70	0 70	0 70	0 70	0 70	0 70	'	0.000	'	0.555	10000	
~~~	To:	124-8532 Tyre Neck													
17 Western Branch Blvd	City of Portsmouth			99%	0%	0%	0%	0%	0%	F	0.084	F	0.523	20000	
~	To:	ECL Chesapeake													
~~	From:	WCL Portsmouth								_		_			
17 Western Branch Blvd	City of Chesapeake	0.69 <b>19000</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.082	F	0.525	19000	(
<del></del>	To	131-8524 Churchland	Blvd												
17)	City of Chesapeake	0.56 <b>22000</b>	<b>A</b> 9	99%	0%	0%	0%	0%	0%	С	0.099	Α	0.549	23000	,
<i>**</i>	To:	ECL Suffolk													
	From:	WCL Chesapeake	e												
17 Bridge Rd	City of Suffolk	0.66 <b>21000</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.089	F	0.543	21000	(
<i>ټ</i>	Tec	LCCA, CD 1CA Western D	7												
17 Bridge Rd	City of Suffolk	I-664; SR 164 Western F 1.81 <b>33000</b>		97%	0%	0%	1%	1%	0%	F	0.09	F	0.593	35000	(
17) Bridge Rd	City of Sulloik	1.01 33000	G 5	<i>31 /</i> 6	0 /0	0 /6	1 /0	1 /0	0 /6	'	0.09		0.555	33000	`
	To- From:	133-626 Knots Neck Road; Sho													
17 Bridge Rd	City of Suffolk	1.54 <b>26000</b>	<b>G</b> 9	97%	0%	0%	1%	1%	0%	F	0.091	F	0.598	28000	(
<del>\</del>	To	133-627 Bennetts Pastu	ıra Dd			—_									
17 Bridge Rd	City of Suffolk			97%	0%	0%	1%	1%	0%	F	0.090	F	0.559	20000	(
17) Bridge Fla	Only of Guillon			<i>71 7</i> 0	0 70	0 70	1 70	1 /0	0 70	•	0.000	•	0.000	20000	`
~~~	To: From:	133-628 Crittenden													
17 Bridge Rd	City of Suffolk	1.17 15000	G 9	97%	0%	0%	1%	1%	0%	F	0.091	F	0.534	16000	(
~ <i>_</i>	To:	Isle of Wight County	Line												
~~	From:	NCL Suffolk								_		_			
17 Carrolton Blvd	Isle of Wight County	2.43 15000	G 9	97%	0%	0%	1%	1%	0%	F	0.092	F	0.518	16000	(
~	To	US 258; SR 32 Bartl	lett			\neg L									
17 (258) (32) Carrolton Blvd	Isle of Wight County			97%	0%	0%	1%	1%	0%	С	0.109	Α	0.672	30000	F
17) [250] (62)	,														
~~~	From:	FR-807 Entrance Ragged		2701	00/		10/	40/	00/		0.11		0.754	00000	-
17)(258)(32)	Isle of Wight County			97%	0%	0%	1%	1%	0%	F	0.11	F	0.754	29000	I
<del>* * *</del>	To:	SCL Newport New													
Marray Dhad	City of Navya art Navya	Isle of Wight County		270/	00/	00/	10/	10/	00/	F	0.11	F	0.754	00000	
17) (258) (32) Mercury Blvd	City of Newport News	0.22 <b>28000</b>	<b>F</b> 9	97%	0%	0%	1%	1%	0%	F	0.11	F	0.754	29000	
<del>* * *</del>	To: From:	US 60 Warwick Blv	vd			_									
17 (258) (32) Mercury Blvd	City of Newport News	0.56 <b>36000</b>	<b>F</b> 9	95%	1%	2%	1%	1%	0%	С	0.099	F	0.6	39000	- 1
	To:	US 258, SR 143 Jefferso	on Ave												
	From:	US 258 Mercury Bl													
17 (143) Jefferson Ave	City of Newport News	1.31 <b>40000</b>	<b>F</b> 9	95%	0%	2%	1%	1%	0%	С	0.091	F	0.592	42000	- 1
$\smile$	То	SR 152 Main St													
17 (143) Jefferson Ave	City of Newport News	1.69 <b>39000</b>	<b>F</b> 9	97%	1%	1%	1%	1%	0%	С	0.087	F	0.582	41000	-
17 (143) Jefferson Ave	To I			) i /0	1 /0	1 /0	1 /0	1 /0	U /o	U	0.007	'	0.562	41000	Г
	10.	SR 306 Harpersville	Kd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~ <u> </u>	From:	SR 306 Harpersville												
(17) (143) Jefferson Ave	City of Newport News	1.12 <b>47000</b>	<b>F</b> 97%	0%	0%	1%	1%	0%	F	0.083	F	0.537	50000	F
<del> </del>	To: From:	SR 312 J Clyde Morri												
17 J Clyde Morris Blvd	City of Newport News	SR 143 Jefferson A 1.28 <b>38000</b>	<b>F</b> 97%	0%	0%	1%	1%	0%	F	0.081	F	0.502	40000	F
(17) o olygo memo ziva	only of Hempore Hemo		. 07 70	0 70		1 70	170	0 70	•	0.001	·	0.002	10000	•
17 J Clyde Morris Blvd	City of Newport News	0.80 <b>38000</b>	<b>F</b> 98%	1%	0%	0%	0%	0%	F	0.082	F	0.589	41000	F
17 J Clyde Morris Blvd	City of Newport News			1 /0	0 /6	0 /6	0 /0	0 /6	'	0.002	•	0.569	41000	'
COLOR Marria Blad	To: From:	121-7034 Harpersvil		40/		00/	00/	00/		0.000		0.500	07000	
17 J Clyde Morris Blvd	City of Newport News	0.25 <b>35000</b>	<b>F</b> 98%	1%	0%	0%	0%	0%	F	0.086	F	0.586	37000	F
~~	To: From:	NCL Newport Ne												
(17) George Washington Mem Hwy	York County	1.20 <b>31000</b>	<b>F</b> 98%	1%	0%	0%	0%	0%	F	0.079	F	0.577	34000	F
<u> </u>	To: From	SR 171 Victory B	lvd											
17 George Washington Mem Hwy	York County	0.93 <b>34000</b>	<b>F</b> 98%	1%	0%	0%	0%	0%	F	0.081	F	0.580	37000	F
<u> </u>	To:	SR 134 Hampton I	Hwv		$\neg$ $\vdash$									
17 George Washington Mem Hwy	York County	2.08 <b>50000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	С	NA			54000	G
	To	99-621 Dare Rd; Graf												
17 George Washington Mem Hwy	York County	1.07 <b>34000</b>	<b>F</b> 98%	1%	0%	0%	0%	0%	F	NA			36000	F
(17) Goorge Washington Mon. 1111)	Tonk Seanly			1 /0		070	0 / 0	070	•	107			00000	•
Coorgo Washington Mam Huu	York County	SR 173 Denbigh B 1.39 <b>33000</b>	F 98%	1%	0%	0%	0%	0%	F	NA			35000	F
George Washington Mem Hwy	Tork County	1.39 33000	F 90%	1 70	0%	0%	076	0%	Г	INA			33000	Г
~~ · · · · · · · · · · · · · · · · · ·	To- From:	SR 105 Fort Eustis							_					
(17) George Washington Mem Hwy	York County	0.59 <b>32000</b>	<b>F</b> 98%	1%	0%	0%	0%	0%	F	NA			34000	F
~	To: From:	99-704 Cook Ro												
(17) George Washington Mem Hwy	York County	2.38 <b>32000</b>	<b>F</b> 98%	1%	0%	0%	0%	0%	F	0.087	F	0.644	35000	F
<u> </u>	To: From:	SR 238 Goosley I	Rd		$\neg$ $\vdash$									
17 George Washington Mem Hwy	York County	0.28 <b>25000</b>	<b>F</b> 98%	1%	0%	0%	0%	0%	F	0.093	F	0.681	27000	F
<u> </u>	To- From:	SR 90003 Colonial I	Pkwv											
17 George Washington Mem Hwy	York County	0.69 <b>31000</b>	<b>F</b> 98%	1%	0%	0%	0%	0%	F	0.098	F	0.649	33000	F
	To	99-1001 Mathew	C+											
17 George Washington Mem Hwy	York County	0.09 <b>30000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.094	F	0.726	33000	G
(17) Goodge Washington Mein Ymry	To:	Gloucester County		0 70		1 70	1 /0	070	Ŭ	0.001		0.720	00000	ŭ
	From:	York County Lir												
17 George Washington Mem Hwy	Gloucester County	1.47 <b>30000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.094	F	0.726	33000	G
<u> </u>	To: From:	36-1208 Roper R	Rd		$\neg$ $\vdash$									
17 George Washington Mem Hwy	Gloucester County	1.49 31000	<b>A</b> 98%	0%	1%	0%	1%	0%	С	0.104	Α	0.682	33000	Α
$\smile$	To:	SR 216 Guinea F	Rd											
17 George Washington Mem Hwy	Gloucester County	2.92 <b>33000</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.092	F	0.667	35000	G
3.5 3.5,	To					- / -		- / -	•		·			
17 George Washington Mem Hwy	Gloucester County	36-636 Brays Point Rd, 3.12 <b>31000</b>	G 98%	0%	1%	0%	1%	0%	F	0.093	F	0.663	33000	G
(17) George Washington Mem Hwy	Gloucester County	36-628 TC Walker		U /o	1 /0	U /o	1 /0	U /o	'	0.093	'	0.003	33000	G
		30-020 TC Walker	Nu											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AAI</b>	DT QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
~~-	From:	36-628 TC													
(17) George Washington Mem Hwy	Gloucester County	3.01 <b>270</b>	000 G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.634	29000	G
~~	To: From:	Bus US 17 Main St, So	outh of Glouce												
(17) George Washington Mem Hwy	Gloucester County	1.68 <b>190</b>	000 G	95%	1%	1%	1%	2%	0%	С	0.087	F	0.569	20000	G
<u>~</u>	To- From:	Bus US 17 Main St, No	orth of Glouce	ester CH											
(17) (14) George Washington Mem Hwy	Gloucester County	2.45 <b>150</b>	000 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.588	16000	G
<u> </u>	To: From:	36-606	Ark Rd												
(17) (14) George Washington Mem Hwy	Gloucester County	1.65 <b>130</b>	000 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.557	13000	G
$\bigcirc$	To	36-615 W	Villis Rd												
17 (14) George Washington Mem Hwy	Gloucester County	3.73 <b>110</b>	000 G	98%	0%	1%	0%	1%	0%	F	0.081	F	0.511	12000	G
$\bigcirc$	Tot	SR 14 Ac	dner Rd												
George Washington Mem Hwy	Gloucester County	4.77 660		98%	0%	1%	0%	1%	0%	F	0.080	F	0.512	7000	G
	To	SR 33, SR 19	10 Clanne Dd												
(33) George Washington Mem Hwy	Gloucester County	1.55 <b>120</b>		98%	0%	1%	0%	1%	0%	F	0.080	F	0.505	13000	G
(17) (33) 456-96 1146-1146	To:	Middlesex C				Ť		. , .		-		-			-
~~~	From:	Gloucester C	County Line												
(17) (33) Tidewater Trail	Middlesex County	0.81 120	000 G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.545	13000	G
~ ~	To: From:	Bus US 17, SR 33 Glouce	ester Rd, Sout	h of Salud	a										
(17) Tidewater Trail	Middlesex County	1.02 590	00 G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.513	6200	G
<u> </u>	To: From:	Bus US 17	School St			\neg \vdash									
17 Tidewater Trail	Middlesex County	2.79 640	00 G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.507	6800	G
<u> </u>	To	59-603 Warner Road	d; Farley Park	Road		\neg —									
17 Tidewater Trail	Middlesex County	2.38 520		98%	0%	1%	0%	1%	0%	F	0.083	F	0.510	5400	G
	To	59-602 Old V	irginia Street			—									
17 Tidewater Trail	Middlesex County	7.46 46 0		98%	0%	1%	0%	1%	0%	F	0.086	F	0.536	4900	G
(1)	To:	Essex Cou				Ť									-
~~	From:	Middlesex C													
(17) Tidewater Trail	Essex County	4.67 50 0	00 G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.609	5300	G
~	To: From:	28-684 Cer	nter Cross												
17 Tidewater Trail	Essex County	5.64 53 0	00 G	98%	0%	1%	0%	1%	0%	F	0.08	F	0.528	5600	G
<u> </u>	To	28-609 Esse	ex Mill Rd												
17 Tidewater Trail	Essex County	3.03 760	00 G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.583	8000	G
\smile	To	US 360 Br	rays Fork												
17 (360 Tappahannock Blvd	Essex County	0.20 220		94%	0%	1%	1%	4%	0%	F	0.08	F	0.533	19000	G
	To:														
(17) (360)	Town of Tappahannock (Maint:	SCL Tappa 28) 2.24 220		94%	0%	1%	1%	4%	0%	N	0.08	N	0.533	19000	N
(17) (300)				0170	0 /0	- 70	. ,0	. /0	J /0	. •	0.00	. •	0.000	.0000	. •
	Town of Tappahanack (Mainte	US 360 Tap 28) 0.62 710		0/10/	00/	10/	10/	10/	00/		0.120	٨	0.550	6300	٨
17	Town of Tappahannock (Maint:	28) 0.62 710 NCL Tapp		94%	0%	1%	1%	4%	0%	С	0.138	Α	0.552	6300	Α
		NCL Tapp	anamiock												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				Rou												
Route	Jurisdiction	l anath	AADT (ΔΑ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	
rioute	Julisalction	Lengin	AADI (GA.	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QV
	From:	NCI	_ Tappahannoc	k												
17	Essex County	y 2.53	7100	N	94%	0%	1%	1%	4%	0%	Ν	0.138	Ν	0.552	6300	Ν
\bigcirc	To:	29.70	3 Gwynnfield l	Dd												
17 Tidewater Trail	Essex County			G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.527	5000	G
17) Hoewater Hair	L33CX Oddiniy	y 0.71	3000	<u>u</u>	J+70	0 70	1 /0	1 /0	7/0	0 70		0.070		0.527	3000	G
~~~	To: From:		28-624 Caret													
17 Tidewater Trail	Essex County	y 9.35	5300	G	94%	0%	1%	1%	4%	0%	F	0.077	F	0.52	4600	G
<u> </u>	To:	28-63	5 Rose Mount	Rd			<u> </u>									
Tidewater Trail	Essex County			G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.605	4000	G
(1)	To:	,	line County Lir	ne												
	From:		ex County Line													
17 Tidewater Trail	Caroline Coun	nty 5.89	6000	F	94%	0%	1%	1%	4%	0%	F	0.078	F	0.616	5300	F
	To	TIO	201 D + D	1												
	Caroline Coun		301 Port Roya	F	94%	0%	1%	1%	4%	0%	F	0.098	F	0.593	4700	F
17)	Caroline Coun	ily 9.00	5300	г	94%	0%	1 70	1 70	470	0%	Г	0.096	Г	0.595	4700	Г
	To: From:	16-610	Pepmeier Hill	Rd												
17	Caroline Coun	nty 2.57	5600	F	94%	0%	1%	1%	4%	0%	F	0.094	F	0.531	4900	F
<u> </u>	To:	Spotsy	lvania County I	Line												
~~~	From:		line County Lir													
Mills Dr	Spotsylvania Cou	unty 1.89	5300	G	94%	0%	1%	1%	4%	0%	F	0.080	F	0.562	4700	G
<u> </u>	To:	SR	2; Bus US 17													
17 Mills Dr	Spotsylvania Cou			G	85%	1%	2%	4%	8%	0%	С	0.083	F	0.553	5100	G
(1)									-,-	-,-	_					-
/~~ B	From:	88-609 Jim Mor									_					_
(17) Mills Dr	Spotsylvania Cou	unty 3.17	12000	G	96%	0%	1%	1%	2%	0%	С	0.097	F	0.547	11000	G
<u> </u>	To:	88-771	Cosner Dr; 88-	1035												
17 Mills Dr	Spotsylvania Cou	unty 1.05	22000	G	94%	0%	1%	1%	4%	0%	F	0.077	F	0.525	19000	G
\odot	To:		Bus US 17													
	From:	Bus	US 17 Mill Ro	d												
17 Mills Dr	Spotsylvania Cou	unty 0.27	15000	G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.794	13000	G
\bigcirc	To:	US 1 Je	efferson Davis l	Hwy												
~~~ ~~~	From:	US 1	7 Poor House F													
17 1 Jefferson Davis Hwy	Spotsylvania Cou	unty 1.18	52000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.592	55000	G
$\bigcirc$	To:		I-95 N													
~~~	From:		US 1													
(17) (1) Ramp US 1, US 17 to I-95 N at Exit 126	Spotsylvania Cou	unty 0.12		G								0.09	F		18000	G
\hookrightarrow	To:		I-95 N													
~ ~	From:		efferson Davis	Hwy					•							
(17) (95)	Spotsylvania Cou	•								lume es		es for this	·			
Combined Traffic Estin	nates for 2 Parallel Ro	oadways on this Route:	116000	Α	86%	1%	1%	1%	11%	0%	F	0.085	Α	0.502	107000	Α
	To	SCI	Fredericksbur	·g			<u> </u>									
(17) (95) Ci	ity of Fredericksburg (,	0	Se	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	s seai	ment.		
(17) (30)		,											9.		107000	
Combined Traffic Estin	nates for 2 Parallel Ro	Dadways on this Rolle.	116000	Α	86%	1%	1%	1%	11%	0%	F	NA			7()/()()()	Α

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:		SR 3													
(17) (95)	City of Fredericksburg	g (Maint: 88) 2.29			S	ee I-95 f	or dire	ctional t	raffic vo	lume es	timate	es for thi	s segi	ment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	143000	Α	86%	1%	1%	1%	11%	0%	F	0.077	Α	0.514	137000	Α
	To:		fford County													
\sim	From:		L Frederick	sburg		1.05.6										
[17] [95]	Stafford Cou	,									timate	es for thi	s segi	ment.		
	Combined Traffic Estimates for 2 Parallel	-			86%	1%	1%	1%	11%	0%	F	NA			137000	Α
	10: From:		17; BUS U -95 NB, US													
17 (95) Collector Rd	Stafford Cou		-93 ND, US	17	S	ee I-95 f	or dire	ctional t	raffic vo	lume es	timate	es for thi	SSECI	ment		
(17) (93) Concetter 11d	Stanora God					00 1 00 1		otionai t	iaino vo	idilic co	iiiiai	33 101 (11)	Joegi	nont.		
~ = a	To: From:		A Ramp To I	Bus US 1		1.05.6										
17 95 Collector Rd	Stafford Cou	inty 0.30			S	ee I-95 t	or dire	ctional t	raffic vo	lume es	timate	es for thi	s segi	ment.		
	To: From:	Rai	np From US	3 17 S												
17 (95) Collector Rd	Stafford Cou	inty 0.20			S	ee I-95 f	or dire	ctional t	raffic vo	lume es	timate	es for thi	s segi	ment.		
\bigcirc	To:		B Ramp To													
~ = B	From:		it 133 N Col	llector Re		1.05.6										
(17) (95) Ramp, I-95 N to L	JS 17 N Stafford Cou	inty 0.16			S	ee I-95 f	or dire	ctional t	raffic vo	lume es	timate	es for thi	s seg	ment.		
~ ~	From:	Ť	Bus US 17 95, BUS US													
17 Warrenton Rd	Stafford Cou		37000	G	84%	1%	1%	1%	12%	1%	F	0.085	F	0.564	34000	G
17) Wallendon Ho	Stanora God				0470	1 70	1 70	1 70	1270	1 /0	•	0.000	•	0.004	04000	G
~~···	To: From:		55 Holly Cor						1001		_		_		0.1000	_
(17) Warrenton Rd	Stafford Cou	inty 2.36	23000	G	84%	1%	1%	1%	12%	1%	F	0.090	F	0.587	21000	G
	To: From:	89	9-705 Hartw	ood												
17 Warrenton Rd	Stafford Cou	inty 4.24	20000	G	84%	1%	1%	1%	12%	1%	F	0.089	F	0.588	18000	G
\bigcirc	To:		quier County													
~~ <u>-</u> .	From:		fford County				<u>.</u> .				_		_			_
(17) Marsh Rd	Fauquier Co		19000	F	84%	1%	1%	1%	12%	1%	F	0.075	F	0.531	18000	F
<u> </u>	To:		615 Goldvei 0-615 Goldv				_									
17 Marsh Rd	Fauquier Cou		15000	A	84%	1%	1%	1%	12%	1%	С	0.119	Α	0.555	14000	Α
17 Marsh Rd	r auquier cou				0470	1 /0	1 /0	1 /0	12 /0	1 /0	O	0.113		0.555	14000	
~~	To:		-634 Morris				₩,									
(17) Marsh Rd	Fauquier Cou	unty 7.51	21000	F	84%	1%	1%	1%	12%	1%	F	0.075	F	0.504	19000	F
<u> </u>	To:	S	R 28 Catlett	Rd			_									
17 Marsh Rd	Fauquier Cou	unty 3.24	19000	В	88%	0%	1%	1%	9%	0%	С	0.1	Α	0.555	19000	В
\bigcirc	Tool	TTC	5 15, US 29	Ona1												
17 (15) (29) James Mad	lison Hwy Fauquier Cou		41000	Ораі А	91%	1%	1%	1%	7%	0%	С	0.096	Α	0.592	41000	Α
[17] [15] [29] James Mad	adquier ook				0170	1 /0	1 /0	1 /0	, ,0	0 /0	J	0.000	,,	5.002	71000	,,
<u></u>	To: From:		84 Lees Rid		0451	461		4-1	7-1	061		0.675		0.0.	40000	
(17) (15) (29) James Mad	lison Hwy Fauquier Cou	unty 2.43	44000	F	91%	1%	1%	1%	7%	0%	F	0.078	F	0.64	43000	F
~ ~ ~	To: From:	BUS US 15	,17,29 South	of Warr	enton											
17 (15) (29) Eastern By	pass Fauquier Cou	unty 2.44	38000	F	91%	1%	1%	1%	7%	0%	F	0.077	F	0.595	37000	F
	To:	119 15 119	S 29 North o	f Worrar	ton											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	on Lenath	n AADT	ΩΔ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
110010	From		S 29 North of				2Axle	3+Axle	1Trail	2Trail		Factor	Q , (Factor	,,,,,,	
17	Fauquier Co		12000	N N	70%	1%	2%	2%	24%	1%	N	0.073	Ν	0.517	12000	Ν
	To:	:	SCL Warrent	ion												
17	Town of Warrenton	(Maint: 30) 1.52	12000	F	70%	1%	2%	2%	24%	1%	С	0.073	F	0.517	12000	F
	To:		NCL Warrent								_					
17)	Fauquier Co	unty 0.32	14000 Bus US 17	G	87%	1%	1%	1%	10%	0%	F	0.073	N	0.517	14000	G
	From:	Urban Bou	ndary; FR-10		et Dr											
17 James Madison Hwy	Fauquier Co	unty 1.59	21000	F	87%	1%	1%	1%	10%	0%	F	0.078	F	0.511	21000	F
~	To: From:		-628 Blantyro													
17 James Madison Hwy	Fauquier Co	unty 5.52	18000	Α	87%	1%	1%	1%	10%	0%	С	0.111	Α	0.507	18000	Α
Wineheater Dd	To:		245 Old Tave		070/	10/	10/	10/	100/	00/	F	0.070		0.501	17000	
Winchester Rd	Fauquier Co		17000	F	87%	1%	1%	1%	10%	0%	г	0.072	F	0.521	17000	F
Winshoster Pd	Four Co		0-709 Belvoir	r Rd F	87%	10/	1%	10/	100/	0%	F	0.073	F	0.538	17000	F
17 Winchester Rd	Fauquier Co		17000 -66; BUS US		07 76	1%	1 70	1%	10%	0%	Г	0.073	Г	0.556	17000	Г
~~ ~~	From:		Bus US 17	'												
17) (17) Ramp	Fauquier Co		6700	Α								0.195	Α		6400	Α
	From:	I-66-W FROM R'	F 17 & 17 BU S 17; BUS U		ORTH & S	S										
17) (66)	Fauquier Co		,		Se	ee I-66	for direc	tional ti	raffic vo	lume es	timate	es for this	segi	ment.		
\sim	Combined Traffic Estimates for 2 Parallel			G	92%	1%	1%	0%	6%	0%	F	NA			44000	G
	To:	ВІ	US US 17, SI													
17) (66) (55)	Fauquier Co	untv 3.42	Gap in US 1	. /	Se	ee I-66	for direc	tional ti	raffic vo	lume es	timate	es for this	seai	ment.		
17) (66) (55)	Combined Traffic Estimates for 2 Parallel	•	: 45000	Α	92%	1%	1%	0%	6%	0%		0.102	_		43000	Α
	Tax	,	I-66													
17) (66) Ramp	Fauquier Co	unty 0.25	100		Se	ee I-66	for direc	tional ti	raffic vo	lume es	timate	es for this	segi	ment.		
	To:		US 17													
17 (55) Winchester Rd	Fauquier Co	unty 0.64	I-66 8400	F	94%	1%	1%	1%	4%	0%	F	0.080	F	0.596	8400	F
17 (55) Winchester Rd	Combined Traffic Estimates for 2 Parallel	•		F	34 /0	1 /0	1 /0	1 /0	4 /0	0 /6	•	NA	'	0.530	NA	•
	To To		South of De													
17 Winchester Rd	From: Fauquier Co		6700	F	82%	1%	5%	1%	11%	0%	С	0.082	F	0.615	6700	F
<u>::)</u>	To		30-710 Carr I	Rd												
17 Winchester Rd	Fauquier Co		7300	F	94%	1%	1%	1%	4%	0%	С	0.089	F	0.610	7300	F
~			US 50 Paris	s												
17 (50) John S Mosby Hwy	y Fauquier County (Maint: 53) 1.11	11000	G	96%	1%	1%	1%	2%	0%	С	0.099	F	0.756	12000	G
	To:	Cl	arke County	Line												
\bigcirc	m and a second a second and a second a second and a second a second and a second and a second a second a second a second a second and a															
17 \ \(\frac{50}{17} \) John S Mosby Hwy	y Clarke Cou		quier County	Line G	95%	1%	1%	1%	3%	0%	F	0.099	F	0.718	13000	G

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Raute Surficience Carry Surficience				ale noi				Trı	ıck			K		Dir			
12 12 12 12 13 13 13 13	Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
To So Millwood Pike Clarke County 1.97 12000 G 65% 1% 1% 1% 3% 0% C 0.1 F 0.712 13000 G		From:	21-723	East of Mil	llwood			27100	OTTINIC	TTTUI	ZIII		1 40101		1 40101		
Signature Sign	17 50 Millwood Pike	Clarke County				95%	1%	1%	1%	3%	0%	С	0.1	F	0.712	13000	G
17 Sol Millwood Pike Clarke County 2.83 12000 G 95% 1% 1% 1% 1% 2% 0% C 0.094 F 0.727 13000 G		To		CD 255													
18 Substant of Boyce	Millwood Pike		2.83		G	95%	1%	1%	1%	2%	0%	С	0 094	F	0.727	13000	G
	(17) (30)	Signic Scarty				0070	1 /0		1 70	_,0	070	Ü	0.001	•	0.727	10000	G
Productic County Line Claste County Line Claste County 17 500 Millwood Pike Frederick County 2.72 12000 G 95% 1% 1% 2% 0% F 0.085 F 0.646 12000 G		From:				0.40/	40/		40/	00/	00/	_	0.004		0.704	44000	
Cluide County 1.7 1.7000 G 95% 1% 1% 1% 2% 0% F 0.85 F 0.646 12000 G	17 50 Millwood Pike	Clarke County				94%	1%	1%	1%	3%	0%	C	0.094	F	0.701	11000	G
17 So		From:															
17 50 522 Millwood Pike Frederick County 2.71 17000 G 95% 1% 1% 1% 2% 0% C 0.093 F 0.625 17000 G	Millwood Pike	Frederick County				95%	1%	1%	1%	2%	0%	F	0.085	F	0.646	12000	G
177 550 Millwood Pike Frederick County 2.71 17000 G 95% 1% 1% 1% 2% 0% C 0.093 F 0.625 17000 G	(17) (30)						.,,		. 70	_,,	0 / 0	•	0.000	•	0.0.0	000	O .
17 So So Milwood Pike Frederick County 0.16 39000 C 95% 1% 1% 1% 2% 0% F 0.08 F 0.563 42000 G 17 18 18 18 18 18 18 18	Million and Diller					050/	10/	10/	10/	00/	00/		0.000	_	0.005	17000	
Try So So22 Millwood Pike Frederick County 0.16 39000 G 95% 1% 1% 1% 2% 0% F 0.08 F 0.563 42000 G	17 50 Millwood Pike	Frederick County	2./1	17000	G	95%	1%	1%	1%	2%	0%	C	0.093	г	0.625	17000	G
To So So So So So So So		To: From:	US 522	2 Front Roy	al Pike												
181 182 183 184 185	17 50 522 Millwood Pike	Frederick County	0.16	39000	G	95%	1%	1%	1%	2%	0%	F	0.08	F	0.563	42000	G
17 50 522 Millwood Ave City of Winchester 0.09 26000 N 98% 0% 1% 0% N 0.088 N 0.639 28000 N N 1% 0% N 0.088 N 0.639 28000 N N 1% 0% N 0.088 N 0.639 28000 N N 1% 0% N 0.088 N 0.639 28000 N N 0.639 28000 N N 0.639 28000 N N 0.639 28000 N 0.639 28000 N 0.639 28000 N 0.639 28000 N 0.639 0.		To:	EC		ter												
10	Million and Assa		0.00			000/	00/	10/	00/	10/	00/	N.I	0.000	N.I	0.000	00000	N.
17 50 522 Jubal Early Dr City of Winchester 0.06 2600 G 98% 0% 1% 0% C 0.088 F 0.639 2800 G No. No	17 50 522 Millwood Ave	City of Winchester				98%	0%	1%	0%	1%	0%	IN	0.088	IN	0.639	28000	IN
City of Winchester 0.06 26000 G 98% 0% 1% 0% 1% 0% 0% 0.088 F 0.639 28000 G Apple Blossom Dr	<u> </u>	From:															
Apple Blossom Dr	(17) (50) (522) Jubal Early Dr	City of Winchester				98%	0%	1%	0%	1%	0%	С	0.088	F	0.639	28000	G
17 50 522 Apple Blossom Dr City of Winchester 0.05 11000 G 98% 0% 1% 0% 1% 0% F 0.089 F 0.87 11000 G 110000 G 11000 G 110000 G 11000	17) (30) (322) - 300 - 300 - 300	To:							- , -			_					-
17 17 18 18 18 19 19 19 19 19		From:															
17 17 18 18 18 19 19 19 19 19	17 50 522 Apple Blossom Dr	City of Winchester	0.05	11000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.87	11000	G
17 50 522 Millwood Ave City of Winchester 0.75 13000 G 97% 0% 2% 0% 1% 0% C 0.085 F 0.563 14000 G		To:															
To US 11 Cameron St US 17-S034A TO ROUTE US 17-S034A TO ROUTE To US 17-S034A TO ROUTE To US 17-S034A TO ROUTE To US 17 Winchester Rd US 17 TO 1-64 WEST US 17	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:					00/		00/	40/	00/	_	0.005	_	0.500	4 4000	
Total Control Contro	17 \ 50 \ 522 \ Millwood Ave	-				97%	0%	2%	0%	1%	0%	C	0.085	F	0.563	14000	G
City of Suffolk (Maint: 61) 0.13 13000 G 0.091 F 13000 G		10.															
To	~~~ -	From:												_			_
Total S Tota	(17) Ramp	City of Suffolk (Maint: 61)											0.091	F		13000	G
Fauquier County 0.15 1100 A 0.165 A 1100 A		10:	I-664-E	FROM RO	UTE 17												
Tec	~~	From:															
Total US 17 Winchester Rd US 17 Winche	(17) Ramp	Fauquier County	0.15		Α								0.165	Α		1100	Α
Fauquier County	<u> </u>	To:		I-66 East													
North	~~	From:	US 1	7 Wincheste	er Rd												
North	(17) Ramp	Fauquier County			Α								0.195	Α		6400	Α
City of Chesapeake (Maint: 64)	<u> </u>	To:		I-66 West													
To I-64-W FROM US 17 NORTH	North																
Tot	(17) Ramp	City of Chesapeake (Maint: 64	0.17	NA									NA			NA	
US 17 1-04-E290B PROWLD 04 EAST	<u> </u>																
17 Ramp City of Chesapeake (Maint: 64) 0.17 NA NA NA NA	North	From:	US 17 I-64-E2	96B FROM	1 IS 64 I	EAST											
	17 Ramp	City of Chesapeake (Maint: 64) 0.17	NA									NA			NA	
Tα I-64-E FROM US 17 NORTH	$\overline{}$	Tα:	I-64-E FR	OM US 17	NORTI	ł											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Jurisdiction	Longth AADT OA ATiro Bug	TruckAxle 3+Axle 1Trail	QC QK	Dir Ctor AAWDT QW
City of Chesapeake (Maint: 64)	US 17 TO RT 168 SOUTH 0.16 NA I-64-W291B FROM RT 17 NORTH	<u> </u>	NA	NA
The state of the s]	NA	NA
City of Chesapeake (Maint: 64)		_	NA	NA
City of Chesapeake (Maint: 64)			0.092 F	27000 G
City of Chesapeake (Maint: 64)	US 17 Dominion Blvd 0.30 2600 G 95% 0% I-464 North		F NA	2700 G
City of Portsmouth (Maint: 64)	US 17 TO ROUTE 264 EAST 0.07 NA 264-E FROM ROUTE 17 NORTH-FREDRICK BL]	NA	NA
City of Portsmouth (Maint: 64)	US 17 TO ROUTE 264 WEST 0.14 1200 G 64-W FROM ROUTE 17 NORTH00- FREDERICK]	0.112 F	1200 G
City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 EASTSOUTH 0.03 4900 G US 17-S034A TO ROUTE]	0.092 F	4900 G
City of Newport News (Maint: 99	US 17 J Clyde Morris Blvd 0.16 13000 F I-64-E		0.1 F	13000 F
Stafford County To:	US 17 Warrenton Rd 0.23 1800 G 93% 1% I-95 South		C 0.122 F	1600 G
City of Chesapeake (Maint: 64)	US 17 TO I-64 WEST 0.19 NA I-64-W FROM US 17 SOUTH]	NA	NA
City of Chesapeake (Maint: 64)	US 17 0.29 1200 G 95% 0% I-64 East		F NA	1300 G
City of Portsmouth (Maint: 64)	US 17 TO ROUTE 264 0.33 NA 264-E FROM ROUTE 17 SOUTH-FREDERICK B		NA	NA
	111 TREBERICK B			
	City of Chesapeake (Maint: 64) From City of Chesapeake (Maint: 64) To From City of Portsmouth (Maint: 64) To City of Portsmouth (Maint: 64) To From City of Suffolk (Maint: 61) To From City of Newport News (Maint: 99 To From City of Chesapeake (Maint: 64) To From City of Newport News (Maint: 99 To From City of Chesapeake (Maint: 64) City of Chesapeake (Maint: 64) 0.16 NA	City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64)	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate houtes											
Route	Jurisdiction	Length AADT QA 4Tire	Bus		Truc			QC	K	QK	Dir	AAWDT	QW
				2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		۵
South	From:	US 17 TO ROUTE 664 EASTSOUTH								_			_
(17) Ramp	City of Suffolk (Maint: 61)	0.05 7800 G							0.092	F		7800	G
<u> </u>	To:	US 17-N034A US 17- 34A TO ROUTE											
South	From:	US 17 J Clyde Morris Blvd											
17 Ramp	City of Newport News (Maint: 99)	0.26 5800 F		<u>.</u>					0.099	F		5800	F
	To:	I-64-E											
South	From:	US 17 J Clyde Morris Blvd											
17 Ramp	City of Newport News (Maint: 99)								0.099	F		2100	F
(17) Tump	To:	I-64-W							0.000			2100	•
South	From:	US 17 Warrenton Rd						_		_			_
(17) Ramp	Stafford County	0.22 6200 G 90%	1%	2%	2%	5%	0%	С	0.095	F		5700	G
	To:	I-95 Collector Rd											
South	From:	US 17 Warrenton Rd											
17 Ramp	Stafford County	0.29 22000 G 85%	1%	1%	1%	11%	0%	С	0.094	F		20000	G
\bigcirc	To:	I-95 South											
South	From:	2US 17-P US 17-S225B TO I- 66 EAS		Ī									
(17) (55) Ramp	Fauquier County	0.36 3800 F							NA			3800	F
(17) (55) Hamp	To:	I-66-E FROM RT US 17 SOUTH							1471			0000	•
South	From:	2US 17-P US 17-S225A TO RT 66 EAS								_			_
(17) Ramp	Fauquier County	0.13 4100 F							0.092	F		4100	F
<u> </u>	To:	I-66-W FROM RT 17 SOUTH											
ALT	From:	US 17 Mills Dr											
17 Latitude St	Spotsylvania County	0.09 1700 G 92%	0%	1%	3%	3%	0%	F	0.096	F	0.599	1800	G
\bigcirc	To:	Bus US 17 Mill Rd											
Bus	From:	NCL Fredericksburg											
17 1 Jefferson Davis Hwy	Stafford County	0.35 31000 G 98%	0%	1%	0%	1%	0%	С	0.086	F	0.564	33000	G
(17) (1) Generating Pavis 11my	To:	US 1 SR 212 Falmouth	0 70		0 70	1 /0	0 /0	•	0.000		0.004	00000	ď
Bus	From:	US 1 Jefferson Davis Hwy; SR 212											
(17) Warrenton Rd	Stafford County	1.65 29000 G 96%	0%	1%	1%	1%	0%	С	0.083	F	0.619	31000	G
	To:	I-95, US 17					-,-	-					-
	From:	·											
Bus		BUS US 17 0.28 5300 G 95%	10/	10/	10/	00/	00/	_	0.070	_		FC00	_
(17) Ramp	Stafford County		1%	1%	1%	2%	0%	С	0.073	F		5600	G
	10.	I-95 Collector Rd											
Bus	From:	US 17 Mills Dr; SR 2 Sandy Lane Dr											
17 (2) Tidewater Trail	Spotsylvania County	3.56 6800 G 92%	0%	1%	3%	3%	0%	С	0.085	F	0.628	7000	G
\smile	To	88-1310 Church St											
Bus	From:												
17 2 Tidewater Trail	Spotsylvania County	0.97 20000 G 92%	0%	1%	3%	3%	0%	F	0.081	F	0.527	22000	G
	Tα	ECL Fredericksburg		<u> </u>									
Bus	From:	-						_		_			-
(17) (2) Dixon St	City of Fredericksburg	0.55 23000 G 94%	1%	1%	1%	3%	0%	С	0.086	F	0.604	24000	G
\sim \sim	То:	Ramp from Rte. 3 Connector											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary at						Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	-	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From	Ramp fro	om Rte. 3 C	onnector												
17 2 Dixon St	City of Frederic	cksburg 0.26	10000	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.650	11000	G
\sim		x r	Charles St													
Bus (17) (2) Dixon St	City of Frederic	cksburg 0.06	5100	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.612	5400	G
(17) (2) 5 1/1011 61	Combined Traffic Estimates for 2 Parallel	O .	8000	G	98%	1%	1%	0%	0%	0%	F	NA	·	0.012	8500	G
	To To					. , ,		0 70	0 70	0,0	•				0000	
Bus	From		ncess Anne													
17 (2) Dixon St	City of Frederic		2700	G	98%	0%	1%	0%	0%	0%	С	0.081	F		2900	G
~ ~	Combined Traffic Estimates for 2 Parallel		5500	G	97%	1%	2%	0%	0%	0%	С	NA			6000	G
Bus	From		Caroline St Dixon Stree													
17 2 Caroline St	City of Frederic		3200	G	97%	1%	2%	0%	0%	0%	С	0.086	F		3400	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6000	G	97%	1%	2%	0%	0%	0%	С	NA			6500	G
	To	La	yfayette Bl	vd			<u> </u>									
Bus Bus Caroline St	City of Frederic		5000	G	99%	0%	1%	0%	0%	0%	F	NA			5400	G
17 1 2 Caroline St	Combined Traffic Estimates for 2 Parallel	•		G	98%	1%	1%	0%	0%	0%	F	NA			12000	G
	Combined Traine Estimates for 2 Taraner	i e			30 /0	1 /0	170	0 78	0 /0	0 70	•	INA			12000	ч
Bus Bus	From	Bus	SR 3 Willia	ım St												
$\{17\}$ $\{1\}$ Caroline St	City of Frederic	•	6700	G	99%	0%	1%	0%	0%	0%	С	0.092	F		7100	G
\hookrightarrow \hookrightarrow	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.528	15000	G
Bus Bus	From		Herndon St Caroline St													
17 1 Herndon St	City of Frederic		4400	G	99%	0%	1%	0%	0%	0%	F	NA			4800	G
	То		Par Prince	ss Anne	St											
Bus Bus	From		S 1 Par Her													
[17] [1] Princess Anne St	City of Frederic		9800	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.674	10000	G
Bus	From		erson Davis 1 Princess A		~											
17 1 Jefferson Davis Bl	lvd City of Frederic		31000	N	98%	0%	1%	0%	1%	0%	Ν	0.086	Ν	0.564	33000	Ν
	To	» NCI	Fredericks	burg												
Bus	From	r I	Dixon Stree	t												
Princess Anne St	City of Frederic	cksburg 0.26	2800	G	96%	1%	2%	0%	0%	0%	С	NA			3100	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6000	G	97%	1%	2%	0%	0%	0%	С	NA			6500	G
Dura Dura		Bus US 1, B	us <u>US</u> 17 L:	afayette :	Blvd											
Bus Bus Princess An	ne St City of Frederic		6500	G	97%	1%	1%	0%	0%	0%	F	0.089	F		6900	G
Princess An	Combined Traffic Estimates for 2 Parallel	•		G	98%	1%	1%	0%	0%	0%	F	NA	'		12000	G
	Combined Traine Estimates for 21 arailer	1			JU /0	1 /0	1 /0	0 /0	0 /0	0 /0	•	INA			12000	u
Bus Bus	From		SR 3 Willia													
(17) (1) Princess Anne St	City of Frederic	•	7600	G	97%	1%	1%	0%	0%	0%	С	0.092	F		8100	G
· ·	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.528	15000	G
	То	Bus U	JS 1 Hernd	on St												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA ·	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	I-66, US 17													
17 Winchester Rd	Fauquier County	0.71 6500	F	97%	0%	1%	1%	1%	0%	С	0.087	F	0.541	6600	F
<u> </u>	To:	SR 55 Main St, M													
Bus	From:	30-710; Winches		050/	00/	10/	10/	00/	00/	_	0.004	_	0.010	E400	_
17 (55) John Marshal Hwy	Fauquier County	0.71 5000	F	95%	0%	1%	1%	2%	0%	F	0.091	F	0.618	5100	F
Bus	To: From:	FR-185 Grove	Ln												
(17) (55) Free State Rd	Fauquier County	0.14 5000	N	95%	0%	1%	1%	2%	0%	Ν	0.091	Ν	0.618	5100	Ν
(17) (33) 1100 011110 1110	To:	I-66, US 17 North of					.,.	_,,	-,-						
Bus	From:	SR 55 I-66-W027A FROM		T 66											
(17) (55) (55) Ramp	Fauquier County	0.17 660	F								0.138	F		660	F
\bigcirc	To:	I-66-W FROM RT 55 EA	AST & WE	EST											
Bus	From:	US 17 George Washington Mem	Hwy Sout	h of Salu	ıda										
(17) (33) Gloucester Rd	Middlesex County	0.80 6500	G	95%	1%	1%	1%	3%	0%	С	0.083	F	0.514	6700	G
	To:	SR 33 Puller Hwy,	Saluda												
Bus	From:	SR 33 Puller H													
(17) School Rd	Middlesex County	0.83 3800		95%	1%	1%	1%	3%	0%	F	0.105	F	0.536	3800	G
<u> </u>	To:	US 17 George Washington Mem	Hwy Wes	st of Salu	da										
Bus	From:	US 17 South of Glo													
17 Main St	Gloucester County	1.20 21000	G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.610	22000	G
\bigcirc	To:	SR 3, SR 14 John Clayto		wy											
Bus Main Ca	Prom:	SR 3 John Clayton N		000/	00/	10/	00/	00/	00/	_	0.007	F	0.504	11000	_
17 (14) Main St	Gloucester County	0.71 10000		98%	0%	1%	0%	0%	0%	С	0.087	г	0.524	11000	G
Bus	From:	36-1007 Cary 2 36-1007	Ave												
17 (14) Main St	Gloucester County	0.56 6600	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.515	6700	G
17) (14)	To:	US 17 North of Glou							-,-	_					-
Bus Bus Bus	From:	US 15 US 17 U				i									
17 (15) (29) James Madison Hwy	Fauguier County	0.55 11000		98%	1%	1%	0%	1%	0%	С	0.102	Α	0.624	11000	Α
(17) (13) (29) barries interior 1111,	r dadaler deality			0070	1 /0		070	1 /0	0 70	Ū	0.102	,,	0.02	11000	,,
Bus Bus Bus	From:	SCL Warrent	on												
17 (15) (29) James Madison Hwy	Town of Warrenton	0.34 11000	N	98%	1%	1%	0%	1%	0%	Ν	0.102	Ν	0.624	11000	Ν
\bigcirc	To:	Bus US 15													
Bus Bus	From:	Bus US 15 Falmo								_		_			_
(17) (29) East Shirley Ave	Town of Warrenton	0.96 12000	F	98%	0%	1%	0%	0%	0%	С	0.085	F	0.504	13000	F
Due Due	To: From:	Culpeper St	t												
Bus Bus 17 29 West Shirley Ave	Town of Warrenton	0.80 18000		98%	0%	1%	0%	0%	0%	С	0.084	F	0.51	19000	F
(17) (29) West Shirley Ave				JU /0	U /o	1 /0	U /o	U /o	U /o	U	0.004	'	0.51	19000	1
Bus Bus	To: From:	Bus US 211 Wate	erloo St												
17 (29) (211) Broadview Ave	Town of Warrenton	0.86 33000	F	98%	0%	1%	0%	0%	0%	С	0.08	F	0.584	34000	F
	To	Bus US 29 Lee	Ции												
Bus	From:						_		_						
17 Broadview Ave	Town of Warrenton	0.57 10000		99%	0%	1%	0%	0%	0%	С	0.093	F	0.562	11000	F
<u>~</u>	To:	NCL Warrent	on												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Б	1			-	T	ruck		00	K	014	Dir	A A14/5-T	
Route	Jurisdiction	Length AADT	QA 41 ire	Bus	2Axle 3+Axl			QC	Factor	QK	Factor	AAWDT	Q
Bus	From:	NCL Warrenton						_		_			
17 Broadview Ave	Fauquier County		F 99%	0%	<u>1</u> % 0%	0%	0%	F	0.101	F	0.507	11000	
~	To:	US 17 James Madison	Hwy										
Bus	From:	US 17 Dominion Bl											
17 George Washington Hwy	City of Chesapeake	4.07 4300	G 93%	0%	0% 1%	5%	0%	F	0.109	F	0.75	4300	
Bus	To: From:	SR 165 Cedar Rd											
17 George Washington Hwy	City of Chesapeake	1.19 24000	G 93%	0%	0% 1%	5%	0%	F	0.073	F	0.556	24000	(
<u> </u>	To:	I-64											
Bus	From:	US 17 Mills Dr											
17) Mill Rd	Spotsylvania County		G						0.085	F	0.905	12000	
<i></i>	To:	US 1 Jefferson Davis	Hwy										
	From:	SR 311 Paint Banl	k										
18) Potts Creek Rd	Craig County		G 92%	0%	0% 4%	4%	0%	F	0.126	F	0.793	240	
<u> </u>	To:	Alleghany County L	ine										
	From:	Craig County Line								_			
18) Potts Creek Rd	Alleghany County	0.43 210	G 92%	0%	0% 4%	4%	0%	С	0.089	F	0.524	220	
<u> </u>	To: From:	03-607 Potts Creek	k										
18) Potts Creek Rd	Alleghany County		G 92%	0%	<u>0</u> % 4%	4%	0%	F	0.109	F	0.531	260	
\mathcal{L}	To: From:	03-608 Wolfe Roa											
Datta Crack Dd		03-608 Wolfe Rd		10/	10/ 00/	10/	00/	_	0.001	F	0.544	1200	
Potts Creek Rd	Alleghany County	7.93 1200	G 96%	1%	1% 2%	1%	0%	F	0.091	Г	0.544	1300	
	To: From:	03-614 Near Arrit											
18) Potts Creek Rd	Alleghany County		G 96%	1%	<u>1</u> % 2%	1%	0%	С	0.1	F	0.627	1500	
<u> </u>	To: From:	03-657 Pitzer Ridge R 03-657 Pitzer Ridge											
18) Potts Creek Rd	Alleghany County		G 96%	1%	1% 2%	1%	0%	F	0.098	F	0.722	1900	
18) I olio orock ila	Allegharry County		u 0070	1 70	170 Z70	170	0 /0	•	0.000	•	0.722	1000	
Lord Sam Malland	From	SCL Covington	0 070/	00/	10/ 10/	40/	00/	_	0.405	_	0.570	0000	
18 Indian Valley	City of Covington	0.37 3700	G 97%	0%	1% 1%	1%	0%	С	0.125	F	0.570	3900	
	To: From:	S Pitzer Ridge											
18) S Carpenter Dr	City of Covington		G 98%	1%	<u>0</u> % 1%	0%	0%	С	0.102	F	0.627	5500	
<u> </u>	To:	Gordon Street											
18 S Carpenter Dr	City of Covington	East Gordon Stree 0.31 5800		1%	_ 0% 1%	0%	0%	F	0.098	F	0.627	6200	
S Carpenter Dr	City of Covington	Edgemont Drive	G 98%	1 70	0% 1%	0%	0%	Г	0.096	Г	0.027	6200	
	From:	Duyant Road Ext											
18 Carpenter Dr	City of Covington	•	G 96%	1%	1% 1%	2%	0%	С	0.092	F	0.629	4900	
.9	To:	US 220 Madison S											
	From:	State St; Tennessee Stat	te Line										
19 (381) (421) Commonwealth Ave	City of Bristol		N 95%	1%	1% 1%	3%	0%	Ν	0.085	Ν	0.521	16000	
15) (65) (42)					─ 1								
19 (381) (421) Commonwealth Ave	City of Bristol	US 421 Goode St 0.16 15000	F 95%	1%	1% 1%	3%	0%	F	0.085	F	0.521	16000	

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Commonwealth Aug	From:	SR 113 Cumberl		000/	00/	10/	00/	00/	00/	_	0.007	_	0.500	10000	
9 381 421 Commonwealth Ave	City of Bristol	0.16 17000	F	96%	0%	1%	0%	2%	0%	F	0.087	F	0.529	18000	
~ Commence like Acce	From	SR 133 Par Syca		000/	00/		00/	00/	00/		0.000	_	0.540	10000	
9 381 421 Commonwealth Ave	City of Bristol	0.19 18000	F	96%	0%	1%	0%	2%	0%	F	0.088	F	0.542	19000	
	From:	US 11 Euclid SR 381 Commonw		;											
Euclid Ave	City of Bristol	0.48 7700	F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.534	8200	
	To	Piedmont A	ve			<u> </u>									
9\ \(\begin{align*}\) Euclid Ave	City of Bristol	0.56 5900	F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.552	6300	
9) (1)	To														
9 11 Lee Highway	City of Bristol	0.48 Moore S	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.504	13000	
9) (11) 200	5.ty 6. 2.16te.				0,0		0 / 0	0,0	0,0	•	0.00	•	0.00	.0000	
9 (11) Lee Highway	City of Bristol	Valley D. 1.26 12000	r F	98%	0%	0%	0%	1%	0%	С	0.09	F	0.502	13000	
9) (11) Lee Highway	Tr.	I-81		90 /6	0 /6		0 /6	1 /0	0 /6	U	0.09	'	0.502	13000	
	From:	End State Main	enance												
9 (11) Lee Highway	City of Bristol	1.36 14000	F	98%	0%	0%	0%	1%	0%	F	0.086	F	0.507	15000	
	Toc	Bonham R	d												
9) (11) Lee Highway	City of Bristol	0.51 17000	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.559	18000	
	To	Old Airport	D.d												
9 (11) Lee Highway	City of Bristol	0.68 15000	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.518	15000	
9) (11) 200ga)					0,0		0 / 0	. , 0	0,0	•	0.00.	•	0.0.0	.0000	
9\ (11) Lee Highway	Washington County	NCL Brist 2.83 9100	A A	98%	0%	0%	0%	1%	0%	С	0.118	Α	0.571	9400	
9) (11) Lee Highway	vvasnington oddity				0 70	0 70	0 70	1 /0	0 70	O	0.110	^	0.57 1	3400	
~ Control of the cont	From	95-1717 Wash Co I			00/		00/	40/	00/	_	0.000	_	0.574	0000	
9) (11) Lee Highway	Washington County	0.80 7800	F	98%	0%	0%	0%	1%	0%	F	0.098	F	0.571	8000	
~ ~	To: From:	95-869 Asto													
9) (11) Lee Highway	Washington County	1.28 9300	F	95%	1%	1%	2%	2%	0%	С	0.104	F	0.644	9600	
	To: From:	95-611 Dive	r Rd												
9 (11) Lee Highway	Washington County	1.72 6800	F	96%	0%	2%	1%	1%	0%	С	0.101	F	0.575	7100	
	To: From:	WCL Abing	don			\neg \vdash									
9) (11) Main St	Town of Abingdon	0.55 8100	F	97%	0%	1%	1%	2%	0%	С	0.093	F	0.631	8300	
	Tα	SR 140 Jonesbo	oro Rd												
9) (11) Main St	Town of Abingdon	0.43 23000	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.535	24000	
	Tec	Colonial R	d												
O 11 Main St	Town of Abingdon	0.47 22000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.507	23000	
, (11) man or	To:	US 11 Mair		0070	0 70		0 70	070	070	•	0.000	·	0.007	20000	
_	From:	US 11 Main St; I	ee Hwy												
Porterfield Hwy	Town of Abingdon	0.45 15000	F	92%	1%	1%	1%	5%	0%	С	0.089	F	0.528	16000	
~	To	Alt US 58	3												
ALT 9 58 Porterfield Rd	Town of Abingdon	0.21 21000	F	94%	0%	1%	1%	4%	0%	F	0.091	F	0.56	22000	
9) (58) Porterfield Rd	Town of Abingdon	NCL Abing		J4 70	U-70	1 70	1 /0	4 /0	U-70	Г	0.091	1-	0.30	22000	

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	NCL Abingdo	on												
19 58 Porterfield Hwy	Washington County	3.79 17000	F	94%	0%	1%	1%	4%	0%	F	0.094	F	0.546	19000	F
<u> </u>	To: From:	95-700 Rich Valle	ey Rd												
ALT (19) (58) Porterfield Hwy	Washington County	3.03 15000	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.558	16000	F
(19) (58) Porterfield Hwy	· · · · · · · · · · · · · · · · · · ·			0 + 70	0 70		1 /0	470	0 70	•	0.000	•	0.000	10000	•
ALT	From:	95-802 Mendota	a Rd												
19 58 Porterfield Hwy	Washington County	3.25 14000	F	94%	0%	1%	1%	4%	0%	F	0.09	F	0.533	15000	F
ALT	To:	Russell County Washington Count													
(19) (58)	Russell County	1.98 15000	G Line	94%	0%	1%	1%	4%	0%	F	0.092	F	0.519	16000	G
19 (38)	radoon odaniy			0170	0 70		1 70	170	0 70	•	0.002	•	0.010	10000	Ğ
	Russell County	Alt US 58 Hanso 3.44 12000	nville G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.508	13000	G
(19)	nussell County		G	34 /0	0 /6	1 /0	1 /0	4 /0	0 /6	•	0.032	'	0.500	13000	G
~~	To: From:	83-841		0.40/	00/		10/	40/	00/		0.004		0.000	10000	
19 19 19	Russell County	2.19 12000	G	94%	0%	1%	1%	4%	0%	F	0.084	F	0.662	13000	G
~~	To: From:	WCL Lebano													
[19]	Town of Lebanon (Maint: 83)	0.15 12000	N	94%	0%	1%	1%	4%	0%	N	0.084	N	0.662	13000	Ν
	To: From:	W Mid CL Leba	anon												
19 Harry Carter Stuart Hwy	Russell County	1.15 13000	G	94%	0%	1%	1%	4%	0%	F	0.087	F	0.612	14000	G
<u> </u>	To	E Mid CL Leba	non			<u> </u>									
19	Town of Lebanon (Maint: 83)	0.76 13000	N	94%	0%	1%	1%	4%	0%	Ν	0.087	Ν	0.612	14000	Ν
	To	252- 654 Pittstor	n Rd												
19	Town of Lebanon (Maint: 83)	1.65 11000	G	93%	0%	1%	1%	4%	0%	С	0.081	F	0.592	11000	G
	To	ECL Lebano	n												
19 Trail of the Lonesome Pine	Russell County	4.76 12000	G	94%	0%	1%	1%	4%	0%	F	0.082	F	0.547	13000	G
	To														
(I) (II)	Russell County	SR 80 Hayters G: 2.57 12000	ар Ка G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.529	13000	G
(19) (80)	riusseli odunty			J+ 70	0 70	1 /0	1 /0	770	0 70	•	0.000	•	0.525	10000	ч
	From:	SR 80 Roseda 8.11 9100	ale A	0.49/	00/	10/	10/	40/	00/	С	0.104	Α	0.500	0000	Α
19	Russell County	8.11 9100 Tazewell County		94%	0%	1%	1%	4%	0%	C	0.104	А	0.522	9800	А
	From:	Russell County													
19	Tazewell County	2.38 10000	G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.519	11000	G
<u> </u>	To: From:	92-609 Kents Ridge Rd;	: Wardel	l Rd											
19	Tazewell County	3.04 12000	G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.536	13000	G
	To	US 460 Claypoo	1 11:11												
19 (460)	Tazewell County	5.73 11000	G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.53	12000	G
(13) (400)	т						. , ,	0,0	0,0	•	5.555	•	0.00		-
(T) (T)	Tazewell County	92-639 Earls Bran 5.13 11000	nch Rd G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.519	12000	G
(19) (460)	razewell County			30 /0	U /o	1 /0	1 /0	J /0	U /o	'	0.001	'	0.519	12000	G
~~	To: From:	US 19, Bus US		0501	001		461	00′	061		0.004		0.544	44000	
(19) (460)	Tazewell County	1.72 11000	G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.541	11000	G
~ ~	To:	WCL Tazewe	ell												

Davida	le min ali sai sus	Lawreth AADT		4T:u=	D		Tru	ıck		00	K	OK	Dir	A A \ A \ D T	OW/
Route	Jurisdiction	Length AADT		4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
\sim	From:	WCL Tazew		OE0/	0%	1%	10/	20/	00/	F	0.070	F	0.501	10000	_
[19] [460]	Town of Tazewell (Maint: 92)	1.43 9700 SR 61 Riversid	G la Dr	95%	0%	1%	1%	3%	0%	Г	0.079	Г	0.521	10000	G
	From:	SR 61	ic Di												
[19] [460]	Town of Tazewell (Maint: 92)	0.82 7500	G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.512	8000	G
	To	ECL Tazewo	ell			— —									
(19) (460)	Tazewell County	1.93 7500	N	95%	0%	1%	1%	3%	0%	Ν	0.081	Ν	0.512	8000	Ν
	To	Bus US 460	<u> </u>												
(19) (460)	Tazewell County	5.75 10000	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.513	11000	G
	To	92-680 E, Hur	t Dd												
19 (460)	Tazewell County	4.86 12000	A	95%	0%	1%	1%	3%	0%	С	0.103	Α	0.563	13000	Α
19 (400)	To							-,-							
(T) (T)	Tazewell County	92-720 W, Heckm 0.10 12000	an Pike G	95%	0%	1%	1%	3%	0%	F	NA			13000	G
(19) (460)	razewen Gounty		<u> </u>	33 /6	0 /6	1 /6	1 /0	J /6	0 /6	'	INA			13000	u
Trail of The Leasance Dine	To-constitute	US 460		050/	00/		10/	00/	00/		0.000		0.510	0500	
Trail of The Lonesome Pine	Tazewell County	1.56 3300	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.510	3500	G
~~	To: From:	WCL Bluefie													
19	Town of Bluefield	1.16 3300	G	95%	0%	1%	2%	2%	0%	С	0.095	F	0.515	3500	G
~~	To: From:	Montrose S													
(19) Virginia Ave	Town of Bluefield	0.95 4000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.52	4200	G
~	To: From:	Walnut St Tazewell Av													
19 Walnut Ave	Town of Bluefield	0.05 940	G	97%	0%	1%	1%	1%	0%	F	0.128	F	0.666	990	G
(19)	т			0.70			. , 0	. , 0	0,70	•	01.120	•	0.000		<u> </u>
(ii)	Town of Bluefield	SR 102 College 0.80 4800	G	97%	0%	1%	1%	1%	0%	С	0.09	F	0.521	5100	G
[19]	To:	West Virginia Sta		37 76	0 70		1 /0	1 /0	0 70	O	0.03	•	0.521	3100	ч
Bus	From	US 19													
19 Main St	Town of Lebanon	0.48 6700	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.541	6900	G
19)	To:	SR 71 Fincastle				Ť									-
Bus	From:	SR 71													
19) Main St	Town of Lebanon	0.60 7300	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.595	7600	G
Bus	To: From	SR 82 Clevelan	d Rd												
19 Main St	Town of Lebanon	0.42 9700	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.599	10000	G
19)	To:	Fugate Ave		0070	0 70		0,0	0,0	0,70	•	0.00	•	0.000	.0000	O .
Bus	From:	252-701 Church	ı Ave												
19 Main St	Town of Lebanon	1.07 11000	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.508	11000	G
Bus	To: From:	W 252- 654 Hab	er Dr												
19 Main St	Town of Lebanon	0.51 7700	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.546	7900	G
(13)	To:				0,0		0,0	0,0	0,0	•	0.001	•	5.5.5		-
Bus	From:	Gilmer Ave													
(19) Main St	Town of Lebanon	0.78 5100	G	98%	0%	0%	0%	1%	0%	С	0.086	F	0.560	5300	G
~	To:	ECL Lebano	on												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	ECL Le		2221								_	0.540	4500	
19 Main St	Russell County	0.17 440 US 19		98%	0%	1%	0%	1%	0%	С	0.085	F	0.549	4500	G
Pug Pug	From:	US 19, U													
Bus Bus 19 460 Crab Orchard Rd	Tazewell County	1.58 16 0		97%	0%	1%	1%	1%	0%	F	0.095	F	0.618	1700	G
But But	To: From	SR 91 Whitte	en Valley Rd			_									
Bus Bus 19 (460 Crab Orchard Rd	Tazewell County	0.27 160	00 G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.558	1600	G
$\rightarrow \bigcirc$	To	SR 16 BF Bu	chanan Hwy												
Bus Bus (16) (16)	Tazewell County	1.11 250		98%	1%	1%	0%	0%	0%	F	0.085	F	0.596	2600	G
\sim	To	92-633 Peery	Addition Rd												
Bus Bus (16) (16)	Tazewell County	0.44 25 0		98%	1%	1%	0%	0%	0%	N	0.091	N	0.611	2600	N
	To	WCL Ta													
Bus Bus Main St	From: Town of Tazewell			98%	1%	1%	0%	0%	0%	С	0.091	F	0.611	2600	G
19 (460) (16) Main St	Town of Tazewell				170	1%	0%	0%	0%	C	0.091	Г	0.611	2600	G
Bus Bus	To: From:	ALT SR 16 Fa													
19) (460) (16) Main St	Town of Tazewell	0.81 360		98%	1%	1%	0%	1%	0%	С	0.095	F	0.591	3700	G
Bus Bus	From:	Church Church													
19 (460) (16) Fincastle Trpk	Town of Tazewell	0.44 42 0	00 G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.510	4400	G
Bus Bus	To: From	Tazewe	ell Ave												
19 (460) Fincastle Trpk	Town of Tazewell	1.65 58 0	00 G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.538	6000	G
~ · ·	To: From:	SR 61 Ben	Bolt Blvd												
Bus 19 (460) Fincastle Trpk	Town of Tazewell	0.65 480	00 G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.544	5000	G
~ ~	To:	ECL Ta	zewell			i									
Bus Bus	Tazewell County	0.93 370		99%	0%	0%	0%	0%	0%	F	0.101	F	0.795	3800	G
19 (460)	Tazeweii Gounty	US 19, I		33 /6	0 /6		0 /6	0 /6	0 /6	•	0.101	•	0.795	3000	
ruck Truck Truck	From:	SR 381 Comm		<u> </u>											_
19) (11) (11) Goode St	City of Bristol	0.21 12 0	00 F	98%	0%	0%	0%	1%	0%	F	0.099	F	0.533	1300	F
ruck Truck	To: From:	102-3305 Pie	edmont Ave												
19 11 11 Cumberland St	City of Bristol	0.34 280	00 G	98%	0%	0%	0%	1%	0%	С	NA			3000	G
$\rightarrow \bigcirc \bigcirc$	To:	Truck US 11	Randall St												
ruck Truck 19 (11) Randall St	City of Bristol	0.93 57 0		99%	0%	0%	0%	0%	0%	С	0.097	F	0.5	6100	F
19) (11) Randall St	To:	Cumber		3370	U-70	0%	U 70	U-70	U 70	C	0.097	Г	0.5	0100	Г
ruck Truck	From:	Oakvie	w Ave												
19) (113) (11) Moore St	City of Bristol	0.12 780		97%	1%	1%	0%	0%	0%	F	0.087	F	0.533	8300	F
~ ~ ~	To:	Euclid	l Ave												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Б	1				4.7.			Tru	ıck		-00	K	01/	Dir	A A14/DT	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		ames Madiso													
20 Constitution Route	Buckingham County	2.56	3700	G	94%	1%	1%	0%	4%	0%	F	0.090	F	0.508	3800	G
	To: From:		631 Buffalo l													
20 Constitution Route	Buckingham County	7.99	2800	G	94%	1%	1%	0%	4%	0%	С	0.095	F	0.558	2900	G
<u> </u>	To: From:	14-65	55 Glenmore	Rd			\Box \vdash									
₂₀) Constitution Route	Buckingham County	8.50	3800	G	93%	0%	2%	3%	2%	0%	С	0.092	F	0.664	3900	C
\smile	To: From:		narle County													
20 Valley St	Albemarle County	0.12	gham County 4800	G Line	94%	1%	1%	0%	4%	0%	F	0.096	F	0.698	4900	G
20 Valley St	Albernarie Geurity				0470	1 70		0 70	470	0 70	•	0.000	•	0.000	4000	
Valley St	Town of Scottsville (Maint: 02)		CL Scottsville 4800	<u>е</u> N	94%	1%	1%	0%	4%	0%	N	0.096	N	0.698	4900	N
20 Valley St	Town of Scottsville (Maint. 02)	0.17			34 /0	1 /0	1 /0	0 /6	4 /0	0 /6	IN	0.030	IN	0.090	4300	11
	To From:		8 6 S, Main S		050/	10/		401	201	201				0.704	7000	
20) 6 Valley Rd	Town of Scottsville (Maint: 02)	0.30	7000	N	95%	1%	1%	1%	2%	0%	N	0.092	N	0.704	7200	١
	To: From:	C	L Scottsville													
20) (6) Valley Rd	Albemarle County	0.28	7000	G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.704	7200	(
	To: From:	SR	6 N, Irish R	d												
₂₀) Scottsville Rd	Albemarle County	5.51	6300	G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.819	6400	C
<u> </u>	To From:	02-712	Plank Rd, F	Keene												
20 Scottsville Rd	Albemarle County	4.06	7700	G	96%	0%	1%	1%	2%	0%	F	0.103	F	0.846	7800	C
\smile	Toc	02-7	08 Red Hill	Rd			\lnot \vdash									
20) Scottsville Rd	Albemarle County	5.16	7900	G	96%	0%	1%	1%	2%	0%	С	0.1	F	0.822	8100	C
	To	02	-742 Avon S	2+												
20) Scottsville Rd	Albemarle County	2.16	6300	G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.732	6500	G
20)	Tel		omas Jeffers													
20) Scottsville Rd	Albemarle County	0.54	23000	G PKW	96%	0%	1%	1%	2%	0%	F	0.109	F	0.717	23000	(
20) 3331137113		0.01			0070	0 70		1 70	_,0	0,0	·	0.100	•	0.7 17	20000	Ì
20 Scottsville Rd	Albemarle County	0.24	I-64 17000	G	98%	0%	1%	0%	0%	0%	F	NA			18000	C
20 Scottsville Rd	Albernarie County				30 /0	0 /6	1 /0	0 /6	0 /6	0 /6	'	INA			10000	
	To: From:		Charlottesv		000/	00/		00/	00/	201		0.404		0.005	10000	
20) Monticello Ave	City of Charlottesville	0.26	15000	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.635	16000	(
	To: From:		dtavista Ave													
20) Monticello Ave	City of Charlottesville	0.28	15000	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.642	16000	C
<u>~</u>	To: From:	M	Ieridian Ave	:												
20) Monticello Ave	City of Charlottesville	0.35	8800	G	98%	0%	1%	0%	0%	0%	С	0.103	F	0.645	9400	C
\smile	To:		Avon St													
Aven St	City of Charlettee : 11 -		onticello Av		000/	00/	10/	00/	00/	00/	_	0.000	_	0.01	15000	,
20 Avon St	City of Charlottesville	0.41	14000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.61	15000	G

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			iterstate no				Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Marl	ket St												
20) (250) 9th St	City of Charlottesville	0.12 14 0	000 G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	15000	G
	Combined Traffic Estimates for Parallel Roadways	on this Route: N	IA								0.086	F	0.503	NA	
	Та	US 250	High St												
Bus High St	City of Charlottesville		300 G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	10000	G
20 (250) High St	City of Chanottesville	0.23 96	500 G	99%	0%	1 70	0%	076	0%	Г	0.000	Г	0.566	10000	G
Bus	To: From:	11th	h ST												
20) (250) High St	City of Charlottesville	0.21 92	200 G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.646	9800	G
	To	Gillesr	pie Ave												
Bus	From:			000/	00/	40/	00/	00/	00/	_	0.000	_	0.500	00000	_
20 (250) High St	City of Charlottesville	0.45 19 0	000 G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	20000	G
	To: From:		BUS US 250												
20) (250) Long St	City of Charlottesville	0.06 35 0	000 N	98%	0%	1%	0%	0%	0%	N	0.083	Ν	0.517	39000	N
	Too From	ECL Char	rlottesville												
20) (250) Richmond Rd	Albemarle County	0.20 52 0	000 G	97%	0%	1%	0%	1%	0%	С	0.091	Ν	0.626	52000	G
	To:	US 250 Ric	chmond Rd			<u> </u>									
Stony Point Rd	Albemarle County		000 G	96%	1%	1%	1%	1%	0%	F	0.113	F	0.631	9600	G
9 ,	Tec	II.b D) 1												
Stony Point Rd	Albemarle County		Boundary 600 G	96%	1%	1%	1%	1%	0%	F	0.12	F	0.616	7800	G
Stony Point Rd	Albemane Goding			30 70	1 /0	1 70	1 /0	1 /0	0 70	•	0.12	'	0.010	7000	ч
	To- From:		Proffit Rd	000/	40/		401	40/	201		0.400		0.740	4400	_
20 Stony Point Rd	Albemarle County	2.82 40	000 G	96%	1%	1%	1%	1%	0%	F	0.128	F	0.743	4100	G
	To- From:		ny Point Pass												
₂₀) Stony Point Rd	Albemarle County		300 G	96%	1%	1%	1%	1%	0%	С	0.114	F	0.774	2300	G
<u> </u>	To:		ounty Line												
Constitution Hwy	Orange County		County Line 300 G	96%	1%	1%	1%	1%	0%	F	0.107	F	0.699	2400	G
20 Constitution Hwy	Tax		tswood Trail	90 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.107	'	0.099	2400	G
	From:		JS 33												
20) (33) Spotswood Trail	Orange County	0.22 66	600 G	93%	1%	1%	2%	3%	0%	F	0.098	F	0.510	6700	G
	To:	EU	IS 33												
	From:		otswood Trail							_		_			_
20) Constitution Hwy	Orange County	5.63 25	500 G	97%	1%	1%	1%	1%	0%	С	0.104	F	0.552	2600	G
<u> </u>	To: From:	SR 231 Gord	lonsville Tpke												
₂₀) Constitution Hwy	Orange County	5.76 38	300 G	97%	0%	1%	1%	2%	0%	С	0.1	F	0.553	3900	G
<u> </u>	To	WCL	Orange												
20) W Main St	Town of Orange		100 G	97%	1%	1%	1%	1%	0%	С	0.097	F	0.568	5200	G
<u> </u>	To	D (SR 20												
20 Caroline St	Town of Orange		900 G	97%	1%	2%	0%	0%	0%	С	0.092	F	0.517	5000	G
20 Caroline St	Tax	US 15 N, S Madison			1 /0		0 /0	0 /0	0 /0	J	5.002	•	5.517	0000	J
	From:		JS 15	Bucci											
20) (15) Caroline St	Town of Orange		000 G	92%	1%	1%	1%	5%	0%	F	0.088	F	0.509	13000	G
\sim	To:	E R'	T 15												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		·					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 15 S, Caroline													
20) Berry Hill Rd	Town of Orange	0.66 10000	G	92%	2%	2%	1%	3%	0%	С	0.085	F	0.622	11000	G
	To: From:	68-612 Monrov													
20) Berry Hill Rd	Town of Orange	0.08 13000	G	94%	1%	1%	1%	3%	0%	С	0.082	F	0.579	13000	G
<u> </u>	To: From:	ECL Orang	e												
20) Constitution Hwy	Orange County	2.24 13000	N	94%	1%	1%	1%	3%	0%	Ν	0.082	Ν	0.579	13000	Ν
<u></u>	Tos From:	68-629 Lahore	Rd												
20 Constitution Hwy	Orange County	6.01 9100	G	97%	0%	1%	0%	2%	0%	F	0.077	F	0.594	9300	G
<u> </u>	To	US 522 East of Ur	ionville			<u> </u>									
20 Constitution Hwy	Orange County	2.28 8600	G	97%	0%	1%	0%	2%	0%	F	0.077	F	0.597	8300	G
<u> </u>	To	68-650 Independe	nce Rd												
20 Constitution Hwy	Orange County	6.38 8000	G	97%	0%	1%	0%	2%	0%	F	0.075	F	0.538	7700	G
\smile	To	68-611 Gold Dale Ro	1: Zoar R	ld.		<u> </u>									
20 Constitution Hwy	Orange County	4.73 10000	Α	97%	0%	1%	0%	2%	0%	С	0.096	Α	0.528	10000	Α
	Te:	SR 3 Germanna	Hwy												
	From:	SR 20-S037A SR 20-N037	A FROM	M RT 2											
20) Ramp	Albemarle County	0.13 3600	G								0.115	F		3600	G
<u> </u>	To:	I-64-E FROM RT 20SOU	TH & N	ORTH											
Vorth	From:	SR 20 TO I-64 I													
(20) Ramp	Albemarle County	0.06 2000	G								0.113	F		2000	G
<u> </u>	To:	SR 20-S037A SR 20- 37A		RT 2											
North Barrer	From:	SR 20 TO I-64 V									0.4.4	_		5000	_
20 Ramp	Albemarle County	0.10 5800 I-64-W FROM RT 2	G	TT.							0.141	г		5800	G
	From					<u> </u>									
outh 20 Ramp	Albemarle County	SR 20 TO I-64 I 0.05 1600	G								0.165	F		1600	G
20 Ramp	Tallot Tallot	SR 20- 37A SR 20-N037		I RT 2							0.103			1000	ч
outh	From:	SR 20 TO I-64 V													
20) Ramp	Albemarle County	0.19 2100	G								0.131	F		2100	G
20)	To:	I-64-W FROM RT 2		Н											
Bus	From:	SR 20; W Mai	n St												
20) Main St	Town of Orange	0.14 4700	G	96%	1%	2%	0%	0%	0%	С	0.093	F	0.501	4800	G
<u> </u>	To: From:	US 15 Madison St; S	Madison	St		<u> </u>									
Bus 20) Main St	Town of Orange	0.10 5100	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.517	5200	G
20) Main St	Town or Orange	May Fray Ave; B		33 7₀	U-76	1 70	U 7/0	U 70	U 70	Г	0.065	Г	0.517	3200	G
Bus	From:	Main St	yru si												
20 Byrd St	Town of Orange	0.47 5600	G	99%	0%	1%	0%	0%	0%	С	0.082	F	0.557	5700	G
\smile	To:	SR 20 Berry Hi	ll Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	Leader Markers	1	O	4.7.	D		Tru	ıck		-00	K	01/	Dir	A A \A / D.T.	- ^
Route	Jurisdiction	Length	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~~	From:		arolina State Lin							_					
21) (221) New River Pkwy	Grayson County	3.39	1600 G	94%	1%	1%	1%	4%	0%	С	0.101	F	0.571	1700	(
<del></del>	To: Grone	SCL 1	Independence			$\neg$ $\vdash$									
21 (221)	Town of Independence (Maint: 38)	0.47	1600 N	94%	1%	1%	1%	4%	0%	Ν	0.101	Ν	0.571	1700	
<del>-,)(-,)</del>	Τα	IIC	58 Main St												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From: Town of Independence (Maint: 38)	1.64	1800 A	96%	0%	1%	1%	2%	0%	С	0.116	Α	0.660	1900	
21)	rown or madpendence (waint: 00)			0070	0 70	170	1 70	270	0 70	O	0.110	,,	0.000	1000	
	To: From:		Independence												
21	Grayson County	8.72	1800 N	96%	0%	1%	1%	2%	0%	N	0.116	Ν	0.660	1900	
~	To: From:	38-79	1 Country Ln												
Elk Creek Pkwy	Grayson County	1.45	1200 G	96%	0%	1%	1%	2%	0%	F	0.098	F	0.527	1300	
~	Τα	20 905 9	Spring Valley R	ı											
1 Elk Creek Pkwy	Grayson County		1100 G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.612	1100	
Elk Creek Pkwy	To:		e County Line	0070	070		1 70	_ /0	070	•	0.00	•	0.012	1100	
	From:		on County Line												
Grayson Tpke	Wythe County	5.32	1300 G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.655	1400	
	Tot	00.604.6		1											
Grayson Tpke	Wythe County		haney Branch F	g 96%	0%	1%	1%	2%	0%	F	0.091	F	0.731	1800	
Grayson Tpke	vv ythe County		Cripple Creek R		0 /6	1 /0	1 /0	2/0	0 /6	'	0.091	'	0.731	1000	
<u> </u>	From:	98-690 Cripple				+									
Grayson Tpke	Wythe County	6.18	3100 G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.741	3300	
21) 3.13,331. 14.13													•		
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	From		Wytheville	000/	00/	10/	00/	40/	00/	_	NIA			4000	
Grayson St	Town of Wytheville	0.93	4200 G	96%	0%	1%	2%	1%	0%	С	NA			4600	
~	From:		Main St Grayson St												
o1 (Main St	Town of Wytheville	0.49	5800 G	96%	0%	1%	2%	1%	0%	F	0.090	F	0.656	6200	
Main St	To:		Lee Hwy; 12th		0 70	1/0	2 /0	1 /0	0 70		0.000	'	0.000	0200	
	From:		Hwy; 12th St	31											
21) (11) Main St	Town of Wytheville		6300 G	98%	1%	1%	1%	1%	0%	F	NA			6900	
9 (9)	To:	4	4th Street												
	From:	US	11 Main St												
21 4th St	Town of Wytheville	0.06	6200 G	97%	1%	1%	0%	1%	0%	F	NA			6800	
~	To:	N	Monroe St												
21 4th St	Town of Wytheville		13000 G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.503	14000	
										-		-			
~~ All O	From		Ridge Rd	070/	40/		00/	40/	00/	_	0.004	_	0.544	40000	
4th St	Town of Wytheville	0.40	15000 G	97%	1%	1%	0%	1%	0%	С	0.091	F	0.514	16000	
•	To: From:	Ta	azewell St												
21 4th St	Town of Wytheville	0.12	15000 G	97%	1%	1%	0%	1%	0%	F	0.083	F	0.542	15000	
<i>→</i>	Τα	I-8	81; US 52												
	From:	US 2	250 Shadwell												
22) Louisa Rd	Albemarle County	2.44	7800 G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.691	8000	
	To:		6 Black Cat Rd			—i									

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			_		_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	02-616 Blac	k Cat Rd												
₂₂) Louisa Rd	Albemarle County	2.91 740	0 G	96%	0%	1%	1%	1%	0%	С	0.103	F	0.709	7500	(
<u> </u>	To: From:	SR 231 Nea	Cismont			<u> </u>									
22 Louisa Rd	Albemarle County	3.71 180	0 G	96%	0%	1%	1%	1%	0%	F	0.106	F	0.797	1800	
<i></i>	To:	Louisa Cou	_												
Laufaa Bd	From:	Albemarle Co		000/	40/	20/	00/	00/	00/	_	0.447	_	0.000	0400	
Louisa Rd	Louisa County	3.99 210	0 F	98%	1%	0%	0%	0%	0%	С	0.117	F	0.602	2100	
	To: From:	US 15 Boswe													
22) Louisa Rd	Louisa County	6.23 170	0 F	98%	1%	0%	0%	0%	0%	F	0.105	F	0.681	1800	
	To: From	US 33 Tre	vilians												
22) (33) Louisa Rd	Louisa County	3.84 530	0 F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.557	5400	
	To:	WCL L	nnisa												
22) (33) West Main St	Town of Louisa (Maint: 54)	1.08 660		96%	1%	1%	1%	1%	0%	F	0.089	F	0.522	6800	
	To														
22) (33) (208) West Main St	Town of Louisa (Maint: 54)	SR 208 LOU 0.40 160 0		98%	1%	1%	0%	1%	0%	F	0.085	F	0.509	16000	
22) (33) (208) West Main St	Town of Edulat (Maint: 04)			0070	1 /0		0 70	1 /0	0 70	•	0.000	•	0.000	10000	
DI avisa Dd	From:	E US		000/	10/	10/	00/	10/	00/		0.000	F	0.500	10000	
22 208 Louisa Rd	Town of Louisa (Maint: 54)	0.33 1000	00 F	96%	1%	1%	0%	1%	0%	С	0.083	г	0.530	10000	
	To: From:	ECL Lo													
22) (208) Davis Hwy	Louisa County	4.73 100 0	00 N	96%	1%	1%	0%	1%	0%	N	0.083	N	0.530	10000	
<i>y</i>	To: From	WCL M	ineral												
22 208 Davis Hwy	Town of Mineral (Maint: 54)	0.15 100 0	00 N	96%	1%	1%	0%	1%	0%	Ν	0.083	Ν	0.530	10000	
	To:	US 5	22												
	From:	Tennessee S	tate Line												
23	Scott County	1.02 220 0	00 G	93%	0%	1%	1%	5%	0%	F	0.088	F	0.548	22000	
	Tα	SCL Web	er City												
23	Town of Weber City (Maint: 84)	0.51 200 0	00 G	93%	0%	1%	1%	5%	0%	F	0.085	F	0.556	21000	
	To	84-614 N Y	Tuma Pd												
23	Town of Weber City (Maint: 84)	0.77 210		93%	0%	1%	1%	5%	0%	F	0.083	F	0.534	21000	
.3)	Telline in the second state of the second stat			0070		. ,,	. , 0	0 / 0	0 / 0	•	0.000	•	0.00		
<u> </u>	Town of Weber City (Maint: 84)	84-808 Shady 0.62 210 0		93%	0%	1%	1%	5%	0%	F	0.084	F	0.544	21000	
23	Town of Weber City (Maint. 64)	0.62 2100	<i>,</i> 0 G	93%	076	1 70	170	3%	0%	Г	0.064	Г	0.544	21000	
~~~	From:	US 58, US 42													
23) (58) (421)	Town of Weber City (Maint: 84)	0.08 <b>270</b>	00 G	94%	1%	1%	0%	4%	0%	С	0.087	F	0.555	27000	
~ ~ ~	To: From:	ECL Web													
23 (58) (421)	Scott County	0.35 <b>270</b> 0	00 G	94%	1%	1%	0%	4%	0%	С	0.087	F	0.555	27000	
~ ~ ~	To: From:	SCL Gat	e City												
23) (58) (421)	Town of Gate City (Maint: 84)	0.61 270		94%	1%	1%	0%	4%	0%	Ν	0.087	Ν	0.555	27000	
	To:	Bus US 23 East	of Gata Cit	V											
00 (50) (401)	Town of Gate City (Maint: 84)	0.16 <b>120</b>		93%	0%	1%	1%	5%	0%	С	0.102	Α	0.507	12000	
23 (58) (421)	Town or date only (Maint. 04)	NCL Gat		JJ 70	J /0	1 /0	1 /0	J /0	0 /0	9	0.102	^	0.007	12000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA ·	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	NCL Gate City	y												
(23) (58) (421)	Scott County	0.45 <b>12000</b>	N	93%	0%	1%	1%	5%	0%	Ν	0.102	Ν	0.507	12000	Ν
$\bigcirc$	To: From:	SCL Gate City	y			<u> </u>									
(23) (58) (421)	Town of Gate City (Maint: 84)	0.36 <b>12000</b>	N	93%	0%	1%	1%	5%	0%	Ν	0.102	Ν	0.507	12000	Ν
$\bigcirc$	To From	NCL Gate City	y			_									
(23) (58) (421)	Scott County	1.70 <b>12000</b>	N	93%	0%	1%	1%	5%	0%	Ν	0.102	Ν	0.507	12000	Ν
$\bigcirc$ $\bigcirc$ $\bigcirc$	To	Bus US 23 West of G	ate City			_									
23) (58) (421) Daniel Boone Heritage Hwy	Scott County	5.99 <b>12000</b>	G	93%	0%	1%	1%	5%	0%	F	0.086	F	0.588	13000	G
	Tot	84-870 Daniel Boon	ne Trail			<u> </u>									
23) (58) (421)	Scott County	3.56 <b>12000</b>		93%	0%	1%	1%	5%	0%	F	0.085	F	0.509	13000	G
$\bigcirc$	Tor	SR 65				<u> </u>									
(23) (58) (421)	Scott County	4.67 <b>12000</b>	G	93%	0%	1%	1%	5%	0%	F	0.085	F	0.520	12000	G
	To:	US 58, US 421 Du	ıffield												
23	Scott County	0.03 9900		93%	0%	1%	1%	5%	0%	F	0.082	F	0.517	10000	G
	Tα	SCL Duffield				<u> </u>									
23	Town of Duffield (Maint: 84)	1.27 <b>9900</b>		93%	0%	1%	1%	5%	0%	Ν	0.082	Ν	0.517	10000	Ν
23	To	NCL Duffield	1												
23	Scott County	2.82 <b>9900</b>		93%	0%	1%	1%	5%	0%	Ν	0.082	Ν	0.517	10000	Ν
	To:	Lee County Lir													
~~	From:	Scott County Li		- 1-1						_		_			_
23	Lee County	4.08 <b>9000</b>		94%	0%	1%	0%	5%	0%	F	0.086	F	0.530	9400	F
	From:	Wise County Li Lee County Lir													
23 Orby Cantrell Hwy	Wise County	2.06 10000		94%	0%	1%	0%	5%	0%	F	0.089	F	0.591	11000	G
	To:	97-844 S, Wildca	t Rd			<u> </u>									
23 Orby Cantrell Hwy	Wise County	1.84 9800		94%	0%	1%	0%	5%	0%	С	0.104	Α	0.584	10000	В
	Τα	BUS US 23 South of Big	Stone G	an.											
ALT Control III I I I I I I I I I I I I I I I I I	From:				00/	40/	00/	<b>5</b> 0/	00/	_	0.000	_	0.540	40000	_
23) (58) Orby Cantrell Hwy	Wise County	1.31 <b>12000</b> 97- 610 S, Powell Va		94%	0%	1%	0%	5%	0%	F	0.088	F	0.518	12000	G
ALT	From:	97-610 S Powell Va	_												
23 58 Orby Cantrell Hwy	Wise County	5.30 <b>14000</b>	G	94%	0%	1%	0%	5%	0%	F	0.091	F	0.56	15000	G
$\bigcirc$	To	97-610 N Powell Va	lley Rd			<u> </u>									
ALT 23 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Wise County	0.86 <b>14000</b>	•	94%	0%	1%	0%	5%	0%	F	0.088	F	0.544	15000	G
23 58 Orby Cantrell Hwy	Wise County			J4 /0	0 /6	1 /0	0 /6	J /o	0 /6	•	0.000	'	0.544	13000	G
ALT	To: From:	WCL Norton													
23) (58)	City of Norton (Maint: 97)	1.03 <b>14000</b>	G	91%	1%	1%	1%	6%	0%	С	0.088	Ν	0.544	15000	G
ALT	To: From:	11Th St; 12th St	Ext												
ALI 23 58 Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50 <b>16000</b>	G	90%	1%	1%	1%	7%	0%	С	0.087	F	0.500	16000	G
(25) (36) 515) 541.11511 11119		ALT US 58, SR 283 Norton			. /0	Ť	. 70	. 70	0 /0	J	0.007	•	0.500	13000	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~~	From	ALT US 58, SF									_					
23 Orby Cantrell Hwy	City of Norton (Maint: 97)	0.74	20000	G	93%	0%	1%	1%	5%	0%	С	0.084	N	0.518	20000	C
	To: From:		NCL Norton													
23)	Wise County	0.88	21000	G	95%	0%	1%	1%	4%	0%	F	0.084	F	0.518	22000	(
	To: From:	Bus US	23 North of	Norton												
23)	Wise County	0.46	21000	В	95%	0%	1%	1%	4%	0%	С	0.102	Α	0.511	22000	
	To		SCL Wise													
23	Town of Wise (Maint: 97)	0.42	21000	N	95%	0%	1%	1%	4%	0%	Ν	0.102	Ν	0.511	22000	
	To:	Bus U	S 23 South o	f Wise												
	From:		S of Wise I													
Orby Cantrell Hwy	Town of Wise (Maint: 97)	1.44	15000	G	91%	1%	1%	1%	7%	0%	С	0.086	F	0.533	16000	
~	To- From		NCL Wise													
23	Wise County	0.52	15000	N	91%	1%	1%	1%	7%	0%	Ν	0.086	Ν	0.533	16000	
~	To:		S 23 North o													
Orby Captrall Llver	Wise County		North of Wi			00/	1%	10/	40/	00/	F	0.075	F	0.504	1.4000	
23 Orby Cantrell Hwy	Wise County	4.10	13000	G	95%	0%	1%	1%	4%	0%	Г	0.075	Г	0.564	14000	
~	To: From:		34 Bean Gap													
23) Orby Cantrell Hwy	Wise County	3.56	13000	G	95%	0%	1%	1%	4%	0%	F	0.084	F	0.553	14000	
~	To: From:	Bus US	23 South of	Pound												
23 Orby Cantrell Hwy	Wise County	2.40	8600	G	95%	0%	1%	1%	4%	0%	F	0.077	F	0.578	9100	
~	To		WCL Pound													
23	Town of Pound (Maint: 97)	0.13	8600	N	95%	0%	1%	1%	4%	0%	Ν	0.077	Ν	0.578	9100	
	To	Du	s US 23 No	rth												
23)	Town of Pound (Maint: 97)	1.16	6200	G	95%	0%	1%	1%	4%	0%	F	0.076	N	0.514	NA	
25)	T-							.,.	.,,	- , -	-					
23 Orby Cantrell Hwy	Wice County	2.02	NCL Pound 8800	G	95%	0%	1%	1%	4%	0%	F	0.076	F	0.514	9300	
Orby Cantrell Hwy	Wise County		tucky State I		95%	076	170	170	4 70	0%	Г	0.076	Г	0.514	9300	
	From	Ken		Line												
lorth	GR 283, Alt US 58City of Norton (Maint: 97)	0.21	US 23 2800	G								0.094	F		2900	
Ramp From US 23 (Overlap) to S $\stackrel{\sim}{\sim}$	To:		US 23; Gap	G			1					0.034	•		2900	
	From															
Bus Bus Bus	Town of Gate City (Maint: 84)		South of Ga 17000	G City	99%	0%	1%	0%	0%	0%	F	0.1	F	0.557	18000	
23) (58) (421)	rown or date only (Maint: 64)				33 /6	0 76	1 /0	0 /6	0 /6	0 /6	•	0.1	•	0.557	10000	
Bus Bus Bus	To: From:	84	1-836 Jones S	St												
23 \ (58) (421)	Town of Gate City (Maint: 84)	0.47	9900	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.528	11000	
	Too	SP	71 E Jackson	n St												
Bus Bus	From:				0051	000		061	061	051	_	0.65	_	0.50	7/00	
23) (58) (421) W Jackson St	Town of Gate City (Maint: 84)		6600	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.561	7100	
Rue Rue Rue	To: From:		nville Rd; M Ianville Rd;													
Bus Bus Bus 23 \ \(\frac{58}{58} \) \(\frac{421}{421} \) W Jackson St	Town of Gate City (Maint: 84)	0.15	9300	G G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.509	9900	
23) (38) (421) ** 040(3011 01	10 WIT OF GALC OILY (WAITE, 04)		34-763 Fir St		JU /0	0 /0	. /0	0 /0	0 /0	0 /0	•	0.1	•	0.000	5500	,

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and intersta	ale no	utes											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
-	- 1					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus Bus Bus 23 58 421 Daniel Boone Rd	Town of Gate City (Maint: 84)	84-763 Fir S 0.84 3500	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.526	3700	G
Bus Bus Bus	To: From:	84-762 Starnes	St												
23 58 421 Daniel Boone Rd	Town of Gate City (Maint: 84)	0.80 2700	G	98%	0%	1%	0%	1%	0%	С	0.105	F	0.537	2900	G
Bus Bus Bus	To: From:	WCL Gate Ci	ity												
23 (58) (421)	Scott County	0.04 2700 US 23 Bus W.	N INT	98%	0%	1%	0%	1%	0%	N	0.105	N	0.537	2900	N
Rus	From:	US 23 South of F	Pound												
Bus (23)	Wise County	0.34 6300	G	95%	0%	1%	1%	3%	0%	С	0.094	F	0.590	6600	G
	To: From:	SCL Pound													
Bus (23)	Town of Pound (Maint: 97)	2.74 6300 N US 23 & 97-7	N 1630	95%	0%	1%	1%	3%	0%	N	0.094	N	0.590	6600	N
Due	From:														
Bus 23 Norton Rd	Town of Wise	US 23 Orby Cantre 0.21 12000	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.516	12000	G
Bus	To: From:	SCL Wise; 97-757 Norto	n Coebu	rn Rd											
23 Norton Rd	Town of Wise	1.00 14000 Main Street	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.526	15000	G
Bus	From:	Norton Rd													
23 Main St	Town of Wise	0.36 7200	G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.537	7500	G
Bus	To: From:	Hall Ave													
23 Main St	Town of Wise	0.42 4200	G	98%	0%	1%	0%	1%	0%	С	0.094	F	0.514	4400	G
Bus	To: From:	Addington A	ve												
23 Main St	Town of Wise	0.11 4500	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.653	4700	G
Bus	To: From:	NCL Wise													
23 West Main St	Wise County	0.65 4400 US 23 North of	G Wise	96%	1%	1%	0%	1%	0%	С	0.104	F	0.615	4600	G
Bus ALT	From:	US 23													
23 58 Gilley Ave	Wise County	0.35 9100	G	96%	0%	0%	0%	3%	0%	F	0.087	F	0.551	9500	G
Bus ALT	To: From:	SCL Big Stone	Gap												
23 58 Gilley Ave	Town of Big Stone Gap	0.93 9900 E 5th St	G	96%	0%	0%	0%	3%	0%	С	0.084	F	0.501	10000	G
Bus ALT	From:	Gilley Ave													
23 58 E 5th St	Town of Big Stone Gap	0.24 8200	G	96%	0%	0%	0%	3%	0%	F	0.087	F	0.501	8500	G
Bus	To: From:	ALT US 58 Woo	d Ave												
23 E 5th St	Town of Big Stone Gap	0.28 7700 Aviation Rd	G	96%	0%	0%	0%	3%	0%	F	0.092	F	0.531	8000	G
	·														

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .						_		Tru	ck			K	014	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
lus	From:		Aviation Rd													
E 5th St	Town of Big Stone Gap	0.47	6600	G	93%	0%	1%	2%	3%	0%	С	NA			6800	G
Bus	To: From:	NCL	Big Stone (Gap												
Roaring Branch Rd	Wise County	1.49	6800	G	95%	0%	1%	1%	3%	0%	С	NA			7100	G
	To: From:	SC	L Appalach	ia												
Main St	Town of Appalachia (Maint: 97)	1.98	6600	N	93%	0%	1%	2%	3%	0%	Ν	NA			6800	١
~	To	NO	CL Appalach	nia												
us 23 Kent Junction Rd	Wise County	7.83	6600	N	93%	0%	1%	2%	3%	0%	N	NA			6800	١
23) 116111 6411611611 116	To	7.00	97-621		0070	070	.,,	2,70	070	070	.,				0000	
us ~ Kant kungtian Dd	From:	0.10			050/	00/	10/	10/	00/	00/	N	0.000	NI	0.500	F 400	
Kent Junction Rd	Wise County	0.13	5200	N	95%	0%	1%	1%	3%	0%	N	0.093	N	0.569	5400	1
us	To: From:	,	SCL Norton													
Park Ave	City of Norton	0.59	5200	G	95%	0%	1%	1%	3%	0%	F	0.093	F	0.569	5400	(
us	To: From:		15th Street													
Park Ave	City of Norton	0.56	9200	G	94%	0%	1%	1%	4%	0%	С	0.088	F	0.601	9600	(
~	To- From:		11th St				<u> </u>									
us 3 Park Ave	City of Norton	0.33	8600	G	95%	0%	1%	1%	3%	0%	F	0.084	F	0.553	9000	(
3)	To:		8th St					.,.		*,*						
US Pode Acc	From:	0.04			000/	00/	10/	00/	00/	00/	0	0.005	_	0.544	10000	,
Park Ave	City of Norton	0.34	9700	G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.541	10000	(
us	To: From:	SR '	74 Coeburn	Rd												
Park Ave	City of Norton	0.26	12000	G	99%	0%	0%	0%	0%	0%	С	0.083	F	0.568	13000	(
JS	To: From:		23, SR 283; US 23, SR		e											
Park Ave	City of Norton	1.46	4900	<u> </u>	98%	0%	0%	0%	1%	0%	F	0.104	F	0.606	5100	(
<i></i>	To		12th St NE													
us 23 Park Ave	City of Norton	0.04	4700	G	94%	0%	2%	1%	3%	0%	С	NA			4900	(
3 Falk Ave	City of Norton				34 /0	0 /6	2/0	1 /0	3 /0	0 /0	C	INA			4300	,
JS.	From		NCL Norton													
3) Esserville Rd	Wise County	0.40	5100	G	98%	0%	0%	0%	1%	0%	С	0.090	F	0.51	5300	(
	10:	US 23 N of N			Hwy											
Elm Avanua	City of Poansko		116 Jefferson		000/	1%	10/	00/	10/	00/	C	0.00	F	0.61	16000	,
Elm Avenue	City of Roanoke	0.17	15000	G	98%	1%	1%	0%	1%	0%	С	0.08	Г	0.61	0000	(
The America	To: From:	0.05	I-581		070/	40/		00′	10/	00/		0.004	_	0.500	07000	
24) Elm Avenue	City of Roanoke	0.25	25000 24 Par, 6th	G	97%	1%	1%	0%	1%	0%	С	0.081	F	0.560	27000	(

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route 24 Bullitt Avenue Combi 24 Jamison Ave 24 Dale Ave 24 Virginia Ave 24 Virginia Ave 24 Washington Ave 24 Washington Ave	Jurisdiction From: City of Roanoke ined Traffic Estimates for 2 Parallel Roadways Toc From: City of Roanoke Toc From: City of Roanoke Toc From: Town of Vinton Town of Vinton Town of Vinton	SR 24 P, 13th 0.19 260 Dale Jamiso 0.69 230 ECL RG WCL V 0.51 240	ar, 6th St 000 G 000 G 7, 13th St h St 000 G 2 Ave on Ave 000 G coanoke	98% 98% 98%	0% 0%		0% 0% 0%			QC C C	0.105 NA	QK F	Dir Factor	12000 25000 27000	QW G G
Combi 24 Jamison Ave 24 Dale Ave 24 Virginia Ave 24 Virginia Ave 24 By Pass Rd 24 Washington Ave	ined Traffic Estimates for 2 Parallel Roadways Toc Prom: City of Roanoke Toc Prom: City of Roanoke Toc Prom: Town of Vinton Town of Vinton Town of Vinton	0.68 110 on this Route: 230 SR 24 P, 13th 0.19 260 Dale Jamiso 0.69 230 ECL Rc WCL V 0.51 240	0000 G 0000 G 0, 13th St h St 0000 G e Ave on Ave 0000 G coanoke	98%	0%	1% 1%	0% 0%	1% 1%	0% 0%	С	0.105 NA			25000	G
Combi 24 Jamison Ave 24 Dale Ave 24 Virginia Ave 24 Virginia Ave 24 By Pass Rd 24 Washington Ave	ined Traffic Estimates for 2 Parallel Roadways Toc Prom: City of Roanoke Toc Prom: City of Roanoke Toc Prom: Town of Vinton Town of Vinton Town of Vinton	0.68 110 on this Route: 230 SR 24 P, 13th 0.19 260 Dale Jamiso 0.69 230 ECL Rc WCL V 0.51 240	0000 G 0000 G 0, 13th St h St 0000 G e Ave on Ave 0000 G coanoke	98%	0%	1%	0%	1%	0%	С	NA		0.607	25000	G
Combi 24 Jamison Ave 24 Dale Ave 24 Virginia Ave 24 Virginia Ave 24 By Pass Rd 24 Washington Ave	ined Traffic Estimates for 2 Parallel Roadways Toc Prom: City of Roanoke Toc Prom: City of Roanoke Toc Prom: Town of Vinton Town of Vinton Town of Vinton	on this Route: 230 SR 24 P, 13th 0.19 260 Dale Jamiso 0.69 230 ECL Re WCL V 0.51 240	000 G 2, 13th St h St 000 G 2 Ave on Ave 000 G coanoke	98%	0%	1%	0%	1%	0%	С	NA		0.607	25000	G
24 Jamison Ave 24 Dale Ave 24 Virginia Ave 24 Virginia Ave 24 By Pass Rd 24 Washington Ave	City of Roanoke To From City of Roanoke To From City of Roanoke Toc From Town of Vinton Town of Vinton Town of Vinton	SR 24 P, 13th 0.19 260 Dale Jamiso 0.69 230 ECL RG WCL V 0.51 240	P, 13th St h St 0000 G e Ave on Ave 0000 G	98%	0%							F	0.607		
24 Dale Ave 24 Virginia Ave 24 Virginia Ave 24 By Pass Rd 24 Washington Ave	Too From City of Roanoke Toc From Town of Vinton Town of Vinton Town of Vinton Town of Vinton	13th 0.19 260 Dale Jamiso 0.69 230 ECL RG WCL V 0.51 240	h St 000 G Ave on Ave 000 G			1%	0%	1%	0%	F	0.088	F	0.607	27000	G
24 Dale Ave 24 Virginia Ave 24 Virginia Ave 24 By Pass Rd 24 Washington Ave	Too From City of Roanoke Toc From Town of Vinton Town of Vinton Town of Vinton Town of Vinton	0.19 260 Dale Jamiso 0.69 230 ECL Re WCL V 0.51 240	e Ave on Ave Ooo G			1%	0%	1%	0%	F	0.088	F	0.607	27000	G
24 Dale Ave 24 Virginia Ave 24 Virginia Ave 24 By Pass Rd 24 Washington Ave	Too From City of Roanoke Toc From Town of Vinton Town of Vinton Town of Vinton Town of Vinton	Dale Jamiso 0.69 230 ECL RG WCL V 0.51 240	e Ave on Ave 000 G	98%											
24 Virginia Ave 24 Virginia Ave 24 By Pass Rd 24 Washington Ave	Toc From: Town of Vinton Town of Vinton Toc	0.69 230 ECL RG WCL V 0.51 240	000 G	98%											
24 Virginia Ave 24 Virginia Ave 24 By Pass Rd 24 Washington Ave	Toc From: Town of Vinton Town of Vinton Toc	ECL Ro WCL V 0.51 240	oanoke	98%											
24 Virginia Ave 24 Virginia Ave 24 By Pass Rd 24 Washington Ave	Town of Vinton	0.51 240			0%	1%	0%	1%	0%	С	0.088	F	0.603	25000	G
24 Virginia Ave 24 By Pass Rd 24 Washington Ave	Town of Vinton	0.51 240	Vinton												
24 Virginia Ave 24 By Pass Rd 24 Washington Ave	Town of Vinton														
24 By Pass Rd 24 Washington Ave	Τα		000 G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.638	25000	G
24 By Pass Rd 24 Washington Ave	Τα	Pollar	ard St			\neg									
24 By Pass Rd 24 Washington Ave	Τα	0.80 220		98%	0%	1%	0%	1%	0%	С	0.088	F	0.64	24000	G
24 Washington Ave	r	Clearvi													
24 Washington Ave	Prom:	Hard													
24 Washington Ave	Town of Vinton	0.39 150	000 G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.609	16000	G
	To:	Washing	gton Ave												
	From:	Bypas	ss Rd												
	Town of Vinton	0.53 220	000 G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.716	24000	G
Washington Ave	Toc	ECL V	Vinton												
	Roanoke County	1.25 200		98%	0%	1%	0%	1%	0%	F	0.095	F	0.637	22000	G
24)	To:	Bedford Co					-,-			-		-			-
	From:		County Line												
24) Stewartsville Rd	Bedford County	0.08 170	000 F	98%	0%	1%	0%	1%	0%	F	0.095	F	0.719	18000	F
	To:	80-651 East	st of Vinton												
	From:	80-651 East of Vinton	n; Mountain V												
(₂₄) Stewartsville Rd	Bedford County	4.90 150	000 F	98%	0%	1%	0%	1%	0%	F	0.095	F	0.736	15000	F
\smile	Tor	09-635 Lo	overs I ane												
24 Stewartsville Rd	Bedford County	2.04 86 0		98%	0%	1%	0%	1%	0%	С	0.093	F	0.706	9100	F
24) Stowartovillo i id	Boalora County				0 70	. , ,	070	. 70	0 70	Ŭ	0.000	•	0.700	0.00	•
	To: From:	09-755 W, Mo				t_									
₂₄) Stewartsville Rd	Bedford County	2.15 81 0		98%	0%	1%	0%	1%	0%	F	0.093	F	0.685	8500	F
<u> </u>	To:	09-746 Near C													
Ctawarta illa Dd	Padfard Carrett	09-746 Chamblissburg	0		00/	10/	00/	10/	00/	_	0.001	_	0.000	F100	_
Stewartsville Rd	Bedford County	4.57 48 0	800 F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.609	5100	F
<u>~</u>	To: From:	09-801 Stor	ny Fork Rd			 						—			
24) Stewartsville Rd	Bedford County	3.69 24 0	00 F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.575	2500	F
\smile	To:	SR 122 M	Moneta Rd												
	From:	SR 122 M									<u></u>				
(24) Shingle Block Rd	Bedford County	5.51 22 0	200 F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.512	2300	F
\smile	Too	SR 43 W, Vir	roinia Ryway												
24 (43) Glenwood Dr	Bedford County	2.58 26 0		91%	0%	2%	2%	FC/		_		_	0.500	0000	_
24 (43) Glenwood Dr	Dodiora County	SR 43 E, Le					17/0	5%	0%	С	0.088	F	0.536	2800	F

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					Trı	ck			K		Dir		
Jurisdiction	Length AADT	QA 4Ti	e Bus	3	_	-		QC	Factor	QK	Factor	AAWDT	QW
From:													
Bedford County	7.59 2400	F 969	% 0%	1%	1%	2%	0%	С	NA			2500	F
To:													
Prom:			/ 00/		40/	00/	00/	0	0.100	_	0.550	000	F
Campbell County	2.00 320	F 92	⁄o U%	2%	4%	3%	0%	C	0.132	Г	0.556	330	Г
To: From:													
Campbell County	6.68 1200	F 92°	% 0%	2%	4%	3%	0%	F	0.1	F	0.528	1300	F
To: From:	US 29			_									
Campbell County	4.32 3200	F 92°	% 2%	1%	1%	5%	0%	С	0.101	F	0.565	3300	F
To:	US 501 SW of Pug	thura											
Campbell County			% 0%	1%	0%	2%	0%	F	0.097	F	0.555	10000	F
- T					0,0	_,,	0,0		0.007	•	0.000		•
Correct all County			/ 10/	10/	10/	40/	00/		0.101	_	0.015	0000	F
Campbell County	6.38 3800	F 92	% I%	1%	1%	4%	0%	г	0.101	г	0.615	3900	г
To: From:		ım Branch Ro											
Campbell County	3.16 3700	F 92°	% 1%	1%	1%	4%	0%	С	0.107	F	0.558	3800	F
To	W US 460												
Campbell County	0.11 18000	N 93°	% 0%	1%	1%	4%	0%	Ν	0.082	Ν	0.596	18000	Ν
To:	Appomattox County	y Line											
From:													
Appomattox County	3.28 18000	G 93°	% 0%	1%	1%	4%	0%	F	0.082	F	0.596	18000	G
To:	06-689			_									
Appomattox County	4.09 17000	G 93°	% 0%	1%	1%	4%	0%	F	0.083	F	0.558	17000	G
To	CI Annomatto	v											
Town of Appomattox (Maint: 06)			% 0%	1%	1%	4%	0%	N	0.083	N	0.558	17000	Ν
· · · · · · · · · · · · · · · · · · ·							-,-						
		• • • • • • • • • • • • • • • • • • • •	/ 00/	10/	10/	40/	00/		0.001	_	0.547	10000	
Town of Appomatiox (Maint: 06)		G 93	% U%	1%	1%	4%	0%	г	0.081	г	0.547	12000	G
From:		Hwv											
Appomattox County	5.23 3400		% 1%	1%	1%	8%	0%	F	0.086	F	0.529	3500	G
To	06 616 Wildows D.J. Old 6												
Profit.			/_ 10/	10/-	10/_	Qº/_	∩ º/₋		0.004	F	0.561	2000	G
To:			70 170	178	1 /0	0 /6	0 /6	O	0.034	'	0.501	2000	u
From:													
Buckingham County	8.71 1300		% 1%	1%	1%	8%	0%	F	0.096	F	0.516	1300	G
To:	US 60 Mt Rus	h											
From:	SR 24 FROM RT 58	31 S &				-	-						
City of Roanoke (Maint: 80)	0.09 6700	G							0.082	F		6700	G
· · · · · · · · · · · · · · · · · · ·													
From:	SR 24 TO RT 591 1	V & F											
City of Roanoke (Maint: 80)	SR 24 TO RT 581 I 0.08 13000	N & F G							0.080	F		13000	G
	Bedford County To From: Campbell County To From: Appomattox County To From: Town of Appomattox (Maint: 06) Town of Appomattox County To From: Appomattox County Town of Appomattox (Maint: 06) Town of Appomattox County Town Appomattox County Town Buckingham County Tos From: Buckingham County Tos From: City of Roanoke (Maint: 80)	SR 43 E, Leesvilk	SR 43 E, Leesville Rd	SR 43 E, Leesville Rd	SR 43 E, Lessville Rd SR 44 E, Lesville Rd SR	Durisdiction Length AADT QA 4Tire Bus 2Axle 3+Axle	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	SR 43 F, Leesville Rd	SR 43 E, Leesville Rd	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail Creation Call	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK	Section Company Comp	Campbell County

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Jamiaan Aug	From:	6th		000/	00/	10/	00/	10/	00/	_	0.004	F		10000	G
24 Jamison Ave	City of Roanoke Combined Traffic Estimates for 2 Parallel Roadways	0.68 120		98%	0% 0%	1%	0% 0%	1%	0% 0%	C C	0.094 NA	г		12000	G
	Combined Trainic Estimates for 2 Parallel Roadways	SR 24 Jamison A		98%	0%	1%	0%	1%	0%	C	INA			25000	G
	From:	US 460 Rich		venue											
26) Oakville Rd	Appomattox County	5.03 24		92%	0%	1%	1%	6%	0%	С	0.089	F	0.590	2400	G
	To	06-608 Piney Mounta		ewall Rd											
26) Oakville Rd	Appomattox County	7.80 14		92%	0%	1%	1%	6%	0%	F	0.097	F	0.585	1400	G
	To:	US 60 Be	ent Creek												
	From:	SR 27-W001A SR 27	-E001A FR	OM RT 2											
₂₇) Ramp	Arlington County	0.13 N									NA			NA	
\smile	To:	00-6624 TO ARLING													
27) Ramp	Arlington County	Ramp from SR 27 0.22 16 0		1 BIVQ		J					0.112	F		16000	ı
21)	To:	I-395-									0	•			
East	From:	US 50 Arlington	n Blvd; 00-6	700											
27) Washington Blvd	Arlington County	0.82 370	000 F	98%	1%	0%	0%	0%	0%	F	0.084	F		39000	ı
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 720	000 F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.512	77000	-
<u> </u>	To: Econo	SR 244 Col	lumbia Pike												
ast 27 Washington Blvd	Arlington County	0.35 490	000 G	98%	1%	0%	0%	0%	0%	F	NA			52000	(
21)	Combined Traffic Estimates for 3 Parallel Roadways			98%	1%	1%	0%	0%	0%	F	NA			112000	(
	То	I-3													
East Maghinetan Blud	From:			000/	10/		00/	00/	00/	_	0.400	F		05000	
27) Washington Blvd	Arlington County Combined Traffic Estimates for 2 Parallel Roadways	0.52 240		98%	1%	0%	0% 0%	0% 0%	0%	C F	0.126 NA	г		25000	1
	Combined Tranic Estimates for 2 Parallel Roadways			98%	1%	1%	0%	0%	0%	Г	INA			51000	
East	To: From:	SR 244; l	Pentagon												
27) Washington Blvd	Arlington County	0.33 320	000 G	98%	1%	0%	0%	0%	0%	F	NA			34000	(
\smile	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 670	000 G	98%	1%	1%	0%	0%	0%	F	NA			72000	(
East	To: From:	SR	110												
27) Washington Blvd	Arlington County	0.52 290	000 F	98%	1%	0%	0%	0%	0%	F	0.133	F		31000	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 510	000 F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.791	54000	ı
	To:	Boundar	ry Drive												
East	From:	SR 27-E TO RT 395 SOU	TH & ARLI	NGTON R	ID										
27) Ramp	Arlington County	0.09 N									NA			NA	
<u> </u>	100	SR 27-W001A SR 2													
East		SR 27-E TO RT 395 NOR		Y NAVY E	ORI						NIA			NIA	
27) Ramp	Arlington County	0.19 N									NA			NA	
East	To From:	-395-N008D FROM RT 3	95 NORTH	& ARLING	GT	}									
27) Ramp	Arlington County	0.19 N	Α								NA			NA	
\smile	To:	SR 27-E001C TO AF	RMY NAVY	DRIVE		Ī									

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	luvia diati	on Longth	AADT		4Tiro	Due		Tru	ıck		QC	K	OK	Dir	AAWDT	OW
Route	Jurisdicti		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
East 27 Ramp	Arlington C	SR 27-E001C 7	TO ARMY 19000	NAVY F	DRIVE							0.092	F		19000	F
(27) Ramp	Annigion	I-395-N FROM RT		-	IGTON RI	ID .	1					0.032	'		19000	'
East	Fro															
(27) Ramp	Arlington Co		NA				<u>'</u>					NA			NA	
$\overline{}$	Т	I-395-N008	C FROM F	RT 27 E	AST											
Rev	Fro		Reversible													
(27) Washington Blvd	Arlington C	•	8600	F	99%	0%	0%	0%	0%	0%	C	0.121	F		11000	F
~	Combined Traffic Estimates for 3 Paralle				98%	1%	1%	0%	0%	0%	F	NA			112000	G
	- Eco		7 EB; SR 2		00											
West 27 Washington Blvd	Arlington G		lington Blvd 36000	a; 00-67/	98%	0%	1%	1%	0%	0%	F	0.09	F		38000	F
27) Washington Biva	Combined Traffic Estimates for 2 Paralle	•		F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.512	77000	F
	7		44 Columbi	o Diko							-		-			-
West	Fro				000/	00/	40/	40/	00/	00/	0	NIA			40000	0
(27) Washington Blvd	Arlington C	•	46000	G	98%	0%	1%	1%	0%	0%	C F	NA			49000	G
	Combined Traffic Estimates for 3 Paralle	Hoadways on this Houte:		G	98%	1%	1%	0%	0%	0%	Г	NA			112000	G
West	T Fro	m	I-395													
(27) Washington Blvd	Arlington C		24000	F	98%	0%	1%	1%	0%	0%	F	0.102	F		26000	F
\smile	Combined Traffic Estimates for 2 Paralle	I Roadways on this Route:	48000	F	98%	1%	1%	0%	0%	0%	F	NA			51000	F
West	T Fro	SR 2	44 Columbi	a Pike												
(27) Washington Blvd	Arlington C	ounty 0.62	35000	G	98%	0%	1%	1%	0%	0%	F	NA			38000	G
	Combined Traffic Estimates for 2 Paralle	I Roadways on this Route:	67000	G	98%	1%	1%	0%	0%	0%	F	NA			72000	G
		~	SR 110													
West 27 Washington Blvd	Arlington C	ounty 0.33	21000	F	98%	0%	1%	1%	0%	0%	F	0.103	F		23000	F
Vasimigion Biva	Combined Traffic Estimates for 2 Paralle	•		F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.791	54000	F
	1		oundary Dri		0070	. , ,		0,0	0,70	070	•	0.007	•	0.70	0.000	•
West	Fro	SR 27-W TO RT 39	5 SOUTH &	& ARLII	NGTON R	ID										
27 Ramp	Arlington C	ounty 0.08	NA									NA			NA	
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	T Fro	SR 27-W00	1B TO RT	395 SOI	UTH		\neg \vdash									
West 27 Ramp	Arlington C	ounty 0.05	NA									NA			NA	
27) 1 1011119	Tunigton 5	SR 27- 1A SI		A FROM	RT 2											
West	Fro	SR 27-W00					l									
(27) Ramp	Arlington Co		23000	F								0.087	F		23000	F
$\overline{}$	Т	I-395-S I	FROM RT	27 WES	T											
	Fro		IS 29 N of F													
(28) Catlett Rd	Fauquier C		9200	F	95%	0%	1%	2%	2%	0%	F	0.089	F	0.652	9400	F
<u> </u>	Т	o: US 17	North of B	ealeton												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					4	_		Tru	ıck			K	014	Dir		- 01
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From		North of Bea								_					
28 Catlett Rd	Fauquier County	2.70	12000	F	95%	0%	1%	2%	2%	0%	F	0.091	F	0.705	13000	F
<u> </u>	To- From:	30	-610 Midlan	ıd												
28) Catlett Rd	Fauquier County	3.72	13000	F	95%	0%	1%	2%	2%	0%	F	0.092	F	0.723	13000	I
\smile	To: From:	30-	-616 Calverto	on												
28) Catlett Rd	Fauquier County	2.40	12000	F	95%	0%	1%	2%	2%	0%	F	0.091	F	0.763	13000	- 1
<u> </u>	Tæ	3	0-806 Catlet	t												
28) Catlett Rd	Fauquier County	2.57	14000	F	95%	0%	1%	2%	2%	0%	С	NA			15000	
	To:	Prince V	Villiam Coun	nty Line												
	From:		uier County													
28) Nokesville Rd	Prince William County	2.18	15000	F	95%	0%	1%	2%	2%	0%	F	0.096	F	0.712	16000	ı
<u> </u>	To: From:	76-6	52 Fitzwater	r Dr												
28) Nokesville Rd	Prince William County	2.97	14000	F	95%	0%	1%	2%	2%	0%	F	0.086	F	0.672	14000	- 1
\smile	To:	SR 3	215 Vint Hill	Rd												
28) Nokesville Rd	Prince William County	0.12	25000	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.688	25000	
20)	To			D.1												
28 Nokesville Rd	Prince William County	0.78	38000	F F	97%	0%	1%	1%	1%	0%	С	0.089	F	0.656	39000	
Nokesville Rd	i fince william county	0.70	30000	-	31 /6	0 76	1 /0	1 /0	1 /0	0 /6	O	0.003	'	0.030	33000	
	From		660 Piper La		070/	20/		40/	40/	00/			_	0.500	10000	
28) Nokesville Rd	Prince William County	0.62	41000	F	97%	0%	1%	1%	1%	0%	F	0.080	F	0.562	42000	
	To: From:		4, WCL Mar													
28) Nokesville Rd	City of Manassas	0.56	28000	F	97%	1%	1%	1%	1%	0%	F	0.084	F	0.615	31000	- 1
\smile	To: From:	155	5-5 Godwin l	Dr			\neg \vdash									
28) Nokesville Rd	City of Manassas	1.22	16000	F	96%	0%	2%	0%	1%	0%	С	0.083	F	0.568	18000	F
\smile	To:	V	Vellington Ro	1												
28 Center St	City of Manassas	0.80	19000	F	98%	0%	1%	0%	0%	0%	С	0.088	F	0.587	21000	F
20)	To		Character Ct													
28 Center St	Fron: City of Manassas	0.25	Church St 9100	F	97%	1%	1%	1%	1%	0%	F	0.08	F		9900	F
28) Geriler Gi	Combined Traffic Estimates for 2 Parallel Roadways on this			F	97%	1%	1%	1%	1%	0%	F	0.078	F	0.511	21000	
	- Tallic Estimates for 21 dialici floadways of this				31 /6	1 /0	1 /0	1 /0	1 /0	0 70	•	0.070	'	0.511	21000	
Contor Ct	City of Managaga		R 234 Grant		079/	10/	10/	10/	1%	00/	г	0.000	F		12000	
28 Center St	City of Manassas	0.37	11000	F	97%	1%	1%	1%		0%		0.080		0.550	13000	
	Combined Traffic Estimates for 2 Parallel Roadways on this		Zebedee St	F	97%	1%	1%	1%	1%	0%	F	0.078	F	0.556	25000	
	From:		Center St													
Zebedee St	City of Manassas	0.09	11000	G	97%	1%	1%	1%	1%	0%	F	NA			13000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	23000	G	97%	1%	1%	1%	1%	0%	F	NA			25000	(
			k is signed													
	Tα		P, Centrevi													
28 Centreville Rd	City of Manassas	1.10	28000	F	97%	1%	1%	1%	1%	0%	F	0.071	F	0.514	29000	ı
28 Centreville Rd	City of ividiassas	Prince V				1 /0	1 /0	1 /0	1 /0	U /0	1	0.071		0.514	23000	Г

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				_		Truck-			K	017	Dir		
Route	Jurisdiction	Length AADT QA	4 l ire	Bus			rail 2Trai		Factor	QK	Factor	AAWDT	QI
	From:	NCL Manassas											
28 Centreville Rd	Prince William County	0.26 28000 N	97%	1%	1%	1% 1	% 0%	N	0.071	N	0.514	29000	Ν
<u> </u>	From:	SCL Manassas Park Prince William County Line											
28 Centreville Rd	City of Manassas Park	0.01 28000 N	97%	1%	1%	1% 1	% 0%	Ν	0.071	Ν	0.514	29000	1
28 Centreville Rd	Oity of Mariassas Fark		37 70	1 /0	1 /0	170 1	70 070	14	0.071	14	0.514	23000	
	To: From:	Liberia Ave			_								
(28) Centreville Rd	City of Manassas Park	0.31 45000 F	96%	0%	1%	1% 1	% 0%	С	0.065	F	0.563	46000	
<u> </u>	To:	ECL Manassas											
28 Centreville Rd	Prince William County	NCL Manassas Park 2.13 51000 F	96%	0%	3%	0% 0	% 0%	С	0.067	F	0.580	53000	
28 Centreville Rd	To To		90%	076	3%	0% 0	70 U70	C	0.067	Г	0.560	55000	
	From:	Fairfax County Line Prince William County Line											
28) Centreville Rd	Fairfax County	1.83 55000 G	97%	1%	1%	1% 1	% 0%	С	0.070	F	0.63	61000	
26) 66/11/67/11/6	- Tamax County		0. 70	. , ,		. , ,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	·	0.0.0	•	0.00	0.000	
	From:	New Braddock Rd	.=-/							_			
(28) Centreville Rd	Fairfax County	0.80 49000 G	97%	1%	1%	1% 1	% 0%	С	0.067	F	0.579	55000	
<u> </u>	Too From:	US 29 Centreville											
28) Sully Rd	Fairfax County	0.54 69000 G	97%	1%	1%	1% 1	% 0%	F	0.116	F	0.695	77000	
	To	I-66 North of Centreville											
28) Sully Rd	Fairfax County	2.07 100000 A	97%	1%	1%	1% 1	% 0%	С	0.09	Α	0.748	109000	
28) Sully Rd	aniax County	2.07 100000 A	31 /6	1 /0	1 /0	1/0 1	/6 0 /6	O	0.03	^	0.740	103000	
	To: From:	29-662 Westfields Blvd											
28) Sully Rd	Fairfax County	1.88 97000 B	97%	1%	1%	1% 1	% 0%	F	0.095	Α	0.578	108000	
<u> </u>	To	US 50 Dulles Airport											
28) Sully Rd	Fairfax County	4.18 101000 A	97%	1%	1%	1% 1	% 0%	F	0.099	Α	0.512	114000	
,	Tα	Loudoun County Line											
	From:	Fairfax County Line											
28) Sully Rd	Loudoun County	0.66 118000 A	97%	1%	1%	1% 1	% 0%	F	0.1	Α	0.531	134000	
\smile	To	SR 267 Dulles Toll Rd											
28) Sully Rd	From: L Loudoun County	1.00 123000 G	97%	1%	1%	1% 1	% 0%	F	0.078	F	0.561	137000	
28) Curry Flu	Loadouri County		07 70	1 /0		170 1	70 070	•	0.070	•	0.001	107000	
	To: From:	53-606 Old Ox Rd			_								
28) Sully Rd	Loudoun County	0.62 125000 A	97%	1%	1%	1% 1	% 0%	F	0.088	Α	0.565	137000	
<u> </u>	To	54-846 Sterling Blvd											
28) Sully Rd	Loudoun County	1.13 121000 B	97%	1%	1%	1% 1	% 0%	F	0.087	Α	0.59	132000	
	To	52 (25 W) 1 D 1											
28) Sully Rd	Loudoup County	53-625 Waxpool Rd 3.16 72000 A	079/	1%	10/	10/ 1	% 0%	F	0.086	Α	0.549	79000	
28 Sully Nu	Loudoun County		97%	170	1%	1% 1	% 0%	Г	0.000	А	0.549	78000	
		SR 7 Harry Byrd Hwy											
	From:	SR 28-N030A SR 28-S030A TO R	T 66										
28) Ramp	Fairfax County	0.18 NA							NA			NA	
\smile	То:	I-66-E FROM RT 28 SOUTH & NO	ORTH										
	From:	SR 28 I-66-W053B FROM & TO I	RT 66										
28 Ramp	Fairfax County	0.17 17000 F	95%	1%	1%	1% 2	% 0%	С	0.092	F		17000	- 1
	To:	I-66-W FROM RT 28 NORTH & S	OUTH										

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			u mersiale n				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		RO RT 66 EAST		40/	10/	00/	40/	201	_	0.000	_		45000	_
28 Ramp	Fairfax County		15000 F A SR 28- 30A TO	98%	1%	1%	0%	1%	0%	С	0.093	F		15000	F
at at	From					_									
North 28 Ramp	Fairfax County		TO RT 66 WEST								NA			NA	
28) 1 141119	To:		030B FROM 28	S										1471	
South	From:	SF	R 28 Sully Rd												
28) Ramp	Fairfax County		16000 F	95%	1%	1%	1%	2%	0%	С	0.077	F		16000	F
	Τα:	SR 28-N030A	A SR 28- 30A TO	RT 66											
South	From:	SR 28	TO RT 66 WEST	1											
28) Ramp	Fairfax County		NA								NA			NA	
<u> </u>	To:	SR 28-N030B	SR 28- 30B FRC	OM 28 S											
	From:		28 Center St						221	_		_			_
28 Church St	City of Manassa		9700 F	97%	1%	1%	1%	1%	0%	F	0.079	F	0.544	11000	F
~	Combined Traffic Estimates for 2 Parallel Roa	adways on this Houte:	19000 F	97%	1%	1%	1%	1%	0%	F	0.078	F	0.511	21000	F
	To: From:		R 234 Grant Ave												_
28 Church St	City of Manassa		11000 F	97%	1%	1%	1%	1%	0%	F	0.086	F	0.547	12000	F
~	Combined Traffic Estimates for 2 Parallel Roa	•	23000 F	97%	1%	1%	1%	1%	0%	F	0.078	F	0.556	25000	F
		SR 2	8 Centreville Rd												
29 \ \(\sum_{58} \) Danville Expwy	City of Danville (Mair	nt: 71) 1.12	US 58 16000 G	83%	1%	1%	2%	14%	1%	F	0.073	F	0.581	16000	G
29) (58) Danville Expwy	City of Darivine (Mair	·		03 /6	1 /0	1 /0	2/0	14 /0	1 /0	•	0.073	'	0.561	10000	G
29 58 Danville Expwy	City of Danville (Mair		Elizabeth St 15000 A	83%	1%	1%	2%	14%	1%	С	0.099	Α	0.59	15000	Α
29 (58) Danville Expwy	City of Dariville (Mail	<u> </u>		03%	1 70	1 70	270	1470	170	C	0.099	A	0.59	13000	А
~~ Paradilla Faranci	To: From:		86, S Main St	000/	40/		00/	4.40/	40/		0.070		0.550	47000	_
29 58 Danville Expwy	City of Danville (Mair	nt: 71) 1.85	17000 G	83%	1%	1%	2%	14%	1%	F	0.072	F	0.559	17000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To		oodyear Blvd												_
29 (58) Danville Expwy	City of Danville (Mair	nt: 71) 1.36	19000 G	83%	1%	1%	2%	14%	1%	F	0.075	F	0.524	19000	G
~~	To: From:		360 South Bosto												
29 Danville Expwy	City of Danville (Mair	nt: 71) 2.00	14000 G	83%	1%	1%	2%	14%	1%	F	0.08	F	0.584	14000	G
~ ~	To: From:		CL Danville												
29 Danville Expwy	Pittsylvania Coun	nty 0.32	14000 G	83%	1%	1%	2%	14%	1%	F	0.08	F	0.584	14000	G
<del>~</del>	To: From:		SR 360												
29 Danville Expwy	Pittsylvania Coun	nty 6.52	10000 G	85%	1%	1%	1%	12%	1%	С	NA			10000	G
~	T _{cc} From	BUS US	29 North of Dany	ille		⊒⊢									
29	Pittsylvania Coun	nty 0.76	19000 G	85%	1%	1%	1%	12%	1%	F	0.080	F	0.518	19000	G
	To:	71-640 S	Spring Garden Ro	ad		$\neg$									
29	Pittsylvania Coun		18000 G	85%	1%	1%	1%	12%	1%	F	0.08	F	0.536	18000	G
	Tax	71-718 Snaken	oath Road; Dry Fo	rk Road											
29)	Pittsylvania Coun	•	20000 G	85%	1%	1%	1%	12%	1%	F	0.08	F	0.522	19000	G
<i>⇒</i>	Тох	•	CL Chatham												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Truck			K		Dir		
Route	Jurisdiction		QA 4Tire	Bus	2Axle 3+A	xle 1Trai	l 2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SCL Chatham 0.03 <b>20000</b>	N 85%	1%	 1% 1%	s 12%	1%	N	0.08	N	0.522	19000	N
29)	Town of Chatham (Maint. 71)			1 /0	1/0 1/	0 12/0	1 /0	IN	0.00	IN	0.522	19000	IN
20	Town of Chatham (Maint: 71)	Bus US 29 South Mair 0.76 12000	n St G 85%	1%	1% 1%	s 12%	1%	F	0.080	F	0.511	12000	G
29)	Town or Original (Marie: 7.1)	NCL Chatham	u 0070	170			170	•	0.000	•	0.011	12000	
29	Pittsylvania County		N 85%	1%	1% 1%	5 12%	1%	N	0.080	N	0.511	12000	N
23)	То	Bus US 29 North of Cha											
29	Pittsylvania County		G 85%	1%	1% 1%	s 12%	1%	F	0.081	F	0.519	13000	G
<u></u>	To:	Bus US 29 South of Gr	retna										
29	Pittsylvania County		A 85%	1%	1% 1%	12%	1%	С	0.115	Α	0.541	9200	Α
	Tα	SR 40 West Gretna F	Rd		<u> </u>								
29	Pittsylvania County		G 85%	1%	1% 1%	12%	1%	F	0.076	F	0.532	10000	G
	To: From:	N US 29 Bus N of Gre	etna										
29	Pittsylvania County	3.08 13000	G 85%	1%	1% 1%	12%	1%	F	0.078	F	0.529	12000	G
	T _{cc} From:	71-643 Derby Rd											
29	Pittsylvania County	4.08 13000	G 85%	1%	1% 1%	s 12%	1%	F	0.079	F	0.541	12000	G
	To: From:	Bus US 29 Main St South	of Hurt										
29)	Pittsylvania County		G 85%	1%	1% 1%	12%	1%	F	0.074	F	0.572	11000	G
<u> </u>	To: From:	Campbell County Lir Pittsylvania County L											
29 Wards Rd	Campbell County		F 85%	1%	1% 1%	s 12%	1%	F	0.079	F	0.541	11000	F
<u></u>	та	SR 43 Bedford Ave	a .										
29 Wards Rd	Campbell County		F 85%	1%	1% 1%	12%	1%	F	0.076	F	0.502	12000	F
	To	15-712											
29 Wards Rd	Campbell County		N 85%	1%	1% 1%	12%	1%	Ν	0.076	Ν	0.502	12000	Ν
	To	BUS US 29 N of Altav	vista										
29 Wards Rd	Campbell County		F 93%	0%	1% 1%	4%	0%	F	0.08	F	0.558	19000	F
<u> </u>	To	15-696 Marysville R	Rd										
29 Wards Rd	Campbell County		F 93%	0%	1% 1%	4%	0%	F	0.081	F	0.573	19000	F
<u> </u>	To: From:	SR 24 Colonial Hwy	y										
29 Wards Rd	Campbell County	4.58 20000	F 93%	0%	1% 1%	4%	0%	F	0.079	F	0.542	21000	F
<u> </u>	To: From:	15-738 English Tavern	n Rd										
29 Wards Rd	Campbell County	1.84 30000	A 93%	0%	1% 1%	4%	0%	С	0.095	Α	0.585	31000	Α
<u> </u>	To:	US 460 Lynchburg Hwy; Bu	us US 29										
Bus 29 (29 Ramp	Campbell County	0.47	Soo	Rue HS	 S 29 for direct	ional traff	ic volum	a actir	natos for	thic	coment		
29) (29) Ramp		0.47	366	Dus US	2 2 101 UII eCl	onai lidli	io voluill	. c om	iiaies iul	u 115 S	ognient.		
	From:	US 460; Bus US 29 War	rds Rd										
(29) (460) (29)	Campbell County		F 93%	0%	1% 1%	5%	0%	F	0.101	F	0.661	45000	F
	To:	SCL Lynchburg											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	loods all alls a	Laurette AADT		4	D		Tru	ck		-00	K	01/	Dir	AAMADT	
Route	Jurisdiction	Length AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
	City of Lynchburg (Maint: 15)	SCL Lynchbu		020/	09/	10/	10/	E0/	00/	_	0.101	F	0.661	45000	F
29] [460] [29]	City of Lynchburg (Maint. 15)	1.38 44000	F	93%	0%	1%	1%	5%	0%	Г	0.101	Г	0.661	45000	Г
700	City of Lypophyse (Maint, 15)	Candler Mountai		020/	00/	10/	10/	E0/	00/	F	0.000	F	0.600	26000	F
29] [460] [29]	City of Lynchburg (Maint: 15)	0.49 35000	F	93%	0%	1%	1%	5%	0%	Г	0.098	г	0.609	36000	
	City of Lynchburg (Maint: 15)	1.91 35000	Α	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.504	36000	,
29 (460) (29) (501)	To:	US 501 Campbel		93 /6	0 /6	1 /0	1 /0	J /6	0 /6	C	0.103	^	0.304	30000	,
	From:	Functional Class (
29) (460) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 32000	G	93%	0%	1%	1%	5%	0%	F	0.090	Ν	0.526	33000	(
	To:	US 29													
	Campbell County	US 460 Lynchbur 0.93 16000	g Hwy F	88%	1%	1%	1%	9%	0%	F	0.092	F	0.511	15000	
29)	Tampbell dodnity			00 70	1 /0		1 /0	3 70	0 70		0.032	'	0.511	13000	
200	City of Lynchburg (Maint: 15)	SCL Lynchbu 0.33 16000	ırg F	88%	1%	1%	1%	9%	0%	F	0.092	F	0.511	15000	
29)	only of Eyrioniburg (Maint: 10)			00 /0	1 /0		1 70	370	0 70	•	0.002	•	0.011	10000	
	Amherst County	NCL Lynchbu 1.09 16000	ırg F	88%	1%	1%	1%	9%	0%	F	0.092	F	0.511	15000	
29)	Annerst County		Г	00 /6	1 /0	1 /0	1 /0	3 /6	0 /6	'	0.032	'	0.511	13000	
	From From From From From From From From	SR 210	F	88%	1%	10/	10/	00/	0%	F	0.004	F	0.500	15000	
29)	Amherst County	3.77 16000	Г	00%	170	1%	1%	9%	0%	Г	0.094	Г	0.526	15000	
	To: From:	SR 130		000/	40/		10/	00/	00/		0.007		0.500	10000	
29	Amherst County	7.15 13000	F	88%	1%	1%	1%	9%	0%	F	0.087	F	0.503	13000	
	To: From:	SCL Amherst; Bus													
29)	Town of Amherst (Maint: 05)	1.72 20000	F	88%	1%	1%	1%	9%	0%	F	0.084	F	0.522	19000	
	To: From:	US 60 Richmond	l Hwy												
29	Town of Amherst (Maint: 05)	1.45 16000	F	88%	1%	1%	1%	9%	0%	F	0.081	F	0.513	15000	ı
	To: From:	BUS US 29 Near NC	L Amher	st		\neg \vdash									
29 N Amherst Hwy	Town of Amherst (Maint: 05)	0.64 15000	N	88%	1%	1%	1%	9%	0%	Ν	0.080	Ν	0.515	15000	1
~	To: From:	NCL Amhers	st			\neg \vdash									
29 N Amherst Hwy	Amherst County	1.35 15000	F	88%	1%	1%	1%	9%	0%	F	0.080	F	0.515	15000	- 1
~	To	SR 151 North of A	mherst			\neg \vdash									
N Amherst Hwy	Amherst County	4.10 12000	F	88%	1%	1%	1%	9%	0%	F	0.081	F	0.576	11000	
	To:	Nelson County													
Thomas Nalasa Huni	From:	Amherst County		000/	10/	10/	10/	00/	00/	_	0.070	_	0.504	15000	
29 Thomas Nelson Hwy	Nelson County	4.47 16000	G	88%	1%	1%	1%	9%	0%	F	0.076	F	0.521	15000	(
~	To: From:	SR 56 Near Col													
29 (56) Thomas Nelson Hwy	Nelson County	4.28 17000	G	88%	1%	1%	1%	9%	0%	F	0.079	F	0.544	16000	(
~	To: From:	BUS US 29 South of I													
29 Thomas Nelson Hwy	Nelson County	0.82 15000	G	88%	1%	1%	1%	9%	0%	F	0.079	F	0.549	14000	(
~	To: From:	BUS US 29 North of I	Lovingsto	on											
29 Thomas Nelson Hwy	Nelson County	6.51 14000	Α	88%	1%	1%	1%	9%	0%	С	0.114	Α	0.589	13000	,
<u> </u>	To:	SR 6 River R	Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT (QA 4	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 6 River Rd													
29 6 Thomas Nelson Hwy	Nelson County	3.94 13000	G 8	38%	1%	1%	1%	9%	0%	F	0.084	F	0.567	12000	C
\smile	Tox	SR 6 Irish Rd				\lnot $lacktriangle$									
29 Thomas Nelson Hwy	Nelson County		G 8	38%	1%	1%	1%	9%	0%	F	0.083	F	0.573	12000	(
	To:	Albemarle County L													
~~~	From:	Nelson County Lin													
29 Monacan Trail Rd	Albemarle County	7.89 <b>11000</b>	<b>A</b> 8	39%	1%	1%	1%	9%	1%	С	0.112	Α	0.66	11000	
~	To: From:	02-692 Plank Rd													
29 Monacan Trail Rd	Albemarle County	2.69 <b>16000</b>	<b>G</b> 8	38%	1%	1%	1%	9%	0%	F	0.083	F	0.747	15000	
<i>→</i>	To: From	02-708 Red Hill R	'd												
29) Monacan Trail Rd	Albemarle County			38%	1%	1%	1%	9%	0%	F	0.086	F	0.777	16000	
23)	Too														
29 Monacan Trail Rd	Albamaria Caunty	0.36 <b>49000</b>	<b>C</b> 0	38%	1%	1%	1%	9%	0%	F	0.104	F	0.638	47000	
29) Monacan Trail Rd	Albemarle County	0.36 49000	<b>G</b> 8	00 70	1 70	1 70	1 70	970	0%	Г	0.104	Г	0.030	47000	
~		BUS US 29 Fontaine Ave S of													
29 Monacan Trail Rd	Albemarle County		<b>G</b> 8	38%	1%	1%	1%	9%	0%	F	0.104	F	0.565	43000	
~	To:	US 250 Ivy Rd				-									
29) (250) Monacan Trail Rd	Albemarle County	Bus US 250 Ivy Ro		97%	0%	1%	1%	2%	0%	F	0.099	F	0.529	49000	
29 250 Monacan Trail Rd	Albernane County			71 70	0 70	1 /0	1 /0	2 /0	0 70	'	0.000		0.525	43000	
	City of Observation will a	WCL Charlottesvil		270/	00/		40/	00/	00/	_	0.000	_	0.500	00000	
29) (250) Monacan Trail Rd	City of Charlottesville		<b>G</b> 9	97%	0%	1%	1%	2%	0%	F	0.096	F	0.536	39000	•
<b>* *</b>	From:	Bus US 29 US 250, Bus US 2	9												
Emmet St	City of Charlottesville			97%	0%	1%	1%	2%	0%	F	0.083	F	0.527	63000	(
23)	T-1														
29 Seminole Trail	Albemarle County	NCL Charlottesvill 1.70 <b>56000</b>		97%	0%	1%	1%	2%	0%	F	0.082	F	0.538	59000	(
29 Seminole Trail	Albernarie County	1.70 30000	G 3	71 /0	0 /6	1 /0	1 /0	2/0	0 /6	'	0.002	'	0.550	33000	,
~~	To: From:	02-631 Rio Rd				<u> </u>						_			
29) Seminole Trail	Albemarle County	3.11 <b>46000</b>	<b>G</b> 9	97%	0%	1%	1%	2%	0%	F	0.085	F	0.576	48000	(
~	To: From:	02-1520 Hollymeade													
29 Seminole Trail	Albemarle County	1.01 <b>37000</b>	<b>N</b> 9	97%	0%	1%	1%	2%	0%	Ν	0.101	Ν	0.536	39000	
~	To:	02-649 Airport Rd, Prot	ffit Rd												
29 Seminole Trail	Albemarle County			97%	0%	1%	1%	2%	0%	С	0.101	Α	0.536	39000	
=======================================	To					<del></del>									
29 Seminole Trail	Albemarle County	02-1510 Camelot Γ 2.89 <b>33000</b>		97%	0%	1%	1%	2%	0%	F	0.090	F	0.698	34000	
29 Seminole Trail	To:	Greene County Lin		// /0	U /0	1 /0	1 /0	<b>~</b> /0	U /0	'	0.030	'	0.030	54000	
	From:	Albemarle County L													
29 Seminole Trail	Greene County			97%	0%	1%	1%	2%	0%	F	0.084	F	0.627	30000	
<del></del>	To	US 33 Spotswood T	'rail												
29 Seminole Trail	Greene County			93%	1%	1%	1%	4%	0%	F	0.077	F	0.551	16000	(
29) Seminole Trail	To:	Madison County Li		/0 /0	1 /0	1 /0	1 /0	7 /0	0 /0	'	0.011	•	0.001	10000	`

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and intersta					т	alı			1/		D:-		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		Tru 3+Axle			QC	K	QK	Dir Factor	AAWDT	Q
	From:	Greene County	I ina			ZAXIE	3+Axie	TITAL	ZITali		Factor		Factor		
S Seminole Trail	Madison County	5.57 <b>16000</b>		93%	1%	1%	1%	4%	0%	С	0.110	Α	0.501	14000	
	To														
29 (230)S Seminole Trail	Madison County	SR 230 Wolftown-F 0.52 <b>20000</b>		93%	1%	1%	1%	4%	0%	F	0.08	F	0.574	19000	
29 (230) S Seminole Trail				0070	. , 0		1 70	170	0 70	•	0.00	•	0.07 1	10000	
29) (231) S Seminole Trail	Madison County	SR 230, SR 231 Ora 1.34 <b>20000</b>		93%	1%	1%	1%	4%	0%	F	0.079	F	0.571	18000	
29) (231) S Seminole Trail	Madison County			90 /0	1 /0	1 /0	1 /0	4 /0	0 /6	•	0.079	'	0.571	10000	
Occasionale Totali	From:	Bus US 29 South of		000/	40/		40/	40/	00/		0.070		0.500	40000	
Seminole Trail	Madison County	2.02 17000	G :	93%	1%	1%	1%	4%	0%	F	0.076	F	0.598	16000	
~	To: From:	Bus US 29 North of													
29 N Seminole Trail	Madison County	3.16 <b>16000</b>	G :	93%	1%	1%	1%	4%	0%	F	0.079	F	0.567	15000	
~	To: From:	56-607 Ridgeview Rd; Lil	llards Ford	Rd											
N Seminole Trail	Madison County	4.03 <b>16000</b>	G :	93%	1%	1%	1%	4%	0%	F	0.079	F	0.558	15000	
~	To:	Culpeper County													
James Manyos I huy	Culpanar County	Madison County		020/	10/	 1%	1%	40/	00/	F	0.08	F	0.540	10000	
James Monroe Hwy	Culpeper County	2.79 <b>21000</b>	G :	93%	1%	1%	170	4%	0%	Г	0.08	Г	0.549	19000	
~	To: From:	23-603 White Sho				<u> </u>				_					
29) James Monroe Hwy	Culpeper County	3.65 <b>27000</b>	G S	93%	1%	1%	1%	4%	0%	F	0.083	F	0.579	25000	
~	To: From:	Bus US 29 South of	Culpeper												
29 James Monroe Hwy	Culpeper County	1.02 <b>20000</b>	G :	93%	1%	1%	1%	4%	0%	F	0.081	F	0.555	19000	
~ <u></u>	To: From:	US 15 James Madis	on Hwy												
29 (15) James Madison Hwy	Culpeper County	1.32 <b>24000</b>	G	93%	1%	1%	1%	4%	0%	F	0.081	F	0.542	22000	
	To	US 522													
29) (15) James Madison Hwy	Culpeper County	3.88 <b>26000</b>	G	90%	1%	1%	1%	6%	0%	С	0.083	F	0.548	24000	
,	To	D 110 15 D 110 20 M													
29) (15) James Madison Hwy	Culpeper County	Bus US 15, Bus US 29 Not 2.65 <b>26000</b>		91%	1%	1%	1%	7%	0%	F	0.081	F	0.648	25000	
29) (15) James Madison Hwy	Culpeper County			J 1 70	1 /0	1 /0	1 /0	1 /0	0 70	•	0.001	'	0.040	23000	
~ Lance Madis and Harri	To: From:	23-663 Alanthus		040/	40/		40/	70/	00/	_	0.000	_	0.007	00000	
29 (15) James Madison Hwy	Culpeper County	4.31 <b>29000</b>	G :	91%	1%	1%	1%	7%	0%	F	0.083	F	0.667	28000	
~ ~	To: From:	Bus US 15, Bus US 29 Sout													
29 (15) James Madison Hwy	Culpeper County	0.24 <b>27000</b>		91%	1%	1%	1%	7%	0%	F	0.083	F	0.659	27000	
~ ~	From:	Fauquier County Culpeper County													
29 (15) James Madison Hwy	Fauquier County	2.17 <b>26000</b>		91%	1%	1%	1%	7%	0%	F	0.078	F	0.648	26000	
-5) (15),					. , •		. , •	. , •	- / 0	,	2.3.3	-	2.3.0	_5000	
29 (15) James Madison Hwy	Fauguier County	Bus US 15, Bus US 29 Nort 0.30 <b>29000</b>		ngton 91%	1%	1%	1%	7%	0%	F	0.079	F	0.659	29000	
29) (15) James Madison Hwy	Fauquier County			J 1 70	I 70	I 70	I 70	1 70	U-76	Г	0.079	Г	0.009	29000	
~~	To: From:	SR 28 Catlett I		- · · ·	46:										
29) (15) James Madison Hwy	Fauquier County	4.00 <b>23000</b>	F :	91%	1%	1%	1%	7%	0%	F	0.078	F	0.676	22000	
~ ~	To: From:	US 17 Marsh l	Rd												
29) (15) (17) James Madison Hwy	Fauquier County	2.28 <b>41000</b>	Α :	91%	1%	1%	1%	7%	0%	С	0.096	Α	0.592	41000	
$\sim$ $\sim$	To:	30-684 Lees Ridg	ge Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	30-684 Lees Rie	dge Rd												
29 (15) (17) James Madison Hwy	Fauquier County	2.43 <b>44000</b>	F	91%	1%	1%	1%	7%	0%	F	0.078	F	0.64	43000	F
$\bigcirc$	To	Bus US 15,17,29 South	of Warre	enton											
29) (15) (17) Eastern Bypass	Fauquier County	2.44 38000	F	91%	1%	1%	1%	7%	0%	F	0.077	F	0.595	37000	F
	To:	US 15, US 29 North o	of Warren	ton											
~~	From:	US 17													
29) (15) Eastern Bypass	Fauquier County	0.36 <b>38000</b>	N	91%	1%	1%	1%	7%	0%	N	0.077	N	0.595	37000	N
~ ~	To: From:	SCL Warren	iton			}									
29 (15) Eastern Bypass	Town of Warrenton (Maint: 30)	0.26 <b>45000</b>	F	91%	1%	1%	1%	7%	0%	F	0.084	F	0.634	44000	F
$\downarrow$	To:	NCL Warrer	nton			$\neg$ $\vdash$									
29 (15) Eastern Bypass	Fauquier County	0.22 45000	N	91%	1%	1%	1%	7%	0%	Ν	0.084	Ν	0.634	44000	Ν
	To	Bus US 15, Bus US 29 No	uth of W.	amantan											
29 (15) Lee Highway	Fauquier County	3.00 <b>47000</b>	F	96%	0%	1%	0%	2%	0%	F	0.075	F	0.619	48000	F
29) {15} Lee Highway	- adduct Scarty				070		070	_ / 0	0 70	•	0.070	•	0.010	10000	•
	From	30-693 Old Alexan			00/	10/	00/	00/	00/		0.004		0.500	40000	^
29) (15) Lee Highway	Fauquier County	3.22 <b>46000</b>	Α	96%	0%	1%	0%	2%	0%	С	0.084	Α	0.599	46000	Α
	To: From:	SR 215 Vint H				}									
29 \ \( \( \) 15 \) Lee Highway	Fauquier County	0.13 <b>50000</b>	G	96%	0%	1%	0%	2%	0%	F	0.075	N	0.615	51000	G
<del></del>	To:	Prince William Co		:											
29 \ 15 Lee Highway	Prince William County	Fauquier Count 0.82 <b>49000</b>	y Line <b>F</b>	96%	0%	1%	0%	2%	0%	F	0.075	F	0.615	50000	F
29) (15) Lee Highway	- Timee William Gounty			30 70	0 70	1 70	0 / 0	2 /0	0 70	•	0.073	•	0.013	30000	
~~	From:	US 15 James Mad		000/	20/		00/	00/	00/		0.070	_	0.000	44000	
29 Lee Highway	Prince William County	3.31 <b>41000</b>	F	96%	0%	1%	0%	2%	0%	F	0.076	F	0.622	41000	F
	To: From:	SR 55 John Marsi	hall Hwy												
29 Lee Highway	Prince William County	0.89 <b>61000</b>	G	96%	0%	1%	0%	2%	0%	F	NA			63000	G
<u> </u>	To: Fron:	I-66 East of Gai	nesville												
29 Lee Highway	Prince William County	5.04 <b>10000</b>	F	98%	0%	0%	0%	2%	0%	С	0.085	F	0.693	11000	F
	To:	Fairfax County	/ Line												
~~~~	From:	Prince William Co													
29 Lee Highway	Fairfax County	1.60 15000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.789	16000	C
~	To: From:	29-609 Pleasant V	alley Rd												
29 Lee Highway	Fairfax County	1.55 15000	N	99%	0%	0%	0%	0%	0%	Ν	0.091	Ν	0.789	16000	N
<u> </u>	To:	I-66 West of Cer	ntreville			<u> </u>									
29 Lee Highway	Fairfax County	0.86 42000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.566	45000	C
29) 200 / 119/11/12)	- Turnax Sound			0070	0 70		0 70	0 / 0	0 70	•	0.000	•	0.000	10000	
l as Hishman	From	SR 28 Centre		0.40/	00/		00/	101	00/		0.00		0.050	00000	
29 Lee Highway	Fairfax County	3.15 34000	G	94%	0%	2%	2%	1%	0%	С	0.08	F	0.652	36000	G
-	To: From:	29-7100 Fairfax Co	unty Pkw	_											
29 Lee Highway	Fairfax County	2.24 34000	Α	99%	0%	0%	0%	0%	0%	С	0.094	Α	0.563	37000	Α
~	To:	WCL Fairf	ax												
29 Lee Highway	City of Fairfax	0.16 39000	G	99%	0%	0%	0%	0%	0%	F	0.079	F	0.612	41000	G
	• • • • • • • • • • • • • • • • • • • •														

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstat	ie Hot	1103											
Route	Jurisdiction	Length AADT	ΟΛ	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	\bigcirc W
riodie	Junsuiction	Length AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
	From:	Jermantown Rd	d												
29 Lee Highway	City of Fairfax	0.44 34000	G	99%	0%	0%	0%	0%	0%	F	0.080	F	0.705	37000	G
	To	110 50 GD 224 14				1									
C Las Historia	From:	US 50; SR 236 Mai		000/	00/	00/	00/	00/	00/	F	0.071		0.000	00000	
29 50 Lee Highway	City of Fairfax	0.96 36000	G	99%	0%	0%	0%	0%	0%	Г	0.071	F	0.622	39000	G
<u> </u>	To: From	SR 123 Chain Bridg	ge Rd												
29 50 Lee Highway	City of Fairfax	0.21 35000	G	99%	0%	0%	0%	0%	0%	F	0.074	F	0.616	37000	G
	To	***													
Lea Highway	City of Foirfox	University Dr		000/	00/	00/	00/	0%	00/	F	0.077	F	0.504	46000	
29 (50) Lee Highway	City of Fairfax	0.59 43000	G	99%	0%	0%	0%	0%	0%	Г	0.077	Г	0.594	46000	G
~ ~	Tec From:	Plantation Parkw	ay												
29) (50) Lee Hwy	City of Fairfax	0.68 42000	G	99%	0%	0%	0%	0%	0%	F	0.077	F	0.648	45000	G
	To														
C Loc Highway	City of Foirfox	Draper Drive		99%	0%	0%	0%	0%	0%	F	0.08	F	0.65	42000	G
29) (50) Lee Highway	City of Fairfax	0.28 39000	G	99%	0%	0%	0%	0%	0%	Г	0.08	Г	0.65	42000	G
~ ~	To: From:	US 50													
29 Lee Highway	City of Fairfax	0.08 39000	N	99%	0%	0%	0%	0%	0%	Ν	0.08	Ν	0.65	42000	Ν
20)	To	**************************************				1									
~ las Historia	From:	US 50 Fairfax Cir		070/	10/	10/	10/	10/	00/	N.I.	0.000	N.I.	0.500	00000	N.I.
29) (237) Lee Highway	City of Fairfax	0.13 29000	N	97%	1%	1%	1%	1%	0%	N	0.089	Ν	0.508	32000	Ν
~ ~	To:	ECL Fairfax													
29 237 Lee Highway	Fairfax County	0.80 28000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.709	31000	G
	T-1		~												
	From:	SR 243 Nutley S		070/	40/	10/	40/	40/	00/	N.I.	0.000	N.I.	0.500	00000	
29) (237) Lee Highway	Fairfax County	1.90 29000	N	97%	1%	1%	1%	1%	0%	N	0.089	Ν	0.508	32000	Ν
~ ~	To: From:	29-650 Gallows I	Rd												
29 (237) Lee Highway	Fairfax County	1.93 29000	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.508	32000	G
	To	20 1720 W. II N	G 1	D.1											
	From:	29-1720 Woodley Place; 0			40/	40/	40/	40/	00/	_	0.007	_	0.550	07000	
29 (237) Lee Highway	Fairfax County	0.42 24000	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.556	27000	G
~ ~	To:	29-1717 Marshall St; WCL	Falls C	hurch											
29 (237) Washington St	City of Falls Church	0.29 24000	G	97%	1%	1%	1%	1%	0%	F	0.094	F	0.612	27000	G
20) 20,	,														
~~~	From:	29-1712 Cavalier T		.=-/								_			_
29) (237) Washington St	City of Falls Church	0.24 <b>23000</b>	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.567	26000	G
<del>*</del>	To	SR 338 Hillwood	Ave												
29 (237) Washington St	City of Falls Church	0.28 14000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.614	15000	G
23) (201)	-														
~	From	SR 7 Broad St										_			
29 (237) Washington St	City of Falls Church	0.18 <b>24000</b>	G	98%	1%	1%	0%	0%	0%	F	0.078	F	0.591	27000	G
~ _	To	110-6767 Great Fal	lls St			<u> </u>									
29 (237) Washington St	City of Falls Church	0.32 <b>23000</b>	G	98%	1%	1%	0%	0%	0%	F	0.076	F	0.552	26000	G
25) (251) 11 251111 31511 31	To:	Arlington County I			. , •	Ť	- / 0	- / •	- / 0	•	2.3.3	•		_5000	<u> </u>
	From:	ECL Falls Churc													
29 (237) Lee Highway	Arlington County	0.11 <b>25000</b>	G	98%	1%	1%	0%	0%	0%	F	NA			27000	G
23/23/	To:	SR 237 Washington		0070	. /0		0 /0	5 / 0	0 /0	•	, .			000	<u>~</u>
		SK 237 washington	שונם ו												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 237	7 Washington	n Blvd												
29 (237) Lee Highway	Arlington Coun	nty 0.07	22000	N	98%	1%	1%	0%	0%	0%	Ν	0.103	Ν	0.537	25000	Ν
	Τα	SR 237 F	ar, Washing	ton Blv	d		<b>—</b> —									
29 Lee Highway	Arlington Coun		22000	В	98%	1%	1%	0%	0%	0%	С	0.103	Α	0.537	25000	В
	To	SB	120 Glebe I	Rd												
29 Lee Highway	From:— Arlington Coun		20000	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.587	22000	F
23)	To:		9 Old Domi													
	From:		R 309; Lee H													
29 (309) Old Dominion Dr	Arlington Coun	nty 0.05	34000	F	98%	1%	1%	0%	0%	0%	F	0.103	F	0.634	38000	F
$\sim$	To:		R 309 Lee H													
~~	From:										_		_			_
29 Old Dominion Dr	Arlington Coun	nty 0.67	20000	F	98%	1%	1%	0%	0%	0%	F	0.113	F	0.677	23000	F
<u> </u>	To: From:	N SR 309	Lee Hwy; (	Quincy S	St											
29 Lee Highway	Arlington Coun	nty 0.48	25000	F	98%	1%	1%	0%	0%	0%	F	0.11	F	0.685	28000	F
<u> </u>	To		I 66													
20 Lee Highway	Arlington Coun	nty 0.19		N	98%	1%	1%	0%	0%	0%	N	0.11	N	0.685	28000	Ν
29) 200 : "9a,	7.11119.011 00011				0070	. 70	. 70	0 70	0 / 0	070		0.11		0.000	20000	•
~~, , , , , ,	From:				000/	40/		00/	00/	201	_	0.10	_	0.750	00000	
29 Lee Highway	Arlington Coun	1ty 0.57	23000	r	98%	1%	1%	0%	0%	0%	F	0.12	F	0.750	26000	F
	To: From:		t St; US 29 I	Par												
29 Lee Highway NB	Arlington Coun	nty 1.00	16000	F	98%	1%	1%	0%	0%	0%	F	0.125	F		18000	F
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	23000	F	98%	1%	1%	0%	0%	0%	F	NA			26000	F
	To:	Distric	t of Columbi	ia Line												
	From:		US 29													
29 Ramp	Albemarle Cour	nty 0.21	4700	G								0.154	F		4700	G
=======================================	To:		I-64 West													
	From:	US 29	9 TO I- 66 W	VEST												
20 Ramp	Prince William Co											NA			NA	
20)	To			VOD TV		**										
Pamp	Prince William Co		1 US 2900- N	NORTH			for dire	otional tr	offic vo	dumo oc	timate	oc for this	coa	mont		
29 (66) Hallip	Tro:	•	DT 66 WES	трт 20		ee 1-00	ioi dire	Juonai u	anic vo	nume es	umau	55 101 11113	segi	ment.		
~~~ D					RT 66							0.000	_		0000	_
29 Hamp	Fairtax County	-			COLUMN							0.089	F		9800	G
~	10.	I-66-E FROM R	T 2900- NOI	RTH &	SOUTH											
~~	From:												_			
29 Ramp	Arlington Coun	-7		-								0.09	F		6300	F
~	Τα	I-66-W FROM RT	29-LEE HIG	SHWAY	SOUTH 6	&										
North	From:		9 TO I-64 E.													
29 Ramp	Albemarle Cour	nty 0.17	2600	G								0.132	Α		2600	G
NSR 300 Lee Hwy, Quincy St 1966 1976 1986 1976																

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			u interstate no				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	US 29	TO I-64 WEST												
29 Ramp	Albemarle County	0.05	910 G								0.087	F		910	G
\bigcirc	Tα	US 29-S133B U	JS 29- 133B FRO	M RT 2											
North	From:		S217A TO RT 66	EAST											
29 Ramp	Prince William County	y 0.51	22000 F								0.099	F		22000	F
\bigcirc	To:	US 29 US 29-3	S217A TO RT 66	EAST											
North	From:	US 29 I-66-W0	52A FROM & TO) RT 66											
29 Ramp	Fairfax County	0.16	3200 F	99%	0%	0%	0%	0%	0%	С	0.196	F		3200	F
$\overline{\qquad}$	То:	I-66-W FR	OM RT 29 NOR	ГН											
North	From:	US 29 I-66-E05	2A FROMCONN	ECTOR											
29 Ramp	Fairfax County	0.07	6700 F	96%	1%	0%	2%	1%	0%	С	0.106	F		6700	F
\bigcirc	To:	US 29-S226B	US 29- 226B TO	RT 66											
North	From:	US 29; 00-6	5747 RO RT 66 E	AST											
29 Ramp	Arlington County	0.12	16000 F			<u>_</u>					0.093	F		16000	F
\bigcirc	To:	US 29; 00-6	5747 RO RT 66 E	AST		-									
South	From:	US 29	TO I-64 EAST												
29 Ramp	Albemarle County	0.23	9300 G			•					0.150	F		9300	G
	To:	I-64-E FR	OM US 29SOUT	Ή											
South	From:	US 29 I-64-W1	118B FROM & TO	O IS 64											
29 Ramp	Albemarle County	0.07	7100 G								0.146	F		7100	G
	To:	US 29-N133B U	JS 29- 133B FRO	M RT 2											
South	From:	US 29 Le	e Highway SOUT	Н											
29 Ramp	Prince William County		5900 F								0.097	F		5900	F
	To:		I-66 East												
South	From:	US 29	TO RT 66 WEST												
29 Ramp	Fairfax County	0.26	6700 F	98%	0%	1%	1%	1%	0%	С	0.112	F		6700	F
	То:	I-66-W FR	ROM RT 29 SOU												
South	From:	US 29	TO RT 66 EAST												
29 Ramp	Fairfax County	0.07	2700 F	99%	0%	0%	0%	0%	0%	С	0.084	F		2700	F
-	To:	US 29- 226B U	US 29-N226B TO	RT 66											
	From:		S 29; 21st St												
(29) Lee Highway SB	Arlington County	0.90	6700 F	98%	1%	1%	0%	0%	0%	F	0.157	F		7500	F
(49)	Combined Traffic Estimates for 2 Parallel Roady			98%	1%	1%	0%	0%	0%	F	NA			26000	F
	To:		Lynn St at DC Lin		. , ,	Ť	0,0	0,0	0,0	•					•
	From:		P TO RT 66 WES												
(29) Ramp	Arlington County	0.15	7800 F	1							0.086	F		7800	F
(43)	To:		P TO RT 66 WES	Г							0.000	•		. 500	•
	From:					<u> </u>									
29 Ramp	City of Danville (Maint: 7		Carolina State Line NA								NA			NA	
(29) Ramp	Tr.	,									14/1			1 47 1	
<u>P</u>	To:	U	S 29 US 58												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	. 04	4Tiro	Ruc		Tru	ıck		QC	K	QK	Dir	AAWDT	01
rioute	Good				Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QV
29 (460)	Campbell County	US 460 TO RT 29 0.31	& 29 BU		US 46	0 for di	rectional	traffic v	volume (estima	ates for t	nis se	ament.		
29 \ (460 \)	To:	C5US 29 FROM R	Γ 460 WE										9		
~~~	From:	Bus US 29 W		000/	00/	10/	40/	<b>F</b> 0/	00/	_	0.404	_	0.004	45000	_
[29] [460] [29]	Campbell County	0.03 44000	F	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	45000	F
	City of Lypobburg (Moint, 15)	SCL Lynch		020/	00/	10/	10/	E0/	00/	F	0.101	F	0.661	45000	F
29 [460] [29]	City of Lynchburg (Maint: 15)	1.38 <b>44000</b>		93%	0%	1%	1%	5%	0%	Г	0.101	Г	0.661	45000	
	City of Lynchburg (Maint: 15)	Candler Moun 0.49 <b>35000</b>		93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	36000	F
[29] [460] [29]	City of Lynchburg (Maint. 13)			90 /0	0 /6	1 /0	1 /0	J /0	0 /6	'	0.096	'	0.009	30000	'
	City of Lynchburg (Maint: 15)	1.91 <b>35000</b>		93%	0%	1%	1%	5%	0%	С	0.105	Α	0.504	36000	A
[29] [460] [29] [501]	To:	Bus US 501; US 501			0 /6	1/8	1 /0	J /6	0 /6	O	0.103	^	0.504	30000	,
Bus	From:	US 29 Danville													
(29) West Main St	North Carolina (Maint: 71)	0.18 10000		97%	1%	1%	0%	2%	0%	Ν	0.088	Ν	0.509	11000	١
$\bigcirc$	Tα	SCL Dany	ille												
Bus 29 West Main St	City of Danville	0.87 10000		97%	1%	1%	0%	2%	0%	С	0.088	F	0.509	11000	(
29 11001 1110111 01	Tool			07 70	1 /0		070		070	Ū	0.000	•	0.000	11000	•
Bus	From:	Withers I													
(29) West Main St	City of Danville	0.91 <b>1100</b> 0	G	98%	1%	1%	0%	1%	0%	F	0.091	F	0.531	12000	(
Bus	To: From:	Old Greensbo	oro Rd												
29 West Main St	City of Danville	0.65 <b>1500</b> 0	G	98%	1%	1%	0%	1%	0%	С	0.083	F	0.549	16000	(
<u></u>	To:	Memorial													
Bus 29 Memorial Dr	City of Danville	SR 293 W M 0.73 <b>1100</b> 0		97%	0%	1%	1%	1%	0%	F	0.088	F	0.531	12000	(
29)	To:						. , .	.,.	• , •			-			
Bus	From:	Bishop S		070/	00/		101	10/	201		2.00	_	0.570	45000	,
29 Memorial Dr	City of Danville	0.17 <b>14000</b>	G	97%	0%	1%	1%	1%	0%	С	0.09	F	0.578	15000	(
Bus	To: From:	Robertson B	ridge												
29 Memorial Dr	City of Danville	0.14 <b>1200</b> 0	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.626	12000	(
Bus	To: From:	Park Av	e												
29 Memorial Dr	City of Danville	0.71 <b>8700</b>	G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.572	9300	(
<del></del>	та:	Primrose													
Bus Marrarial Dr	From:			070/	00/	10/	10/	10/	00/	F	0.007	F	0.000	0000	,
29 Memorial Dr	City of Danville	0.85 <b>8700</b> SR 86 Centra		97%	0%	1%	1%	1%	0%	г	0.087	г	0.666	9200	(
Bus	From:	Memorial	Dr												
29 Central Blvd	City of Danville	0.30 30000	G	97%	0%	1%	1%	1%	0%	F	NA			32000	(
Bus	To- From:	Bus US 58 Rive	rside Dr												
29 Central Blvd	City of Danville	0.38 <b>2200</b> 0	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.556	24000	(
	To:	Piedmont											-	_	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interst					Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
Bus	From:	Piedmont D													
(29) Central Blvd	City of Danville	0.59 <b>29000</b>	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.809	31000	G
Bus	From:	Piney Forest Central Blv													
Piney Forest Rd	City of Danville	0.52 <b>28000</b>	G	97%	0%	1%	0%	1%	0%	С	0.085	F	0.553	30000	G
$\smile$	To	Audubon D	r												
Bus 29 Piney Forest Rd	City of Danville	0.60 <b>26000</b>	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.591	28000	G
29) 1 1110) 1 01001 110	Trail			0070	0 70		0,0	070	070	•	0.000	•	0.001	20000	<u> </u>
Bus	From:	Wendell Scott		000/	00/		201	00/	00/		0.000	_	0.500	00000	_
29 Piney Forest Rd	City of Danville	0.38 <b>27000</b>	G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.586	29000	G
Bus	Ter From:	Arnette Blv	d												
29 Piney Forest Rd	City of Danville	0.91 <b>26000</b>	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.574	27000	G
Pure.	To: From:	SR 41 Franklin	Tpke												
Bus 29 Piney Forest Rd	City of Danville	0.44 <b>13000</b>	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.565	14000	G
29)	Τα:	North Main St													
Bus Neath Main Ot	From:	Piney Forest		000/	00/	40/	00/	40/	00/	0	0.005	_	0.500	47000	_
North Main St	City of Danville	0.13 <b>16000</b>	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.500	17000	G
Bus	To: From:	NCL Danvil	le												
29 North Main St	Pittsylvania County	4.88 <b>11000</b>	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.576	11000	G
<del></del>	Τα:	US 29 Danville I	Expwy												
Bus C. Main Ct	From:	US 29 South of C		070/	00/	10/	00/	10/	00/	_	0.001	_	0.504	F000	
29 S Main St	Town of Chatham (Maint: 71)	1.36 <b>5800</b>	G	97%	0%	1%	0%	1%	0%	С	0.091	F	0.534	5900	G
Bus	To: From:	SR-57 S, Halifa	ıx Rd												
29) (57) S Main St	Town of Chatham (Maint: 71)	0.19 <b>5800</b>	N	97%	0%	1%	0%	1%	0%	Ν	0.091	Ν	0.534	5900	Ν
→ · · · · · · · · · · · · · · · · · · ·	To: From:	SR-57 N, Dep	ot St												
29 N Main St	Town of Chatham (Maint: 71)	0.90 3800	G	97%	0%	1%	0%	1%	0%	F	0.102	F	0.569	3800	C
~	To	NCL Chatha	ım												
Bus	Pittsylvania County		G	97%	0%	10/	00/	10/	00/	F	0.111	F	0.504	2000	_
29)	Pilisylvania County	1.08 <b>2800</b> US 29 N of Cha		9/%	0%	1%	0%	1%	0%	Г	0.111	Г	0.594	2900	G
Rue	From:	US 29 South of C													
Bus 29	Pittsylvania County	1.64 <b>2600</b>	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.647	2700	G
	Tee	SCL Gretn													
Bus 29	Town of Gretna (Maint: 71)	0.13 <b>2600</b>	N	98%	1%	1%	0%	0%	0%	N	0.091	N	0.647	2700	Ν
29)	Town of Gretifa (Maint. 71)			<b>3</b> 0 70	1 70	1 70	U 70	U 70	U 70	IN	0.031	IN	0.047	2/00	11
	Tree From:	SR 40 Greti													
Bus 29)	Town of Gretna (Maint: 71)	0.88 <b>5400</b>	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.506	5500	G
~	To:	NCL Gretn	a												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Gretna	000/	40/	10/	00/	00/	00/		0.000	N.	0.500	5500	
29	Pittsylvania County		Worth of Gretna	98%	1%	1%	0%	0%	0%	N	0.089	N	0.506	5500	N
Rue	From:		outh of Hurt												
Bus (29)	Pittsylvania County		1000 G	97%	1%	1%	0%	1%	0%	С	0.092	F	0.588	4100	G
	Too	WC	CL Hurt												
Bus (29)	Town of Hurt (Maint: 71)		1000 N	97%	1%	1%	0%	1%	0%	N	0.092	N	0.588	4100	N
	Tolling Tolling			01 70	1 /0		070	1 /0	0 70		0.002		0.000	4100	.,
Bus (29)	From:		Pocket Rd												_
29)	Town of Hurt (Maint: 71)		1800 G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.552	4900	G
Bus	From:		ia County Line												
29 Main St	Town of Hurt (Maint: 15)		700 F	99%	0%	0%	0%	1%	0%	С	0.096	F	0.596	5900	F
Bus	To: From:		Altavista L Hurt												
29 Main St	Town of Altavista (Maint: 15)		700 N	99%	0%	0%	0%	1%	0%	Ν	0.096	Ν	0.596	5900	Ν
<del>~</del>	Too	SR 43: F	Bedford Ave												
Bus 29 Main St	Town of Altavista (Maint: 15)		700 F	99%	0%	0%	0%	1%	0%	F	0.085	F	0.592	5900	F
23)	To		vania Ave					.,.	* / *						
Bus 29 Main St	Town of Altavista (Maint: 15)	-		000/	00/	00/	00/	10/	00/	F	NIA			10000	_
29 Main St	Town of Allavista (Maint. 15)		1000 G	99%	0%	0%	0%	1%	0%	Г	NA			12000	G
Bus	To: From:	Amh	erst Ave												
29 Main St	Town of Altavista (Maint: 15)	0.49 <b>1</b>	1000 F	97%	0%	0%	1%	2%	0%	F	0.094	F	0.542	11000	F
Bus	To: From:	Woo	od Lane												
29 Main St	Town of Altavista (Maint: 15)	0.64 <b>1</b>	1000 F	97%	0%	0%	1%	2%	0%	С	0.091	F	0.514	12000	F
~	To	Lyncl	h Mill Rd												
Bus 29 Main St	Town of Altavista (Maint: 15)		700 F	97%	0%	0%	1%	2%	0%	F	0.085	F	0.568	7900	F
~	To		Altavista	0.,0	0 / 0		. , ,	_,,	0,70	•	0.000	•	0.000		
Bus 29	From:			070/	00/		40/	00/	00/		0.005	_	0.500	7000	
29)	Campbell County		<b>700 F</b> 9, 15-712	97%	0%	0%	1%	2%	0%	F	0.085	F	0.568	7900	F
Bus	From:		th of Lynchburg												
29 Wards Rd	Campbell County		3000 F	97%	0%	0%	1%	1%	0%	F	0.083	F	0.558	35000	F
~	To:	SCL I	Lynchburg												
Bus 29 ( Wards Rd	City of Lynchburg		9000 F	97%	0%	0%	1%	1%	09/	С	0.078	F	0.513	40000	F
29 Wards Rd	Tac	US 501 Lynchburg			U%	0%	170	170	0%	C	0.078	Г	0.513	40000	
Bus	From:	SR 163	Wards Rd												
29 (501) Lynchburg Expressway	City of Lynchburg		8000 N	97%	0%	0%	1%	1%	0%	Ν	0.096	Ν	0.538	39000	Ν
~ ~	10:	US 501, SR 128 C	Candlers Mounta	in Rd											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	Louis alterior	Learning AART OA	4	D		Tru	ck		-00	K	OV	Dir	AAWDT	- 014/
Route	Jurisdiction	Length AADT QA		bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
Bus 29 Lynchburg Expressway	City of Lynchburg	US 501, SR 128 Candlers Mou		0%	0%	1%	1%	0%	F	0.096	F	0.538	39000	F
29 Eynenburg Expressway	Tro	Odd Fellows Rd	37 76	0 70	——————————————————————————————————————	1 /0	1 /0	0 70		0.000	•	0.550	33000	
Bus	From:		070/	00/	20/	10/	40/	00/		0.004	_	0.500	00000	
29 Lynchburg Expressway	City of Lynchburg	1.46 <b>37000 F</b>	97%	0%	0%	1%	1%	0%	F	0.094	F	0.538	39000	F
Bus	To: From:	Kemper Street												
29 Lynchburg Expressway	City of Lynchburg	1.02 <b>36000 F</b>	97%	0%	0%	1%	1%	0%	F	0.092	F	0.526	38000	F
Bus	To: From:	Main Street												
29 Lynchburg Expressway	City of Lynchburg	0.22 <b>29000 F</b>	97%	0%	0%	1%	1%	0%	F	0.085	F	0.678	30000	F
	To:	Amherst County Line												
Bus	Amherst County	NCL Lynchburg 2.06 <b>29000 F</b>	97%	0%	0%	1%	1%	0%	F	0.085	F	0.678	30000	F
29	Too	SR 163 North of Lynchbu												
Bus 29 S Amherst Hwy	Amherst County	2.20 <b>27000</b> F		1%	1%	0%	2%	0%	F	0.087	F	0.541	26000	F
(29) S Amherst Hwy	Annerst County		90%	1 70	176	0%	270	076	г	0.067	Г	0.541	20000	Г
Bus	From:	SR 130 Elon Rd												
29 S Amherst Hwy	Amherst County	2.11 <b>14000 F</b>	96%	1%	1%	0%	2%	0%	С	0.092	F	0.501	14000	F
Bus	To: From:	05-657 Cedar Gate Rd												
29 S Amherst Hwy	Amherst County	0.89 <b>13000 F</b>	96%	1%	1%	0%	2%	0%	F	0.094	F	0.51	12000	F
Bus	To: From:	05-671 Bruner Rd												
29 S Amherst Hwy	Amherst County	2.42 <b>9800 F</b>	96%	1%	1%	0%	2%	0%	F	0.087	F	0.538	9400	F
$\bigcirc$	Too	05-663			$\neg$ $\vdash$									
Bus 29 S Amherst Hwy	Amherst County	2.64 <b>11000 F</b>	96%	1%	1%	0%	2%	0%	F	0.086	F	0.577	11000	F
23)	To:	US 29 South of Amhers		.,,		- , -		• , •						
Bus	From:	Bus US 29												
(29) (29) Ramp	Campbell County	0.47 <b>NA</b>								NA			NA	
~ ~	To:	US 460 Lynchburg Hwy												
Bus (29)	Campbell County	C5US 29 TO RT 460 WE 0.30 NA	ST							NA			NA	
(29)	To:	US 460 FROM RT 29 BU	JS							INA			INA	
Bus	From:	C5US 29 TO RT 460 EAS			i									
Bus (29)	Campbell County	0.30 <b>NA</b>								NA			NA	
<u> </u>	To:	US 460 FROM RT 29 BU	JS											
Bus	From:	C5US 29 TO RT 460 WE	ST											
29	Campbell County	0.34 <b>NA</b> US 460 FROM RT 29 BU	T <b>C</b>							NA			NA	
	From:	US 29 South of Amhers												
Bus (29)	Amherst County	1.61 <b>4700 F</b>		1%	1%	0%	1%	0%	С	0.132	F	0.741	4800	F
	To:	SCL Amherst			Ť		,-		-					-

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

<b>.</b>						Truc	ck			K	01/	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	From:	SCL Amherst	070/	40/	101	201	40/	20/		0.400		0.744	4000	
S Main St	Town of Amherst (Maint: 05)	0.86 <b>4700</b>	N 97%	1%	1%	0%	1%	0%	N	0.132	N	0.741	4800	ı
Bus	To: From:	US 60 Lexington Tp	pke											
N Main St	Town of Amherst (Maint: 05)	1.07 <b>2800</b>	<b>F</b> 97%	1%	1%	0%	1%	0%	F	0.093	F	0.578	2900	
	To From:	NCL Amherst												
29	Amherst County	0.20 <b>2800</b>	N 97%	1%	1%	0%	1%	0%	Ν	0.093	Ν	0.578	2900	
=======================================	To:	US 29 North of Amh	herst											
Bus	From:	US 29 South of Loving	ngston											
56 Front Rd	Nelson County	0.30 <b>3200</b>	<b>G</b> 96%	1%	1%	0%	1%	0%	С	0.092	F	0.659	3300	
	To From:	SR 56 James River	Rd		<u> </u>									
gus Front Rd	Nelson County	0.63 <b>2800</b>	<b>G</b> 96%	1%	1%	0%	1%	0%	F	0.102	F	0.579	2800	
	To:	US 29 North of Loving												
Bus	From:	US 29												
Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37 <b>13000</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.092	F	0.601	14000	
~	T _{CC} From:	SCL Charlottesvill	lle											
dus 29 Fontaine Ave	City of Charlottesville	0.42 11000	<b>G</b> 97%	0%	1%	1%	0%	0%	С	0.094	F	0.628	12000	
3	To:	Jefferson Park Av				.,.		• , •						
Bus	From:	Fontaine Ave	• 070/	00/	101	10/	00/	201		0.00	_	0.000	10000	
Jefferson Park Ave	City of Charlottesville	0.69 <b>12000</b> Emmet St	<b>G</b> 97%	0%	1%	1%	0%	0%	F	0.08	F	0.632	12000	
Bus	From:	Jefferson Park Av	/e											
Emmet St	City of Charlottesville	0.53 <b>15000</b>	<b>G</b> 97%	0%	1%	1%	0%	0%	F	0.086	F	0.516	16000	
~ <u></u>	To	Ivy Rd			$\neg$ $\vdash$									
tus 29) Emmet St	City of Charlottesville	•	<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.08	F	0.553	26000	
29) 2	Tol		0070	0 70		0 70	0 /0	0 /0	Ü	0.00	•	0.000	20000	
Bus	From:	Arlington Blvd												
Emmet St	City of Charlottesville	0.45 <b>23000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.086	F	0.519	25000	
lus	To: From:	Barracks Rd												
Emmet St	City of Charlottesville	0.40 <b>31000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.089	F	0.511	32000	
	To:	US 250 Bypass												
lus	From:	US 29 South of Madi												
29) (231) Main St	Madison County	0.33 <b>3600</b>	<b>G</b> 95%	0%	1%	3%	1%	0%	С	0.088	F	0.573	3700	
us	To: From:	SCL Madison												
29) (231) Main St	Town of Madison (Maint: 56)	0.91 <b>3600</b>	<b>N</b> 95%	0%	1%	3%	1%	0%	Ν	0.088	Ν	0.573	3700	
$\sim$	To:	SR 231, N Blue Ridge	Tpke		<u> </u>									
Bus Main St	Town of Madison (Meist: 50)			00/	10/	20/	10/	00/	_	NIA			4400	
Main St	Town of Madison (Maint: 56)	0.05 <b>4100</b> NCL Madison	<b>G</b> 95%	0%	1%	3%	1%	0%	F	NA			4400	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		•	miersiale no				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		L Madison												
(29) Main St	Madison County		4100 N	95%	0%	1%	3%	1%	0%	N	NA			4400	N
D	From:		orth of Madison												
Bus 29 Madison Rd	Culpeper County		US 29 <b>16000 G</b>	98%	1%	1%	0%	1%	0%	С	0.086	F	0.609	16000	G
29)	To		L Culpeper												
Bus 29 Madison Rd	Town of Culpeper		15000 G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.570	16000	G
29 Madison Rd	Town of Culpeper			30 /6	0 /6	1 /0	0 /6	0 /6	0 /0	C	0.065	'	0.570	10000	G
Bus	From:		est Street												
29 Madison Rd	Town of Culpeper	0.12 · US 522, Bus US	14000 G	98%	1%	1%	0%	1%	0%	F	0.078	F	0.523	15000	G
Bus Bus	From:		S 15 Fredericksbi	irg Ka											
29) (15) (522) Main St	Town of Culpeper	0.26	12000 G	97%	1%	1%	0%	1%	0%	С	0.077	F	0.511	13000	G
Bus Bus	To: From:	204-36	51 Orange Rd												
29) (15) (522) Main St	Town of Culpeper	0.59	18000 G	95%	1%	2%	1%	1%	0%	С	0.074	F	0.543	20000	G
$\Rightarrow \Leftrightarrow \Leftrightarrow$	Ta	US 522 F	EVANS STREET												
Bus Bus 29 (15) Main St	Town of Culpeper		27000 G	97%	1%	1%	0%	1%	0%	С	0.072	F	0.52	28000	G
Bus Bus	To: From:	Beg	gin SR 229												
29) (15) (229) Main St	Town of Culpeper	0.06	27000 G	97%	1%	1%	0%	1%	0%	С	0.072	F	0.52	28000	G
$\sim$	Τα		, Madison Hwy												
Bus Bus 29 (15) Madison Highway	Town of Culpeper		229, Main St 21000 G	98%	0%	1%	0%	1%	0%	С	0.074	F	0.544	22000	G
29) (13)	Tolling of Calpoper		GHAM STREET				070	170	070	•	0.07 1	•	0.011	22000	
Bus Bus Madiaga Hiplana	From:			070/	10/	10/	00/	10/	00/	_	0.075	F	0.550	00000	
29 (15) Madison Highway	Town of Culpeper		22000 G	97%	1%	1%	0%	1%	0%	С	0.075	г	0.550	23000	G
Bus Bus	To: From:	NCL	CULPEPER												
29) (15) Madison Highway	Culpeper County		10000 A	96%	0%	1%	1%	2%	0%	С	0.092	Α	0.597	11000	A
~ ~	100		US 29, 23-762												
Bus Bus 29 (15) Remington Rd	Culpeper County		South of Reming	97%	0%	1%	0%	1%	0%	С	0.096	F	0.523	1900	G
29) (15) Hermington Hu	To:		er County Line	31 /0	0 70		0 70	1 /0	0 70	O	0.000	•	0.525	1300	
Bus Bus	From:		er County Line												
29 (15) James Madison St	Fauquier County	0.24	1800 F	97%	0%	1%	0%	1%	0%	F	0.096	F	0.538	1800	F
Bus Bus	To: From:	SCL	Remington												
29) (15) James Madsion St	Town of Remington (Maint: 30)	0.13	1800 N	97%	0%	1%	0%	1%	0%	Ν	0.096	Ν	0.538	1800	N
Bus Bus	To: From:		30-651												
29 15 James Madsion St	Town of Remington (Maint: 30)	0.30	2300 F	97%	0%	1%	0%	1%	0%	F	0.093	F	0.649	2400	F
	To:	NCI	Remington												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	1					Tr	uck		-00	K	01/	Dir	A A14/5-T	
Route	Jurisdiction	Length <b>AADT</b>	QA 4	ııre E	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus Bus	From:	NCL Remingt												
29) (15) James Madsion St	Fauquier County	1.48 <b>2300</b>		7%	0%	1% 0%	1%	0%	Ν	0.093	N	0.649	2400	١
<del>~ ~</del>	To:	US 15,US 29 North of	Remington											
Bus Bus Bus	From:	US 15 US 17 U												
29) (15) (17) James Madison Hwy	Fauquier County	0.55 <b>11000</b>	<b>A</b> 9	8%	1%	1% 0%	1%	0%	С	0.102	Α	0.624	11000	
Bus Bus Bus	To: From:	SCL Warrent	on											
29 (15) (17) James Madison Hwy	Town of Warrenton	0.34 <b>11000</b>	N 9	8%	1%	1% 0%	1%	0%	Ν	0.102	Ν	0.624	11000	
29) (13) (17) ************************************	To:	BUS US 17 Shirle				$\neg$						****		
Bus Bus	From:	BUS US 15	ĺ											
29 (17) East Shirley Ave	Town of Warrenton	0.96 <b>12000</b>	<b>F</b> 98	8%	0%	1% 0%	0%	0%	С	0.085	F	0.504	13000	
~ ~	To	Culpeper St	:			$\neg$ —								
Bus Bus 29 \ \ 17 \ West Shirley Ave	Town of Warrenton	0.80 <b>18000</b>		8%	0%	 1% 0%	0%	0%	С	0.084	F	0.51	19000	
29) (17) West Shirley Ave	Town or Warrenton			0 /0	0 /6	1/6 0/6	0 /6	0 /6	C	0.004	'	0.51	19000	
Bus Bus	To: From:	US 17, US 2	11											
29) (17) (211) Broadview Ave	Town of Warrenton	0.86 <b>33000</b>	<b>F</b> 98	8%	0%	1% 0%	0%	0%	С	0.08	F	0.584	34000	
	To	Bus US 17 Broadvi	any Ava											
dus	From:					<b></b>			_		_			
29) (211) Lee Highway	Town of Warrenton	0.55 <b>29000</b>		8%	0%	1% 0%	1%	0%	С	0.077	F	0.537	29000	
Bus Bus	From:	Bus US 15 Blacky BUS US 15												
Bus Bus 29 (15) Lee Highway	Town of Warrenton	0.59 <b>32000</b>		7%	1%	1% 1%	1%	0%	С	NA			33000	
29) (13) 200 1 119111112)	- Town of Wallender			7 70	. 70		. 70	070	Ū				00000	
us Bus	From:	NCL Warrent	on											
29 (15) Lee Highway	Fauquier County	0.27 <b>33000</b>	F 9	8%	0%	1% 0%	1%	0%	С	0.082	F	0.54	33000	
<i></i>	To:	US 15 US 29	9											
	From:	US 1 Washingtor	ı Hwy											
30 Kings Dominion Boulevard	Hanover County	0.61 <b>4300</b>	<b>G</b> 8	5%	1%	2% 3%	9%	0%	С	0.113	F	0.691	4500	
<i></i>	To	I-95												
(30) Kings Dominion Boulevard	Hanover County	0.59 10000	<b>G</b> 8	7%	0%	1% 2%	10%	0%	F	0.095	F	0.547	10000	
	To:	42-688 Doswell				<del></del> 1								
30) Kings Dominion Boulevard	Hanover County	1.00 <b>5900</b>		7%	0%	1% 2%	10%	0%	С	0.130	F	0.822	6000	
Kings Dominion Boulevard	Tarlover County	Caroline County		7 /6	0 76		10 /6	0 /6	O	0.130	'	0.022	0000	
	From:	Hanover County												
30) Dawn Blvd	Caroline County	3.47 <b>4800</b>	<b>F</b> 7	7%	2%	1% 5%	16%	0%	С	0.083	F	0.636	5000	
<i>)</i>	To:	US 301, SR 2 Richmo	and Trank											
00 Dawn Blvd	Caroline County	3.18 <b>3700</b>		3%	2%	2% 5%	19%	0%	С	0.087	F	0.675	3800	
30) - 3	To:	King William Cour		- / - /	_,,		, .	0,0	•	3.337	•	3.0.0	5555	
_	From:	Caroline County	Line											
30) King William Rd	King William County	7.75 <b>3200</b>	F 7	9%	0%	1% 4%	16%	0%	С	0.088	F	0.656	3300	
$\checkmark$	To:	50-608 Globe	Rd											
30) King William Rd	King William County	4.37 <b>4300</b>		9%	2%	1% 5%	14%	0%	С	0.080	F	0.510	4400	
JU / · ····· 💆 · · ····· 🗠	· ····· · · · · · · · · · · · · · · ·			- , - '	_ , -	. , 5 5 , 5	/ 5	5 / 0	_	5.500	•	0.0.0	. 100	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	September   Sept		Dir												
Route	Jurisdiction	Length	AADT Q	4 4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QV
_	From:	US 360 Richm	ond Tappahanno	ock Hwy											
30) King William Rd	King William County	8.39	4600 F	88%	0%	1%	2%	9%	0%	С	0.089	F	0.62	4800	F
<u> </u>	To: From:	50-633	3 Powhatan Trai												
30) King William Rd	King William County	8.34	2700 F	75%	1%	1%	3%	19%	0%	С	0.084	F	0.593	2800	F
<u> </u>	To	50-632 M	It Olive-Cohoke	Rd		<u> </u>									
30 King William Rd	King William County	5.62	4000 F	88%	0%	1%	2%	9%	0%	F	0.075	F	0.592	4100	F
$\smile$	Tox	WC	CL West Point			—									
30) Main St	Town of West Point (Maint:			77%	1%	1%	4%	17%	0%	С	0.075	Ν	0.592	3900	G
	To:	SF	R 33, 14th St												
	From:			000/	20/		00/	00/	00/	_	0.000	_	0.000	10000	_
30) (33) 14th St	I own of West Point (Maint:				0%	1%	3%	6%	0%	C	0.088	F	0.639	18000	F
	From:														
30) (33)	New Kent County				1%	2%	2%	9%	0%	С	0.081	F	0.614	13000	G
30 00	To	CD 22, CD 2													
30) New Kent Hwy	New Kent County				0%	2%	4%	7%	0%	С	0.085	F	0.615	3600	G
30)	Tion None Soundy				070		170	1 /0	0 70	Ü	0.000	•	0.010	0000	
30) New Kent Hwy	Now Kont County				00/	20/	10/	70/	00/	Е	0.000	Е	0.673	7600	G
New Kent Hwy	New Kent County				076	2%	470	1 70	0%	Г	0.069	Г	0.673	7600	Ċ
	From:														
30) Old Stage Hwy	James City County				0%	2%	4%	7%	0%	F	0.097	F	0.682	10000	F
	To		I-64												
30) Barhamsville Rd	James City County	1.71		95%	1%	1%	1%	3%	0%	С	0.094	F	0.651	9800	F
30)	Tol														
30 Rochambeau Dr	lames City County			97%	1%	1%	O%	1%	0%	C	0.105	F	0.612	8300	F
Rochambeau Dr	To:				1 /0		0 70	1 /0	0 70	O	0.103	•	0.012	0000	
	From:														
30 Croaker Rd	James City County	0.46	12000 F	97%	1%	1%	0%	1%	0%	F	0.097	F	0.549	12000	F
$\subseteq$	To:		I-64												
_	From:	SR 30 I-95-N09	98B TO AND F	ROM RT											
30) Ramp	Hanover County										0.093	F		2000	C
<u> </u>	To:	I-95	5-N FR RT 30												
		SR 30	Old Stage Hwy												
₃₀ ) Ramp	James City County										0.13	Α		1400	P
<u> </u>	To:		I-64 West												
East															
30) Ramp	Hanover County	0.04	1300 G								0.124	F		1300	G
$\smile$	To	Ramp from	Vinas Dominion	Gate											
-oot	From	Kamp nom	Kings Donininoi	Gaic											
East 30) Ramp	Hanover County	0.13	1400 G								0.114	F		1400	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:		TO I-64 EA									0.407	_		0500	_
30 Ramp	James City County		3500 ROM RT 30	F EAST								0.137	F		3500	F
East	From:	SR 30 I-64-E2			IS 64											
(30) Ramp	James City County		3900	F								0.127	F		3900	F
<u> </u>	To:	I-64-E FROM R			SOUTH											
East (30) Ramp	James City County		TO I-64 WI	EST <b>F</b>								0.086	F		700	F
(30) Ramp	Tailes Oily County	I-64-W FROM R			SOUTH							0.000	•		700	'
West	From:		30 TO RT 9													
(30) Ramp	Hanover County	0.20	2700	G								0.105	F		2700	G
<u> </u>	То:	I-9:	5-S FR RT 30	0												
West	From:		1100 TO I-64 EA									0.400	_		4.400	_
(30) Ramp	James City County		1400 ROM RT 30	F WEST								0.109	F		1400	F
West	From		TO I-64 EA													
(30) Ramp	James City County		1000	F								0.122	F		1000	F
	To:	I-64-E FROM R	Γ 30 WEST &	& 607	SOUTH											
West	From:		607 I-64-W23		RO											
(30) Ramp	James City County		460	F	a correct							0.123	F		460	F
	Front	I-64-W FROM RT		KI 60	7 SOUTH	l .										
(31) Main St	Town of Wakefield (Mair	nt: 91) 0.44	US 460 <b>3100</b>	G	97%	0%	1%	0%	1%	0%	С	0.099	F	0.521	3200	G
(31) 31	To	-	CL Wakefield		0.70	0,0		0,70	. , 0	0,70		0.000	•	0.02	0200	
(31)	From: Sussex County	3.22	3100	N	97%	0%	1%	0%	1%	0%	N	0.099	N	0.521	3200	N
	То:	Suri	y County Lir													
31 Rolfe Hwy	Surry County		ex County Li 1700	ine <b>G</b>	97%	0%	1%	00/	10/	00/	F	0.000	F	0.665	1700	G
Rolfe Hwy	Surry County	1.93			9/%	0%	170	0%	1%	0%	Г	0.098	Г	0.665	1700	G
31 Rolfe Hwy	Town of Dendron (Main		CL Dendron 1700	N	97%	0%	1%	0%	1%	0%	N	0.098	N	0.665	1700	N
Rolfe Hwy	Town of Dendron (Main				31 /0	0 /6	1 /0	0 /6	1 /0	0 /0	IN	0.090	IN	0.003	1700	IN
(31) Rolfe Hwy	Town of Dendron (Main		643 James S 1600	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.505	1700	G
(31) Home (111)	To:		CL Dendron		01 /0	0 70	$\stackrel{\cdot \cdot \cdot \circ}{=}$	070	1 /0	0 70	•	0.002	•	0.000	1700	u
	From:	Е	CL Dendron													
(31) Rolfe Hwy	Surry County	7.47	1600	N	97%	0%	1%	0%	1%	0%	N	0.092	N	0.505	1700	N
	From:	SR 10	S, Colonial 7	ı raıl			-									
(31) (10) Colonial Trail	Surry County	0.47	4900	G	95%	1%	3%	1%	1%	0%	С	0.088	F	0.569	5000	G
	To- From:		SCL Surry													
(31) (10) Colonial Trail	Town of Surry (Maint:	90) 0.57	4900	N	95%	1%	3%	1%	1%	0%	Ν	0.088	N	0.569	5000	Ν
$\overline{}$	To:		N SR 10													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		Colonial Trail			Ш.									
31 Rolfe Hwy	Town of Surry (Maint: 90)	0.41 <b>1</b>	900 G	98%	0%	1%	1%	0%	0%	С	0.105	F	0.542	2000	G
	From:		L Surry												
31) Rolfe Hwy	Surry County	4.00 <b>1</b>	900 N	98%	0%	1%	1%	0%	0%	N	0.105	N	0.542	2000	١
	To: From:		own Ferry												
31) Jamestown Rd	James City County	2.10 <b>7</b>	100 F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.565	7300	F
	To: From:		andy Bay Rd												
31 Jamestown Rd	James City County	2.30 <b>8</b>	300 F	98%	1%	1%	0%	0%	0%	С	0.096	F	0.644	8800	ı
<u> </u>	To: From:	WCL W	illiamsburg												
31) Jamestown Rd	City of Williamsburg	0.04 16	6000 F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.525	17000	ı
<u> </u>	To: From:	State Mainte	nance Boundar	ry											
31) Jamestown Rd	City of Williamsburg (Maint: 47)		6000 F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.525	17000	
<u> </u>	Τα:	SR 5	; SR 199												
	From:		lina State Line									_			
32) Carolina Rd	City of Suffolk	2.89 <b>3</b>	600 G	91%	0%	1%	1%	7%	0%	С	0.098	F	0.737	3800	(
	To: From:		ams Swamp Ro			<u> </u>									
32) Carolina Rd	City of Suffolk	2.07 <b>3</b>	900 G	91%	0%	1%	1%	7%	0%	F	0.09	F	0.743	4100	•
	To: From:		oress Chapel R												
32) Carolina Rd	City of Suffolk	1.40 <b>4</b>	300 G	92%	1%	1%	1%	6%	0%	С	0.093	F	0.697	4500	
$\stackrel{\smile}{=}$	To: From:	133-759 I	Babbtown Rd												
32) Carolina Rd	City of Suffolk	0.65 <b>4</b>	400 G	92%	1%	1%	1%	6%	0%	F	0.093	F	0.736	4600	(
<u> </u>	To: From:	133-647	Copeland Rd												
32 Carolina Rd	City of Suffolk	2.45 <b>4</b>	400 G	92%	1%	1%	1%	6%	0%	F	0.095	F	0.784	4600	(
<u> </u>	To: From:		uth of Suffolk												
32) 13 Carolina Rd	City of Suffolk		yville Blvd 7000 G	88%	0%	1%	1%	10%	0%	F	0.086	F	0.737	16000	
32) (13) Carolina Rd	The state of the s			0070	0 70		1 70	1070	0 70	•	0.000	•	0.707	10000	
Bus	From:	61-73	1 Dill Rd												
32) (13) Carolina Rd	City of Suffolk	1.17 <b>1</b>	1000 G	88%	0%	1%	1%	10%	0%	F	0.081	F	0.646	11000	(
Bus	To: From:	Old SC	CL Suffolk												
32) (13) Carolina Rd	City of Suffolk	0.54 <b>1</b> -	1000 G	88%	0%	1%	1%	10%	0%	F	0.081	F	0.619	11000	(
32) (13)	То:		Constance Rd												
Bus	From:		vette St							_					
32) (13) Main St	City of Suffolk	0.34 <b>1</b>	1000 G	99%	0%	1%	0%	0%	0%	С	NA			12000	(
Bus	To: From:	SR 337 W	Vashington St												
32) (13) (10) Main St	City of Suffolk	0.68 19	9000 G	97%	0%	2%	0%	0%	0%	С	0.079	F	0.561	20000	(
$\bigcirc$	To	Rue HS 59	3, Bus US 460												
Bus Main Ct				000/	00/	40/	00/	00/	00/	_	0.007	_	0.500	00000	_
(32) (460) (10) Main St	City of Suffolk	0.09 28	3000 G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.502	30000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				_		Truck	K			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3	+Axle 1	Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	From:	Old NCL of Suffolk												
32) (460) (10)	City of Suffolk	1.49 <b>25000 F</b>	99%	0%	0%	0%	0%	0%	С	0.100	Α	0.503	26000	F
	To:	SR 10 Elephant Fork												
(10) Godwin Blvd	City of Suffolk	Bus US 460	95%	1%	10/	10/	20/	00/	F	0.004	F	0.524	20000	
32 10 Godwin Blvd	City of Suffolk	0.54 <b>19000 G</b>	95%	1 70	1%	1%	2%	0%	Г	0.084	Г	0.534	20000	,
	To: From:	US 58 Suffolk Bypass												
(10) Godwin Blvd	City of Suffolk	1.36 <b>20000 G</b>	95%	1%	1%	1%	2%	0%	F	0.089	F	0.506	21000	
	To: From:	61-634 Kings Fork Rd			<u> </u>									
(10) Godwin Blvd	City of Suffolk	4.81 <b>11000 G</b>	95%	1%	1%	1%	2%	0%	С	0.088	F	0.549	11000	
9 0	To	61-603 Everets Rd												
32 10 Godwin Blvd	City of Suffolk	0.87 <b>11000 G</b>	95%	1%	1%	1%	2%	0%	F	0.088	F	0.598	12000	
2 10 Godwin Blvd	Oity of Guildik		33 76	1 /0	1 /0	1 /0	2 /0	0 /0	•	0.000	'	0.550	12000	
	From:	SR 125 Chuckatuck												
32) (10)	City of Suffolk	1.31 <b>9400 G</b>	95%	1%	1%	1%	2%	0%	F	0.09	F	0.614	9900	
	To:	Isle of Wight County Line	:											
2 10 Benns Church Blvd	lale of Wight County	NCL Suffolk	020/	10/	10/	20/	20/	00/	С	0.101	F	0.64	12000	
2) (10) Benns Church Blvd	Isle of Wight County	4.15 <b>11000 G</b>	93%	1%	1%	3%	2%	0%	C	0.101	Г	0.64	12000	
	From:	US 258 Brewers Neck Blvd SR 10 Benns Church Blvd												
2) (258) Brewers Neck Blvd	Isle of Wight County	2.85 <b>24000 G</b>	95%	1%	1%	2%	2%	0%	С	0.092	F	0.67	25000	
2) (258) Brewers Neck Blvd	iolo ol migni odality		0070	. , ,	. , , ,	_,,	_,,	0 / 0	Ū	0.002	•	0.07		
	From:	US 17 Carrollton Blvd							_					
(2) (17) (258) Carrolton Blvd	Isle of Wight County	2.17 <b>28000 F</b>	97%	0%	0%	1%	1%	0%	С	0.109	Α	0.672	30000	
<del>2                                    </del>	To: From:	F-807												
2) (17) (258)	Isle of Wight County	4.64 <b>28000 F</b>	97%	0%	0%	1%	1%	0%	F	0.11	F	0.754	29000	
	To:	SCL Newport News												
	From:	Isle of Wight County Line												
2) (17) (258) Mercury Blvd	City of Newport News	0.22 <b>28000 F</b>	97%	0%	0%	1%	1%	0%	F	0.11	F	0.754	29000	
	To:	US 60 Warwick Blvd												
2) (17) (258) Mercury Blvd	City of Newport News	0.56 <b>36000 F</b>	95%	1%	2%	1%	1%	0%	С	0.099	F	0.6	39000	
2) (17) (230)	To:	US 258, SR 143 Jefferson A			Ť				-			-		
	From:	West Virginia State Line												
3 Rawley Pike	Rockingham County	11.66 <b>2100 G</b>	95%	1%	1%	1%	3%	0%	F	0.092	F	0.601	2200	
3) Hawley I like	Tiockingham County	11.00 <b>2100 G</b>	33 70	1 /0	1 /0	1 /0	<b>U</b> /0	0 /0		0.032		0.001	2200	
~	To: From:	82-840 Bridger Rd												
Rawley Pike	Rockingham County	2.80 <b>3100 G</b>	95%	1%	1%	1%	3%	0%	С	0.091	F	0.634	3200	
	To: From	82-613 Whitmore Shop Rd; Clover	r Hill Rd											
Rawley Pike	Rockingham County	5.70 <b>7400 G</b>	95%	1%	1%	1%	3%	0%	F	0.085	F	0.69	7600	
<u> フー・</u>	To				<del></del> 1									
3 W Market St	City of Harrisonburg	WCL Harrisonburg 1.11 <b>10000 G</b>	95%	1%	1%	10/	20/	0%	F	0.092	F	0.566	11000	
W Market St	City of Hamsonburg	1.11 <b>10000 G</b>	90%	I 70	I 70	1%	2%	U-76	Г	0.082	Г	0.566	11000	
~	To: From:	Waterman Dr	•											
W Market St	City of Harrisonburg	0.61 <b>10000 G</b>	95%	1%	1%	1%	2%	0%	С	0.089	F	0.539	11000	
~	To:	SR 42 S High St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT Q	<b>A</b> 4T	ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
NA Marilian Ct	From:		R 42 S High St	• 05	T0/	10/	10/	10/	00/	00/		0.101	-		F000	
33 W Market St	City of Harrisonb		<b>5400</b> Gus US 33 Par	<b>i</b> 95	5%	1%	1%	1%	2%	0%	F	0.101	F		5800	G
	From:	D	US 11													
33 (11) Main St NB	City of Harrisonb	ourg 0.02	6100 N	<b>I</b> 96	6%	0%	1%	1%	1%	0%	Ν	0.099	Ν	0.583	6400	Ν
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	11000 N	96	6%	1%	1%	1%	1%	0%	Ν	NA			12000	Ν
	To:		S 11 Main St													
~~~	From:		11 Main St NB								_		_			_
33) E Market St	City of Harrisonb	ourg 0.11	6500 G	3 97	7%	0%	1%	0%	1%	0%	F	0.087	F	0.53	6900	G
~	To: From:		Mason St													
33 E Market St	City of Harrisonb	ourg 0.87	12000 G	97	7%	0%	1%	0%	1%	0%	F	0.093	F	0.534	12000	G
~	To		Vine St													
33 E Market St	City of Harrisonb	ourg 0.61	18000 G	3 97	7%	0%	1%	0%	1%	0%	С	0.090	F	0.574	19000	G
*	Tα		I-81													
$\widetilde{33}$ E Market St	From: City of Harrisonb	ourg 0.59	28000 G	3 96	6%	1%	1%	1%	2%	0%	F	0.09	F	0.541	30000	G
33) =								.,.	-/-		•		-			_
33 E Market St	City of Harrisonb		niversity Blvd 25000 G	• 07	7%	0%	0%	0%	2%	0%	С	0.102	F	0.569	27000	G
E Market St	City of Harrisonio	July 1.07	25000 0	a 97	7 70	0%	0%	0%	270	0%	C	0.102	Г	0.569	27000	G
~~~	To: From:		L Harrisonburg				<u> </u>									
33 Spotswood Trail	Rockingham Cou	unty 0.21	26000 G	96	6%	1%	1%	1%	2%	0%	F	0.102	N	0.569	27000	G
~	To- From:		704 Boyers Rd													
33 Spotswood Trail	Rockingham Cou	unty 2.08	22000 G	96	6%	1%	1%	1%	2%	0%	F	0.098	F	0.602	23000	G
~	To:	SR 27	6 Cross Keys R	d			$\neg$ $\vdash$									
33 Spotswood Trail	Rockingham Cou		24000 G		6%	1%	1%	1%	2%	0%	С	0.098	F	0.531	25000	G
<del>*</del>	Tα	92 S	342 Montevideo													
33 Spotswood Trail	Fron: L Rockingham Cou		20000 G	96	6%	1%	1%	1%	2%	0%	F	0.088	F	0.601	21000	G
33) 00000000000000000000000000000000000					- 70	. , 0		. , 0	_,,	0 / 0	•	0.000	•	0.00		0.
Chataward Trail	Poolingham Cou		ver Dr; Island Fo		20/	1%	10/	10/	2%	0%	F	0.000	F	0.621	10000	G
33 Spotswood Trail	Rockingham Cou	unty 1.83	19000 G	<b>a</b> 90	6%	1 70	1%	1%	270	0%	Г	0.093	Г	0.021	19000	G
~~~	To: From:		02 East Point Rd													
33 Spotswood Trail	Rockingham Cou	unty 3.12	12000 G	96	6%	1%	1%	1%	2%	0%	С	0.097	F	0.599	12000	G
~	To: From:	US 33 I	Bus West of Elkt	ton												
33 Spotswood Trail	Rockingham Cou	unty 0.89	9100 G	93	3%	1%	1%	1%	4%	0%	F	0.091	F	0.711	9500	G
~	Tar		WCL Elkton				\neg \vdash									
33 Spotswood Trail	Town of Elkton (Maii		9100 N	l 93	3%	1%	1%	1%	4%	0%	Ν	0.091	Ν	0.711	9500	Ν
30)	Trol	•														
33 Spotswood Trail	From Rockingham Cou		ECL Elkton 9100 N	ı oa	3%	1%	1%	1%	4%	0%	N	0.091	N	0.711	9500	N
33 Spotswood Trail	- Tiockingham Cou	unity 0.04		• 90	J /0	1 /0	1 /0	1 /0	7/0	0 /6	IN	0.031	IN	0.711	9300	IN
~~~	To: From:		US 340													
33 Spotswood Trail	Rockingham Cou	•	5600 G	<b>i</b> 93	3%	1%	1%	1%	4%	0%	С	0.093	F	0.554	5800	G
~	To:	Gree	ene County Line													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ck			K		Dir		_
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
~~ <u>`</u>	From:	Rockingham C													
33) Spotswood Trail	Greene County	4.38 <b>450</b> 0	G	91%	1%	1%	3%	4%	0%	С	0.094	F	0.526	4600	(
~	To: From:	39-638 Turkey													
33) Spotswood Trail	Greene County	3.00 <b>510</b> 0	G	91%	1%	1%	3%	4%	0%	F	0.090	F	0.564	5200	
~	To: From:	Bus US 33 Spot	wood Trai												
33 Standardsville Bypass	Greene County	2.09 6700	G	94%	1%	1%	2%	2%	0%	С	0.091	F	0.584	6800	
<del>~</del>	To:	Bus US 33 Spot	wood Trail												
33 Spotswood Trail	Greene County	0.50 <b>1200</b>	0 G	96%	0%	1%	2%	1%	0%	С	0.084	F	0.603	12000	
<del></del>	To	39-609 Frederic	kshuro Rd												
33 Spotswood Trail	Greene County	2.15 <b>1300</b>		96%	0%	1%	2%	1%	0%	F	0.084	F	0.6	13000	
30)	To	39-633 Ami	anc Dd												
33   Spotswood Trail	Greene County	2.09 <b>1700</b>		96%	0%	1%	2%	1%	0%	F	0.083	F	0.613	17000	
33)	To					<del></del> 1	_,,		- , -	•		-			
33 (Spotswood Trail	Greene County	US 29 Semin 2.24 <b>660</b> 0		94%	1%	1%	2%	3%	0%	F	0.090	F	0.524	6800	
Spotswood Trail	To:	Orange Cour		J+ /0	1 /0	170	270	0 /0	0 70	•	0.000	•	0.524	0000	
	From:	Greene Cour	-												
Spotswood Trail	Orange County	4.51 <b>650</b> 0	G	94%	1%	1%	2%	3%	0%	С	0.1	F	0.515	6700	
~	To	SR 20 W, Const	tution Hwy	,		<u> </u>									
33 (20) Spotswood Trail	Orange County	0.22 6600	G	93%	1%	1%	2%	3%	0%	F	0.098	F	0.510	6700	
$\sim$	Toc	SR 20 E, Consti	tution Hwy												
33 Spotswood Trail	Orange County	5.44 <b>540</b> 0		93%	1%	1%	2%	3%	0%	С	0.101	F	0.558	5500	
•••	To	WCL Gordo	nevilla												
33 Spotswood Trail	Town of Gordonsville (Maint: 68)	0.01 <b>540</b> 0		93%	1%	1%	2%	3%	0%	Ν	0.101	Ν	0.558	5500	
33)	To					<del></del> i	_,,	-,-	- , -						
33 (231) Spotswood Trail	Town of Gordonsville (Maint: 68)	SR 231 Blue R 0.15 <b>680</b> 0		94%	1%	1%	1%	3%	0%	С	0.096	F	0.517	6900	
33 231 Spotswood Trail	Tα:	US 15 James M			1 /0	1 /0	1 /0	J /6	0 /6	O	0.030	'	0.517	0300	
	From:	S SR 2													
33 (15) Martinsburg Ave	Town of Gordonsville (Maint: 68)	1.12 9000	G	89%	1%	1%	1%	8%	0%	F	0.089	F	0.573	9200	
$\rightarrow$	To	SCL Gordo	nsville			<u> </u>									
33) (15) James Madison Hwy	Louisa County	0.45 <b>860</b> 0	F	89%	1%	1%	1%	8%	0%	F	0.092	F	0.569	8900	
	То:	US 15 South of C		2											
~~	From:	US 15 James M		000/	40/		40/	40/	00/	_		_	0.505	2000	
South Spotswood Trail	Louisa County	8.28 <b>290</b> 0	F	96%	1%	1%	1%	1%	0%	С	0.096	F	0.565	2900	
~ ~	To: From:	SR 22 Tre													
33) (22) Louisa Rd	Louisa County	3.84 <b>530</b> 0	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.557	5400	
<del>~ ~</del>	To: From:	WCL Lo	uisa												
(22) West Main St	Town of Louisa (Maint: 54)	1.08 <b>660</b> 0	F	96%	1%	1%	1%	1%	0%	F	0.089	F	0.522	6800	
$\sim$	To- Eron-	SR 208 Court	nouse Rd			$\neg$ $\vdash$									
(22) (208) West Main St	Town of Louisa (Maint: 54)	0.40 1600		98%	1%	1%	0%	1%	0%	F	0.085	F	0.509	16000	
	To:	SR 22; SR 208 Eas	of Louisa	CH											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and inters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 22; SR 208	Main St												
33 Jefferson Hwy	Town of Louisa (Maint: 54)	0.97 <b>4300</b>	F	98%	1%	1%	0%	1%	0%	С	0.088	F	0.599	4400	F
<del>~</del>	To- From:	ECL Loui	sa			$\neg$ $\vdash$									
33 Jefferson Hwy	Louisa County	5.59 <b>2700</b>	F	97%	1%	1%	1%	1%	0%	С	0.097	F	0.644	2800	F
<del>~</del>	To:	US 522 Pendle	ton Rd												
33 (522) Jefferson Hwy	Louisa County	0.66 <b>5700</b>	F	98%	1%	1%	0%	1%	0%	F	0.095	F	0.544	5900	F
	To	US 522 Cross Co	ounty Rd												
33 Jefferson Hwy	Louisa County	9.29 <b>2800</b>	F	98%	1%	1%	0%	1%	0%	F	0.098	F	0.546	2900	
	т	54-655 Bethany C	hurch Dd	1		—									
33 Jefferson Hwy	Louisa County	2.71 <b>3900</b>	F	98%	1%	1%	0%	1%	0%	F	0.105	F	0.719	4000	
,	To:	Hanover Coun	ty Line												
<u></u>	From:	Louisa County													
33 Mountain Rd	Hanover County	3.95 <b>4200</b>	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.666	4300	(
~	To: From:	42-715 Beaver Dam Rd	; Clazemo	ont Rd											
33 Mountain Rd	Hanover County	1.94 <b>9000</b>	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.64	9300	(
~	To: From:	SR 54 West Patricl	K Henry D	)r		$\neg$ $\vdash$									
33 Mountain Rd	Hanover County	4.20 <b>6600</b>	G	98%	0%	1%	1%	1%	0%	С	0.099	F	0.675	6800	(
<i></i>	To	42-671 Scotchto	own Rd												
33 Mountain Rd	Hanover County	1.72 8700	G	98%	0%	1%	1%	1%	0%	F	0.105	F	0.695	8900	(
	To	42-670 Farring													
33 Mountain Rd	From: L Hanover County	5.50 <b>9100</b>	G	96%	1%	1%	1%	1%	0%	С	0.106	F	0.764	9500	(
33)	To:	Henrico Count					.,.	.,.	- , -	_		-			
	From:	Hanover Coun	_												
33 Staples Mill Rd	Henrico County	0.38 <b>19000</b>	F	98%	0%	1%	1%	1%	0%	F	0.093	F	0.681	20000	
<del>~</del>	To: From:	I-295				$\Box$ $\vdash$									
33 Staples Mill Rd	Henrico County	0.61 <b>23000</b>	F	99%	0%	1%	0%	0%	0%	F	0.109	F	0.537	24000	
~	Τα	SR 157; Springfield Rd	l; Mounta	in Rd		$\neg$ $\vdash$									
33 Staples Mill Rd	Henrico County	2.18 <b>19000</b>		99%	0%	1%	0%	0%	0%	F	0.100	F	0.564	22000	
	To	43-7526 Hung	arv Rd												
33 Staples Mill Rd	Henrico County	1.05 <b>22000</b>		99%	0%	1%	0%	0%	0%	F	0.096	F	0.692	25000	
55)	To	Parham R													
33 Staples Mill Rd	Henrico County	1.10 <b>33000</b>		99%	0%	1%	0%	0%	0%	С	0.109	Α	0.526	37000	,
33) Staples Will Fla	- F			0070	0 70	170	0 70	0 /0	0 70	Ü	0.100	,,	0.020	07000	,
Ctanles Mill Dd	From	0.37 <b>36000</b>		000/	00/	10/	00/	00/	00/	F	NA			41000	,
33 Staples Mill Rd	Henrico County			99%	0%	1%	0%	0%	0%	r	INA			41000	(
~~~	From:	SR 356 Hilliard Rd; 43-7			4-7		461	461	051					00000	
33) Staples Mill Rd	Henrico County	1.01 33000	G	96%	1%	2%	1%	1%	0%	С	NA			38000	(
~	To: From:	I-64													
33 Staples Mill Rd	Henrico County	1.32 19000		99%	0%	1%	0%	0%	0%	F	0.092	F	0.518	21000	F
~	To:	WCL Richm	nond												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~ <u>`</u>	From:		VCL Richmor													
33 Staples Mill Rd	City of Richm		19000	F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.518	21000	F
~	To: From:		S 250 Broad 50; Staples M													
33 (250) Broad St	City of Richm		24000	F	98%	1%	1%	0%	0%	0%	С	0.109	Α	0.559	27000	F
33) (230)	To:		Malvern Ave													
33 (250) Broad St	From: City of Richm		24000	G	98%	1%	1%	0%	0%	0%	F	NA			27000	G
33) (230) = 1011 01	Tec								• , •		-					-
33 (250) Broad St	From: City of Richm	nond 0.38	Sheppard St 24000	G	94%	1%	2%	2%	1%	0%	С	0.087	F	0.761	27000	G
33) (230) 2.10 44 51	Tree				0.70	. , ,		_,,	. , 0	0 / 0	Ū	0.007	•			.
33 (250) Broad St	From: City of Richm		24000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.706	26000	G
33 (250 Broad St	Oity of Filorin				30 70	1 /0	1 70	0 / 0	0 70	0 70	'	0.000	'	0.700	20000	ч
Prood St	City of Richm		33 P, Harriso 26000	n St G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.503	29000	G
33 (250) Broad St	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	0.079 NA	Г	0.503	39000	G
,	Combined Trainc Estimates for 2 Faraner	-			90%	170	1 70	0%	076	0%	Г	IVA			39000	G
	To: From: City of Richm		S 250 Broad		000/	1%	10/	00/	00/	00/	F	0.004		0.707	070	G
33 Hancock Rd	Combined Traffic Estimates for 2 Parallel		810	G	98%		1%	0%	0% 0%	0% 0%		0.094 NA	F	0.707	870	G
,	Combined Trainic Estimates for 2 Parallel	Hoadways on this Houte	4300 Leigh St	G	98%	1%	1%	0%	0%	0%	Г	INA			4600	G
East	From:	TIC	33 E, E Mark	at St												
asi Ramp to I-81 S at Exit 24	7 City of Harrisonburg		12000	G								0.096	F		12000	G
33)	To:	(I-81 S									0.000	•		000	<u> </u>
East	From:	US	33 E, E Mark	et St			Ī									
Ramp to I-81 N at Exit 24	7 City of Harrisonburg		850	G								0.142	F		850	G
	To:		I-81 North													
East	From:	U	S 33 TO RT 2	295												
33 Ramp	Henrico Cou		1900	F								0.163	F		1900	F
~	То:	I-295	5-W FROM F	RT 33												
East	From:	0.0	S 33 TO RT 2													
Ramp	Henrico Cou		2800	F								0.146	F		2800	F
	10:		5-E FROM R													
ast	From:		33 Staples Mi									0.440			0000	
Ramp	Henrico Cou	unty 0.34	1900	Α								0.143	Α		2200	Α
-	From:	<u> </u>	I-64 West				<u> </u>									
ast 33 Ramp	Henrico Cou	US	33 TO I-64 E 11000	AST F								0.113	F		11000	F
33 Ramp	To:	I-64-E FROM RT			ROADE	<u> </u>						0.113	'		11000	Г
Mont	From:		33 W, E Mark		KOMDE	•										
$\underbrace{800}_{33}$ Ramp to I-81 S at Exit 24	7 City of Harrisonburg		4900	G								0.097	F		4900	G
33) Tamp 13 T 3 T 3 T 2 T 1	To:	0.10	I-81 S									3.007	•		.000	_

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			iry and	a intersta	ile no	utes											
Route	Jurisdictio	on Lei	nath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	53110410110							2Axl	e 3+Axle	1Trail	2Trail		Factor		Factor		
West (33) Ramp	City of Harrisonburg		.20	W, E Mark	ket St G								0.113	F		3800	G
(33) 1 14111	To:	(Mant. 62)		I-81 North									0.110	•		0000	ŭ
West	From:	US 33 I-2	295-W0)49B TO A	ND FR	OM RT											
33 Ramp	Henrico Cou	unty 0.	.20	3500	F								0.107	F		3800	F
$\overline{}$	To:		I-295-	W FROM F	RT 33												
West	From:			33 TO RT 2										_			
33 Ramp	Henrico Cou	unty 0.	.33	3300 E FROM R	F								0.125	F		3300	F
W	From																
West (33) Ramp	Henrico Cou		.21	TO I-64 W	F								0.141	F		3200	F
(33)	To:	-, -				L RDWES	Т						0	•		0200	•
West	From:		US 33	3 TO I-64 E	EAST												
(33) Ramp	Henrico Cou	unty 0.	.16	8600	F								0.127	F		8600	F
	To:	I-6	64-E FI	ROM RT 3	3WEST	,											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:			US 11		2221					221					0.400	
33 (11) Main St NB	City of Harriso	-	.03	6100	N	96%	0%	1%		1%	0%	N	0.099	N	0.583	6400	N
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	<b>9300</b> US 33	N	96%	0%	1%	1%	1%	0%	N	NA			9900	N
Rue	From:		116 33	Spotswood	l Trail												
Bus 33 Old Spotswood Trail	Rockingham C		.00	6300	G	98%	0%	0%	1%	0%	0%	F	0.1	F	0.615	6500	G
<u> </u>	To:		WCLI	Elkton; Riv	er Rd												
Bus (33) Spottswood Ave	Town of Elkton (N	•	.37	6900	G	98%	0%	0%	1%	0%	0%	С	0.094	F	0.603	7200	G
(33) Spottswood Ave	TOWIT OF LIKEOIT (IN	viaiii. 62) 0.				90 /6	0 /6	U /o	1 /0	0 /6	0 /6	C	0.034	'	0.003	7200	G
Bus	To: From:	:	Spc	ottswood Te	err												
(33) Spottswood Ave	Town of Elkton (N	Maint: 82) 0.	.27	3500	G	98%	0%	0%	1%	0%	0%	F	0.085	F	0.541	3600	G
Bus		2	(	Stuart Ave				$\Box$									
33 340 S Stuart Ave	Town of Elkton (N	Maint: 82) 0.	.08	9200	N	96%	1%	1%	1%	1%	0%	Ν	0.089	Ν	0.631	9500	Ν
	To:	c		US 33													
Bus	From:			tanardsville													
(33) Spotswood Trail	Greene Cou	unty 0.	.75	2200	G	96%	0%	1%	1%	2%	0%	С	0.089	F	0.549	2200	G
Bus		:	WCl	L Stanardsv	ille												
33 Main St	Town of Stanardsville	e (Maint: 39) 0.	.35	2200	N	96%	0%	1%	1%	2%	0%	Ν	0.089	Ν	0.549	2200	Ν
<u> </u>	Tec		SR 2	30 Madisor	n Rd			<u> </u>									
Bus 33 Main St	Town of Stanardsville	e (Maint: 30)	.11	4300	G	91%	1%	1%	3%	4%	0%	F	0.08	F	0.596	4400	G
(33) Main St	TOWIT OF Standardsville	e (ividifit. 39) U.				9170	I 70	1 %	J ⁻ /0	4 70	U 7/0	Г	0.06	Г	0.596	4400	G
Bus	To: From:		ECL	_ Stanardsv	ille												
(33) Spotswood Trail	Greene Cou		.31	4300	N	91%	1%	1%	3%	4%	0%	Ν	0.08	N	0.596	4400	Ν
	To:	US 33	Stanar	rdsville Byp	oass; 39	-623											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle 3				QC	Factor	QK	Factor	AAWDT	Q
	From:	US 33	Hancock St			1	317.0.00				. 4010.		. 40.0.		
3 Leigh St	City of Richmond		1000 G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.518	12000	(
9	To	IIC 1 F	Belvidere St												
3 Leigh St	City of Richmond		0000 G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.734	11000	(
3 Leigh St	Oity of Flictimona				1 /0	1 /0	0 70	0 70	0 70	J	0.000	'	0.704	11000	•
	To: From:		er King Jr Bridge												
3) Mosby St	City of Richmond		3800 G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.679	9300	
	To:		mont Ave												
3 Fairmont Ave	City of Richmond		osby St 6700 G	98%	1%	 0%	0%	0%	0%	С	0.096	F	0.572	7100	
3 Fairmont Ave	Oity of Hierimona	0.45	5700 G	30 /6	1 /0	0 /6	0 /6	0 /6	0 /6	O	0.030	'	0.572	7 100	
	Te: From:		5th St												
3) Nine Mile Rd	City of Richmond	0.90 <b>8</b>	3100 G	97%	2%	0%	0%	0%	0%	С	0.101	F	0.666	8600	
<i></i>	To: From:	ECL !	Richmond			$\neg$ $\vdash$									
3) Nine Mile Rd	Henrico County	1.49 <b>2</b> 2	2000 F	98%	1%	1%	0%	0%	0%	С	0.080	F	0.6	24000	
ン	To	Υ _1	Ava												
3 Nine Mile Rd	Henrico County		4000 F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.549	15000	
Nine Mile Rd	Tiefflico County	2.10	4000 F	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.000	'	0.543	13000	
	Te: From:		regard Ave												
3) Nine Mile Rd	Henrico County	1.27 <b>1</b>	1000 F	97%	1%	1%	0%	0%	0%	С	0.083	F	0.511	12000	
<i></i>	To	SR 156	6 Airport Dr												
3) Nine Mile Rd	Henrico County		6800 F	97%	1%	1%	0%	0%	0%	F	0.095	F	0.548	7200	
9	To	CI	D 22 W												
3) Nine Mile Rd	Henrico County		R 33 Y 1 <b>700</b> F	97%	1%	1%	0%	0%	0%	F	0.092	F		1800	
9)	raffic Estimates for 2 Parallel Roadways of			97%	1%	1%	0%	0%	0%	F		F	0.547		
Combined	ranic Estimates for 2 Parallel Roadways (	on this houte.	3700 F	97%	170	170	0%	0%	0%	Г	0.092	Г	0.547	3900	
	To: From:		illiamsburg Rd												
3) (60) (156) Williamsburg Rd	Henrico County	1.40 <b>1</b> 3	3000 F	95%	1%	1%	1%	1%	0%	С	0.083	F	0.532	14000	
	To		I-295												
3) (60) (156) Williamsburg Rd	Henrico County	2.24 13	3000 A	94%	1%	1%	1%	3%	0%	С	0.124	Α	0.693	14000	
9 6 6	Tec	CD 15													
3) 60 Williamsburg Rd	Henrico County		66 Elko Rd 9100 F	94%	1%	1%	1%	3%	0%	F	0.101	F	0.647	9700	
3) (60) Williamsburg Rd	Tierinico Gounty		nt County Line	34 /6	1 /0	1 /0	1 /0	J /6	0 /6	'	0.101	'	0.047	3700	
	From:		County Line												
3) 60 Pocahontas Trail	New Kent County		1000 G	94%	1%	1%	1%	3%	0%	F	0.087	F	0.563	11000	
9) (6)	T														
Now Kept Hung	Nous Koat County		ottoms Bridge	049/	1%	10/	10/	20/	00/	F	0.004	г	0.601	14000	
3 New Kent Hwy	New Kent County	0.22 13	3000 G	94%	1%	1%	1%	3%	0%	Г	0.094	F	0.631	14000	
	To: From:		I-64			$\Box$									
3) (33) Ramp	New Kent County	0.08		Se	e VA 33	3 for direc	ctional t	raffic v	olume e	stima	tes for th	is seç	gment.		
$\mathcal{L} \cup \mathcal{L}$	To:	SR 33-W016A S													
	From:	SR 33-E016A SR	22 W016 A TO	I 64		1									
3) (33) Ramp	New Kent County		1400 G	75%	2%	2%	5%	16%	0%	С	0.087	F		1400	
3 (33) Ramp	New Kent County	0.08 SR 33-W016A S	SR 33- 16A TO	I-64	e VA 33	3 for direc	ctional t	raffic v	olume e	stima	tes for th	is seç	gment.		_

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	on Length	AADT G	A 4Tire	e Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:	S	R 33, SR 249			ZAXIE STAX	ie iliai	ZIIali		1 actor		i actor		
(33) (64)	New Kent Co				See I-64	for directiona	traffic v	olume es	timat	es for this	segi	ment.		
30 04)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	<b>A</b> 91%		1% 0%		0%		0.103	Α	0.529	54000	Α
	To:		SR 106											
	From:	US 6	0 Bottoms Bridg	ge										
33) (64)	New Kent Co	ounty 3.47			See I-64	for directiona	traffic v	olume es	timat	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	62000	A 91%	1%	1% 0%	7%	0%	F	0.103	Α	0.505	55000	Α
	To		SR 155											
33 (64)	New Kent Co	ounty 5.69	3K 133		See I-64	for directiona	traffic v	olume es	timat	es for this	s seal	ment		
33 64	Combined Traffic Estimates for 2 Parallel		61000					0%			_		E2000	,
	Combined Trainic Estimates for 2 Parallel	Hoadways on this Houte.	SR 33	<b>A</b> 91%	5 1%	1% 0%	1%	0%	Г	0.105	А	0.501	53000	Α
	From:	I-6	4-E TO RT 33											
33) (64) Ramp	New Kent Co		TE TO KI 55		See I-64	for directiona	traffic v	olume es	timat	es for this	s seai	ment.		
33) (04) 1 3 3 3	_													
	From		64 EAST INT	0.000	40/	10/ 00/	400/	00/	_	0.000	_	0.704	0000	_
33)	New Kent Co			<b>G</b> 85%	5 1%	1% 3%	10%	0%	С	0.088	F	0.731	9600	C
	From:		R 30; SR 249 ANGELVIEW C	THIDCH										
	New Kent Co			<b>G</b> 86%	5 1%	 2% 2%	9%	0%	С	0.081	F	0.614	13000	(
3) (30)	New Rent Oc		13000	<b>G</b> 007	5 170		3 /0	0 70	O	0.001		0.014	10000	•
	To:		/illiam County I											
33) (30) 14th St	Town of West Point	t (Maint: 50) 0.25	17000	<b>F</b> 90%	6 0%	1% 3%	6%	0%	С	0.088	F	0.639	18000	F
	To	S	R 30 Main St			<u> </u>								
33) 14th St	Town of West Point			<b>F</b> 91%	1%	1% 2%	6%	0%	F	0.087	F	0.579	15000	F
55)	To:		Queen County											
	From:		/illiam County I											
33 Lewis Puller Mem Hwy	King & Queen	County 3.30	15000	<b>G</b> 91%	5 1%	1% 2%	6%	0%	С	0.092	F	0.616	15000	(
<u> </u>	To	40.65	78 Riverview Av	VO.										
33 Lewis Puller Mem Hwy	King & Queen			<b>G</b> 91%	5 1%	 1% 2%	6%	0%	F	0.085	F	0.597	14000	(
Lewis I uner Mem Twy	To:		ista Rd. Shackl		0 1/0	1/6 2/6	0 /6	0 /6	'	0.005	'	0.557	14000	•
	From:		14 Shackelfords											
(14) Lewis Puller Mem	. Hwy King & Queen			<b>G</b> 90%	5 1%	1% 2%	6%	0%	С	0.095	F	0.623	12000	(
53) (14) =0	To:		Shackelfords Fo		. , , ,		0,0	0,0	Ū	0.000	•	0.020	000	
	From:	SR 14 Buena V												
Lewis Puller Mem Hwy	King & Queen	County 2.61	7300	<b>G</b> 91%	s 1%	1% 2%	6%	0%	F	0.088	F	0.634	7400	(
	To:	Glouc	ester County Li	ine										
_	From:	King &	Queen County l	Line										
33 Lewis Puller Mem Hwy	Gloucester Co	ounty 2.92	7500	<b>G</b> 91%	1%	1% 2%	6%	0%	F	0.089	F	0.618	7700	(
	To:	US 17 George W	ashington Mem	Hwy, Glen	ns									
¬ ~~	From:		Puller Mem Hy	-			_	_		_				_
(17) George Washington	on Mem Hwy Gloucester Co			<b>G</b> 98%	0%	<u>1%</u> 0%	1%	0%	F	0.080	F	0.505	13000	(
	To:		lesex County Li											
	From:		ester County Li						_	0.655	_	0.5.5	10000	_
(17) Tidewater Trail	Middlesex Co			<b>G</b> 98%	0%	<u>1%</u> 0%	1%	0%	F	0.083	F	0.545	13000	C
$\smile$	To:	US 1	7 South of Saluc	da										

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					Truck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Bus	2Axle 3+	Axle 1Trai	l 2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US 17 South of Saluda				221			_		.=	_
(33) (17) Gloucester Rd	Middlesex County	0.80 <b>6500 G</b> 95%	1%	1%	1% 3%	0%	С	0.083	F	0.514	6700	G
	From:	Bus US 17 Saluda Bus US 17 Gloucester Rd, Saluda										
(33) General Puller Hwy	Middlesex County	1.78 <b>8700 G</b> 95%	1%	1%	1% 2%	0%	С	0.088	F	0.569	8900	G
(33)	-					-,-	_					-
(33) General Puller Hwy	Middlesex County	SR 227 Urbanna Rd 2.93 <b>8800 G</b> 95%	1%	1%	1% 2%	0%	F	0.092	F	0.598	9000	G
General Puller Hwy	Middlesex County	2.93 <b>8800 G</b> 95%	170	1 70	170 270	0%	Г	0.092	Г	0.596	9000	G
	To: From:	59-619 Healys Rd		_					_			
(33) General Puller Hwy	Middlesex County	2.18 <b>8900 G</b> 95%	1%	1%	1% 2%	0%	F	0.105	F	0.572	9100	G
	From:	SR 3 Greys Point Rd										
(33) (3) General Puller Hwy	Middlesex County	SR 3 Harmony Village 3.45 <b>5700 G</b> 96%	0%	1%	1% 2%	0%	С	0.084	F	0.508	5900	G
33 General Puller Hwy	To:	SR 3 Near Hartfield	070		. 70 270	0 70	Ü	0.001	•	0.000	0000	•
	From:	SR 3 Greys Point Rd										
(33) General Puller Hwy	Middlesex County	2.15 <b>4200 G</b> 98%	0%	1%	1% 1%	0%	F	0.091	F	0.533	4300	G
$\overline{}$	To	59-628 Mill Creek Rd										
(33) General Puller Hwy	Middlesex County	4.26 <b>5200 G</b> 98%	0%	1%	1% 1%	0%	С	0.093	F	0.549	5300	G
,	To											
33 General Puller Hwy	Middlesex County	59-636 Timberneck Rd 2.00 <b>1100 G</b> 98%	0%	1%	1% 1%	0%	F	0.131	F	0.505	1100	G
33 General Puller Hwy	To:	Stingray Point	0 /6	1 /8	1/0 1/0	0 /6	'	0.131	'	0.505	1100	ч
	From:	SR 33 TO I-64 East										
(33) Ramp	Henrico County	0.25 <b>1800 F</b>						0.116	F		1800	F
(33) Hamp	To:	I-64-E From RT 33EAST-NINE MILE ROAD	)					0.110	•		1000	•
	From:	SR 33-E016A SR 33-W016A TO I-64										
(33) Ramp	New Kent County	0.23 <b>1400 G</b> 75%	2%	2%	5% 16%	0%	С	0.087	F		1400	G
(33) Hamp	To:	I-64-E FROM RT 33EAST & RT 249WEST	270		370 1070	0 70	J	0.007	•		1400	ď
Fact	From	SR 33 TO I-64 WEST		<u> </u>								
East (33) Ramp	Henrico County	0.12 <b>1300 F</b>						0.093	F		1300	F
(33) Hamp	To:	I-64-W FROM RT 33EAST-NINE MILE ROA	.D					0.000	•		1000	•
F1	From	SR 33; 2SR 33-P I-64-E205B										
East (33) Ramp	New Kent County	0.08 <b>1300 G</b>						0.085	F		1300	G
(33) Hamp	To:	SR 33-W016A SR 33- 16A TO I-64						0.000	•		1000	a
West	From:											
West (33) Ramp	Henrico County	SR 33 TO I-64 WEST 0.23 <b>9200 F</b>						0.109	F		9200	F
33 Ramp	To:	I-64-W FROM RT 33WEST-NINE MILE ROA	ND.	$\overline{}$				0.103	'		3200	
West	From:											
West (33) Ramp	New Kent County	2SR 33-P I-64-E205A FROM & TO RT 0.05 <b>410 G</b>						0.121	F		410	G
33 Ramp	Tac Tac	SR 33-E016A SR 33- 16A TO I-64						0.121	'		710	G
W	From			1								
West Pamp		2SR 33-P Gap TO I-64 WEST 0.54 <b>760 G</b>						0.104	F		760	G
(33) Ramp	New Kent County	0.54 <b>760 G</b> I-64-E FROM RT 33 WEST						0.104	Г		760	G
		1-04-E FROM K1 33 WES1										

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			iu interstati					Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	2SR 33-P SR 3	3-W032A TO	) RT 64 W	VES											
(33) Ramp	New Kent Co	ounty 0.23	4600	G								0.109	F		4600	G
	To:	I-64-W I	FROM RT 33	WEST												
	From:		Broad St													
(33) Harrison St	City of Richm	nond 0.24	3500	F 9	98%	1%	1%	0%	0%	0%	С	0.089	F	0.563	3700	F
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4300	G S	98%	1%	1%	0%	0%	0%	F	NA			4600	G
	To:		Leigh St													
	From:		Harrison St		000/	40/		00/	00/	00/	_	0.000	_	0.500	10000	_
(33) Leigh St	City of Richm		9400	G 9	98%	1%	1%	0%	0%	0%	F	0.099	F	0.508	10000	G
~	Combined Traffic Estimates for Parallel		NA									NA			NA	
	10:		Hancock St													
Wye	From:		SR 33								_		_			_
(33)	Henrico Cou	,	2000		96%	1%	1%	0%	1%	0%	С	0.095	F		2100	F
$\smile$	Combined Traffic Estimates for 2 Parallel		3700		97%	1%	1%	0%	0%	0%	F	NA			3900	F
	Τα	US 60	Williamsburg	g Rd												
	From:		North Main St													
(34) Hodges St	Town of South		2000		98%	1%	1%	0%	0%	0%	С	NA			2200	G
$\smile$	Τα	US 360	John Randolp	h Blvd												
	From:		Carolina State													
(35) Meherrin Rd	Southampton C	County 1.40	1500	G 8	89%	1%	1%	1%	9%	0%	F	0.114	F	0.548	1600	G
$\smile$	To:	S	SCL Boykins				<u> </u>									
35 Meherrin Rd	Town of Boykins (I	Maint: 87) 1.24	1500	N 8	89%	1%	1%	1%	9%	0%	Ν	0.114	Ν	0.548	1600	Ν
	To:	CD.	186 Pittman R	24												
35) Meherrin Rd	From: Town of Boykins (I		4000		89%	1%	1%	1%	9%	0%	С	0.090	F	0.570	4100	G
35)		<u> </u>			00 70	. , 0		. , 0	0,0	0,0	Ū	0.000	•	0.07.0		<b>O</b> .
Mahawin Dal	From		NCL Boykins	•	000/	00/	10/	10/	1.40/	00/		0.110	_	0.544	1500	
35 Meherrin Rd	Southampton C	County 4.93	1500	G 8	82%	2%	1%	1%	14%	0%	С	0.113	F	0.544	1500	G
<u> </u>	To: From:	87-69	93 Garris Mill													
35) Meherrin Rd	Southampton C		1500		82%	2%	1%	1%	14%	0%	F	0.111	F	0.650	1600	G
	To:	US 58 Southh			58											
Bus 35) 58 Meherrin Rd	Southampton (		West of Cour 3200		93%	1%	1%	1%	4%	0%	F	0.111	F	0.526	3300	G
35 (58) Meherrin Rd	Southampton C			G 8	93%	I 70	1 70	1 70	470	0%	Г	0.111	Г	0.526	3300	G
Bus	To: From:	(	CL Courtland													
35) 58 Meherrin Rd	Town of Courtland	(Maint: 87) 0.14	3200	<b>N</b> 9	93%	1%	1%	1%	4%	0%	Ν	0.111	Ν	0.526	3300	Ν
	To:	,	BUS US 58													
	From:		S 58; Meherri													
35) Main St	Town of Courtland	(Maint: 87) 0.59	4800	<b>G</b> 7	79%	1%	1%	2%	18%	0%	F	0.088	F	0.538	4900	G
$\overline{}$	To:	N	CL Courtland	l			<b>─</b>									
35) Main St	Southampton C	County 0.10	4800	N 7	79%	1%	1%	2%	18%	0%	Ν	0.088	Ν	0.538	4900	Ν
	Tax	· 0*	7-616 Ivor Rd	ı												
35) Main St	From: Southampton C		2500		79%	1%	1%	2%	18%	0%	F	0.086	F	0.52	2500	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Б.,				4	_		Tru	ıck		-00	K	014	Dir	AAMADT	
Route	Jurisdiction	Length <b>AADT</b>	QA	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	87-628 Wakefiel		700/	40/	10/	00/	100/	201	_	0.000	_	0.540	0.1.00	,
Plank Rd	Southampton County	3.43 <b>2100</b>	G	79%	1%	1%	2%	18%	0%	С	0.096	F	0.513	2100	(
	To: From:	87-653 Cary's Brid													
₃₅ ) Plank Rd	Southampton County	3.94 <b>2000</b>	G	79%	1%	1%	2%	18%	0%	F	0.084	F	0.592	2000	
	To: From:	Sussex County Southampton Cour													
Jeruselem Plank Rd	Sussex County	7.48 <b>2000</b>	G G	80%	1%	1%	2%	16%	0%	С	0.1	F	0.611	2000	
35) GOLGGOLGIII I IGIIK I IG	oussex county			0070	1 70	170	270	1070	0 70	Ü	0.1	•	0.011	2000	
Diameter Diameter Del	From	SR 40 Sussex		700/	40/		40/	470/	00/	_	0.005	_	0.504	4700	
Jeruselem Plank Rd	Sussex County	5.81 <b>1600</b>	G	79%	1%	1%	1%	17%	0%	С	0.095	F	0.564	1700	
	To: From:	91-626 Neblett M	Iill Rd												
35) Jeruselem Plank Rd	Sussex County	4.46 <b>2200</b>	G	79%	1%	1%	1%	17%	0%	F	0.089	F	0.551	2300	
<i></i>	To:	Prince George Cou	_												
Caural Dal	Primas Courts	Sussex County		000/	10/	10/	10/	100/	00/	_	0.005	_	0.011	0000	
Courtland Rd	Prince George County	4.05 <b>2300</b>	G	86%	1%	1%	1%	12%	0%	С	0.085	F	0.611	2300	
	To: From:	I-95; SR 156 Prince (	George D												
5) (301) Courtland Rd	Prince George County	0.72 <b>890</b>	G	86%	1%	1%	1%	12%	0%	F	0.098	F	0.701	910	
	To:	74-605 Spain	Dr												
	From:	SR 35 TO RT	95												
5) Ramp	Prince George County	0.15 <b>2800</b>	G								0.121	F		2800	
	Tα	I-95-N FROM R	RT 35												
	From:	SR 35 Courtland	d Rd												
Ramp	Prince George County	0.29 <b>390</b>	G								0.101	F		390	
	To:	I-95 South	Į												
	From:	20-669 Church	n Rd												
River Rd	Chesterfield County	0.87 <b>3400</b>	G	97%	1%	1%	1%	0%	0%	С	0.102	F	0.635	3600	
	Tool	20.601 (2.4.2	D 1												
River Rd	Chesterfield County	20-601 Little 1	G	97%	1%	1%	1%	0%	0%	F	0.098	F	0.647	4300	
6) River Rd	Chesterned County			97%	1 70	1 70	1 70	076	0%	Г	0.096	Г	0.647	4300	
$\overline{}$	To: From:	20-600 E, Picket													
6) River Rd	Chesterfield County	3.05 <b>6600</b>	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.651	7100	
	To: From:	20-1121 Grange	er Rd												
6 Chesterfield Ave	Chesterfield County	0.81 <b>6200</b>	G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.531	6600	
<u>ک</u>	To	WCL Petersbu	ura												
Fleet St	City of Petersburg	0.12 <b>7900</b>	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.505	8100	
6) 1 1001 01	Tra	Grove Ave		33 76	0 70		0 70	0 70	0 70	O	0.000	'	0.505	0100	
	From:	Fleet St													
Grove Ave	City of Petersburg	0.54 <b>3100</b>	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.636	3300	
	To:	US 1 Par, Mark	et St												
	Fronz	US 1													
Market St	City of Petersburg	0.38 <b>2900</b>	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.518	3100	
	Combined Traffic Estimates for Parallel Roadways	on this Route: NA									NA			NA	
	To:	US 1 Par; BUS US 460 Par	r Washin	oton St											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Mayleat Ct	From:	US 1 Par; Bus			_	00/	10/	00/	00/	00/	_	0.004	F	0.045	0000	
36 Market St	City of Petersb		2900	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.645	2900	G
Bus	To: From:	US 1, B	us US 460 V	Wythe St												
36) (1) (460) Wythe St	City of Petersb	ŭ	8600	G	97%	1%	1%	1%	1%	0%	F	0.091	F		9100	G
V	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
ALT Bus	To: From:	ALT U	S 301 Sycar	more St												
36) (1) (301) (460) Wyth	e St City of Petersb	J	12000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
Bus	To: From:		Bus US 460	)												
36) (460) Wythe St	City of Petersb	ourg 0.20	13000	G	97%	1%	1%	1%	1%	0%	С	0.089	F		14000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	28000	G	93%	1%	1%	2%	2%	0%	С	NA			30000	G
Bus	To: Fron:		I-85, I-95													
36) (460) Wythe St	City of Petersb	ourg 0.30	9700	G	97%	1%	1%	1%	1%	0%	F	0.096	F		10000	G
00) (400) /	Combined Traffic Estimates for 2 Parallel F	•	22000	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.650	23000	G
	To:		outh Crater I													
36) Wythe St	City of Petersb		8000	Crater R G	d 92%	1%	2%	1%	3%	0%	С	0.084	F		8800	G
36) 11) 110 01	Combined Traffic Estimates for 2 Parallel F	0		G	92%	1%	2%	2%	3%	0%	C	0.095	F	0.629	19000	G
	To:	SR 36 Par, V	Vashington S	St; Amel	a St											
Washington Ct	From:		; Wythe St;			00/	00/	00/	20/	00/	_	0.005	_	0.600	20000	_
36 Washington St	City of Petersb		18000	G	97%	0%	0%	0%	2%	0%	Г	0.095	Г	0.608	20000	G
36 Washington St	City of Petersb		uddledock R 14000	Rd <b>G</b>	97%	0%	0%	0%	2%	0%	F	0.092	F	0.605	15000	G
36 Washington St	City of Fetersb		George Cou		9770	076	0%	0%	270	076	Г	0.092	Г	0.603	13000	G
	From:	E	CL Petersbu	ırg												
36) Oaklawn Blvd	Prince George C	Sounty 0.76	13000	G	97%	0%	0%	0%	2%	0%	F	0.095	F	0.622	14000	G
$\overline{}$	To: From:		; Ft Lee Ma													
36 Oaklawn Blvd	Prince George C	county 1.25	14000	Α	97%	0%	0%	0%	2%	0%	С	0.103	Α	0.552	16000	Α
	To: From:		SR 144													
36 Oaklawn Blvd	Prince George C	county 0.20	28000	N	96%	0%	0%	1%	2%	0%	N	0.081	N	0.575	31000	N
	From		CL Hopewo		000/	00/		101	00/	00/		0.004	_	0.575	0.1.0.0.0	
36) Oaklawn Blvd	City of Hopew	vell 0.52	28000	G	96%	0%	0%	1%	2%	0%	С	0.081	F	0.575	31000	G
O a lala surra Pilaral	To: From:		Jefferson P		070/	00/		00/	00/	00/	_	0.070		0.540	07000	
36) Oaklawn Blvd	City of Hopew	vell 0.65	24000	G	97%	0%	0%	0%	2%	0%	F	0.078	F	0.542	27000	G
36) Oaklawn Blvd	City of Honor	vell 0.43	SR 36 Par		97%	0%	00/	00/	20/	00/	F	0.070	F		0000	
36 Oaklawn Blvd	City of Hopew Combined Traffic Estimates for 2 Parallel F		8900	G G	97% 97%	0% 0%	0% 0%	0% 0%	2% 2%	0% 0%	F	0.079 NA	F		9800 22000	G G
	To:	SR 36 Par, Wo				U /o	U /0	U /o	∠ /0	U /o	'	INA			22000	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ok			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
	From:	SR 36 Par, W														
36 Winston Churchill Dr	City of Hope	well 0.60	17000	G	97%	0%	0%	0%	2%	0%	F	NA			18000	G
<u> </u>	To: From:		Miles Ave													
36) Winston Churchill Dr	City of Hope	well 0.39	10000	G	97%	0%	0%	0%	2%	0%	F	0.079	F	0.505	11000	G
$\smile$	To	SI	R 156 High A	ve												
36 (156) Winston Churchill	Dr City of Hope		9400	G	97%	0%	0%	0%	2%	0%	F	0.081	F	0.573	10000	G
	To:		156; Arlingto	n Rd												
	From:		Winston Chu													
36) Arlington Rd	City of Hope	well 0.12	1700	G	97%	0%	0%	0%	2%	0%	F	0.090	F	0.53	1900	G
<u> </u>	To:		15th Ave													
15th Avenue	City of Llong		Arlington Rd		99%	0%	00/	00/	0%	00/	_	0.085	F	0.510	5000	G
36 15th Avenue	City of Hope	well 0.77	4700	G	99%	0%	0%	0%	0%	0%	С	0.085	Г	0.512	5000	Ċ
	To: From:		City Point Ro	d												
₃₆ ) 15th Avenue	City of Hope	well 0.22	2200	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.561	2400	G
<u> </u>	То:		Broadway St	t												
	From:		15th Ave								_		_		.=	_
36) Broadway St	City of Hope	well 0.44	6300	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.634	6700	G
<u> </u>	To:		6th Ave													
36 6th Avenue	City of Hope	well 0.31	Broadway St 8300	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.579	8800	
36 6th Avenue	To:		R 10 Randolf		33 /6	0 70		0 70	0 /0	0 70		0.001	'	0.575	0000	
Barra	City of Honous II (		36 Oaklawn l									0.170	_		100	_
36) Ramp	City of Hopewell (N	Maint: 74) 0.24	190	G								0.176	F		190	G
<u> </u>	10.		I-295 East													
<u> </u>	From:		36 Oaklawn l										_			_
36) Ramp	City of Hopewell (N	Maint: 74) 0.22	5300	G								0.158	F		5300	G
<u> </u>	To:		I-295 West													
Vest	From:	SR 36 I-295-E		FROM	RT 29											
36 ) Ramp	City of Hopewell (N		1400	G								0.103	F		1400	G
<u> </u>	To:	I-295-E	FROM RT 3	6 WEST	,											
/est	From:	SR 36 T	O RT 295 N	ORTHW	7											
36) Ramp	City of Hopewell (	Maint: 74) 0.34	2400	G								0.14	F		2400	(
<i>J</i>	To:	I-295-W	FROM RT 3	35 WES	Γ											
	From:	SI	R 36; Market	St												
36) (1) Old St	City of Peters		3900	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.661	4200	G
	Combined Traffic Estimates for Parallel	-	. NA									NA			NA	
	To:	Titalia, o on ano Houto.	Sycamore St	t												
	From:		Old St													
36 Sycamore St	City of Peters	burg 0.04	3500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.763	3700	(
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
			Bollingbrook S													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
Dalling along als Ot	From:		Sycamore St		000/	40/	40/	00/	00/	00/		0.000		0.044	4000	_
Bollingbrook St	City of Petersl	0	3800	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.644	4000	G
<u> </u>	Combined Traffic Estimates for Parallel I	-	NA									NA			NA	
ALT	rom:		, US 301 2n													
	ngbrook St City of Petersl		4200	G G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4400	G
36 301 1 301 Bollin	Combined Traffic Estimates for Parallel I	9	NA	G	0070	0 70	1 70	0 /0	0 70	0 70	•	0.104	F	0.82	NA	ď
	To:		ALT US 301	3rd St			1					0.104	'	0.02	INA	
-	From:	001,1	3rd St	Jiu ot												
(36) (301) Bollingbrook St	City of Peters	burg 0.15	4000	G	95%	0%	1%	2%	2%	0%	С	0.108	F	0.826	4200	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	6300	G	95%	0%	1%	1%	2%	0%	F	NA			6700	G
	To: From:		5th St													
(36) (301) Bollingbrook St	City of Peters	burg 0.23	3500	G	98%	0%	1%	0%	0%	0%	С	0.107	F	0.811	3800	G
P	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	6100	G	97%	0%	1%	1%	0%	0%	С	NA			6500	G
	To:		Crater Rd													
	From:		ollingbrook S								_		_			_
(36) (301) Crater Rd	City of Peters	•	2600	G	93%	0%	1%	4%	2%	0%	С	0.117	F	0.843	2700	G
$\lor \lor$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	6500	G	95%	0%	1%	2%	1%	0%	F	NA			6900	G
	To: From:	US 3	301 Par, Ban	ık St												
(36) (301) Crater Rd	City of Peters	0	3600	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.555	3800	G
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									0.094	F	0.555	NA	
	To: From:	US 301, B	US US 460	Crater l	Rd											
(36) Washington St	City of Peters	burg 0.18	9000	G	97%	0%	0%	0%	2%	0%	F	0.113	F		9900	G
P	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	17000	G	95%	1%	1%	1%	2%	0%	F	NA			19000	G
	To: From:		Burch St													
(36) Washington St	City of Peters	burg 0.25	8800	G	92%	1%	2%	2%	3%	0%	С	0.112	F		9700	G
P	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	17000	G	92%	1%	2%	2%	3%	0%	С	0.095	F	0.629	19000	G
	To:	SR 36 V	Vythe St; Ar	nelia St												
	From:	SR 3	6 Oaklawn I	Blvd												
(36) Woodlawn St	City of Hopey	well 0.61	11000	G	97%	0%	0%	1%	1%	0%	С	NA			12000	G
\$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	20000	G	97%	0%	0%	0%	2%	0%	F	NA			22000	G
	To	•	Surry Ave													
(36) Woodlawn St	From: City of Hope	well 0.35	9500	G	97%	0%	1%	0%	2%	0%	С	0.078	F		10000	G
(36) Woodlawn St	Combined Traffic Estimates for 2 Parallel I			G	97%	0%		0%	2%	0%	F	NA	•		20000	G
	To:	SR 36 Oakla				076	1%	0%	270	0%	Г	INA			20000	G
	Eron.				2110											
Minchaster Bynssa	Frederick Co.		outh of Winc 21000		90%	1%	1%	1%	7%	0%	С	0.092	F	0.537	23000	G
Winchester Bypass	Frederick Cot			G		I 70	I 70	I 70	1 70	U-76	C	0.092	Г	0.557	23000	G
	To: From:		Cedar Creek						44.							
(37) Winchester Bypass	Frederick Cou		29000	Α	95%	0%	1%	1%	4%	0%	С	0.105	Α	0.505	31000	Α
	To:	US 50 V	West of Win	chester												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devide	Last Park	Legal 200 C	Γ'		T	ruck		00	K	011	Dir	A A) 4/D-T	
Route	Jurisdiction	Length <b>AADT QA</b> 47	ııre	Bus 2	2Axle 3+Ax	e 1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	US 50 West of Winchester											
37) Winchester Bypass	Frederick County	1.67 <b>31000 G</b> 92	2%	0%	2% 1%	5%	0%	С	NA			33000	
<u>~</u>	To: From:	US 522 NW of Winchester											
37) Winchester Bypass	Frederick County	2.16 <b>27000 G</b> 95	5%	0%	1% 1%	4%	0%	F	0.089	F	0.664	30000	
<u> </u>	To:	US 11 North of Winchester											
	From:	SR 37											
₃₇ ) Ramp to I-81 N at Exit 310	Frederick County	0.16 <b>5100 G</b>							0.087	F		5100	
<i></i>	To:	I-81 N											
	From:	Ramps SR 37 N000B; SR 37 S000B											_
37) Ramp to I-81 S at Exit 310	Frederick County	0.15 <b>8700 G</b>							0.104	F		8700	
<u> </u>	To:	I-81 S											
orth	From:	SR 37 N											
Ramp toward I-81 S at Exit 310	Frederick County	0.03 <b>8700 G</b>							0.104	F	0.976	8700	
<i>)</i>	To:	Ramp SR 37 B											
outh	From:	SR 37 S											_
Ramp toward I-81 S at Exit 310	Frederick County	0.05 <b>NA</b>							NA			NA	
9	To:	Ramp SR 37 B											
	From:	Bus US 360 Goodes Bridge Rd											-
(8) Virginia Ave	Amelia County		5%	1%	1% 1%	3%	0%	Ν	0.101	Ν	0.531	2200	
	To:	04-1007 Court St											
	From:	04-1009 Virginia St											
38) Court St	Amelia Cou <u>nty</u>		5%	1%	<u>1</u> % 1%	3%	0%	N	0.101	N	0.531	2200	
	To: From:	04-1007; Washington St											_
38) Washington St	Amelia County	04-1007 Court St 0.09 <b>2200 N</b> 95	5%	1%	 1% 1%	3%	0%	Ν	0.101	N	0.531	2200	
Washington St	To.	04-1003 Church St; 04-1006	J /0	1 /0	1/0 1/0	3/0	0 /0	IN	0.101	IN	0.551	2200	
	From:	04-1005 Church St, 04-1006											_
Church St	Amelia County	D	5%	1%	1% 1%	3%	0%	Ν	0.101	Ν	0.531	2200	
	To:	04-1003; Five Forks Rd											
	From:	04-1003 Church St											
BB) Five Forks Rd	Amelia County			1%	<u>1</u> % 1%	3%	0%	F	0.101	F	0.531	2200	
	To: From:	04-614 Otterburn Rd; Dennisville Rd											
Five Forks Pd		04-614 Dennisville Rd; Otterburn Rd		10/	10/ 10/	20/	00/	С	0.001	F	0.54	1000	
Five Forks Rd	Amelia County	5.88 <b>1000 G</b> 95 SR 153 Military Rd	5%	1%	1% 1%	3%	0%	C	0.091	Г	0.54	1000	
													_
Manustain Walley Bd	Prom:	West Virginia State Line	<b>5</b> 0/	00/		00/	00/	_	0.444	_	0.040	050	
Mountain Valley Rd	Bath County	4.59 <b>340 G</b> 95	5%	0%	1% 1% 	3%	0%	F	0.111	F	0.616	350	
	To: From:	08-600 Big Back Creek Rd											_
39) Mountain Valley Rd	Bath County	9.94 <b>440 G</b> 95	5%	0%	1% 1%	3%	0%	F	0.104	F	0.634	460	
<u> </u>	To	08-687 West of Warm Springs											
39) Mountain Valley Rd	Bath County		5%	0%	1% 1%	3%	0%	С	0.101	F	0.529	1200	
30)	To:	US 220 Warm Springs			<b>—</b>		- / -	-					

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			_		_		Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 220 Warm Sp													
39 (220) Ingalls Boulevard	Bath County	0.19 <b>2400</b>	G :	93%	1%	1%	1%	5%	0%	F	0.091	F	0.539	2400	G
<u> </u>	To: From:	US 220 North of War	m Springs												
39) Mountain Valley Rd	Bath County	4.38 <b>1400</b>	G S	94%	0%	1%	1%	3%	0%	F	0.096	F	0.538	1500	(
$\smile$	To From:	08-630 Stage Coac	h Drive												
39) Mountain Valley Rd	Bath County	8.67 <b>1600</b>		94%	0%	1%	1%	3%	0%	F	0.091	F	0.516	1600	(
	To:	SR 42 Millboro S	pringe												
39) (42) Mountain Valley Rd	Bath County	5.73 <b>1600</b>		94%	0%	1%	1%	3%	0%	F	0.105	F	0.52	1700	
39) (42)	To:	Rockbridge Count				Ť			- , -						
	From:	Bath County L													
₃₉ ) ( ₄₂ ) Maury River Rd	Town of Goshen (Maint: 81)	2.47 <b>1600</b>	F S	94%	0%	1%	1%	3%	0%	С	0.097	F	0.506	1700	
$\smile$	To	SR 42 Goshe	en			$\neg$ $\vdash$									
39) Maury River Rd	Town of Goshen (Maint: 81)	1.34 <b>1500</b>	F :	95%	1%	1%	1%	2%	0%	С	0.090	F	0.532	1600	
<u> </u>	To:	81-780 South of C	Goshen												
	From:	81-780 South of Goshen;								_		_			
Maury River Rd	Town of Goshen (Maint: 81)	0.07 <b>770</b>	F S	95%	1%	1%	1%	2%	0%	F	0.090	F	0.55	810	
	To: From:	SCL Gosher													
₃₉ ) Maury River Rd	Rockbridge County	8.62 <b>770</b>	N S	95%	1%	1%	1%	2%	0%	Ν	0.090	Ν	0.55	810	
<u> </u>	To	81-602 E, Walkers O	Creek Rd			_									
39) Maury River Rd	Rockbridge County	2.34 1000		96%	1%	1%	1%	1%	0%	С	0.088	F	0.551	1100	
<u> </u>	To	SR 252 Brownsburg	Turnnika												
39) Maury River Rd	Rockbridge County	7.55 <b>1200</b>		96%	1%	1%	1%	1%	0%	F	0.11	F	0.583	1300	
39)	To:	US 11 North of Le			. , 0	Ť	. , 0	. , 0	0,0	·	•	•	0.000	.000	
ALT	From:	SR 42 Goshe													
39) Main St	Town of Goshen (Maint: 81)	0.35 <b>1100</b>		94%	1%	1%	1%	3%	0%	С	0.096	F	0.517	1100	
39)	To:	SR 39 Maury Riv				Ť	. , .		- , -	_		-			
	From:	SR 8 Woolwine													
40 Charity Hwy	Patrick County	3.06 <b>450</b>		98%	0%	0%	1%	1%	0%	F	0.113	F	0.551	470	
40),	Too					<del></del>			- , -						
40 Charity Hwy	Patrick County	70-708 Lee Elgi 3.17 <b>260</b>		98%	0%	0%	1%	1%	0%	F	0.127	F	0.527	270	
Charity Hwy	Failick County	3.17 200	G .	<b>3</b> 0 /6	0 /6	0 /6	1 /0	1 /0	0 /6	'	0.127	'	0.527	210	
	To: From:	70-622 Deer Run		/											
(40) Charity Hwy	Patrick County	3.62 140		98%	0%	0%	1%	1%	0%	С	0.137	F	0.619	150	
~	From:	Franklin County Patrick County				-									
40) Franklin St	Franklin County	2.83 <b>300</b>		96%	1%	1%	1%	1%	0%	F	0.112	F	0.507	320	
40) * * * * * * * * * * * * * * * * * * *					- / -		.,.	. , •	0,0	•	J	•	3.007	0=0	
Eronklin Ct	Frontlin County	33-785 Johnnys Ri		060/	10/	10/	10/	10/	00/	г	0.004	F	0.605	250	
40) Franklin St	Franklin County	0.75 <b>330</b>		96%	1%	1%	1%	1%	0%	F	0.094	Г	0.625	350	(
-	From:	33-622 Near End 33-622 St. John				-									
40) Franklin St	Franklin County	4.76 <b>600</b>		96%	1%	1%	1%	1%	0%	F	0.092	F	0.603	620	(
	To:	33-605 Henry				ŦĨ.		,-							

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
_	From:	33-605 Henry R	Rd												
40) Franklin St	Franklin County	4.06 <b>1600</b>	G	96%	1%	1%	1%	1%	0%	С	0.082	F	0.714	1700	G
$\smile$	To	33-602 Ferrum Mt	n Rd												
40 Franklin St	Franklin County	8.79 <b>4000</b>		96%	1%	1%	1%	1%	0%	F	0.087	F	0.624	4200	G
	To:	WCL Rocky Mo	unt			—									
40 Franklin St	Town of Rocky Mount	0.80 <b>8700</b>		98%	0%	1%	0%	1%	0%	С	0.085	F	0.544	9100	G
40)	Tec								- , -	_					
40 Franklin St	Town of Rocky Mount	Floyd Ave 0.36 <b>8700</b>	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.608	9100	G
40 Franklin St	Town of Hocky Would			JU /6	0 70	1 /0	0 /6	1 /0	0 /6	•	0.007	'	0.000	3100	
	From:	Diamond Ave		000/	00/		00/	10/	00/	_		_	0.500	10000	
40) Franklin St	Town of Rocky Mount	0.18 <b>11000</b>		98%	0%	0%	0%	1%	0%	F	0.083	F	0.598	12000	C
Bus	From:	North Main Stre North Main St				-									
(40) (220)	Town of Rocky Mount	0.03 13000		98%	1%	1%	0%	1%	0%	F	0.088	Ν	0.560	13000	C
40 (220)	To:	South Main St													
	From:	South Main Stre													
(40) Pell Ave	Town of Rocky Mount	0.75 <b>7600</b>	G	98%	0%	0%	0%	1%	0%	С	0.083	F	0.505	7800	C
$\smile$	To: From:	Tanyard Rd				$\Box$ $\vdash$									
40) Pell Ave	Town of Rocky Mount	0.30 17000	G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.516	17000	(
$\smile$	То	Old ECL Rocky M	Tount												
(40) Franklin St	Town of Rocky Mount	0.17 <b>18000</b>		98%	0%	0%	0%	1%	0%	F	0.085	Ν	0.516	19000	
40)	To:	US 220													
	From:	US 220 Virgil H Goo													
(40) Franklin St	Town of Rocky Mount	0.85 <b>18000</b>		93%	1%	1%	1%	4%	0%	F	0.08	F	0.566	19000	C
$\smile$	To: From:	SR 122 Baldknob; Booker T V SR 122 Baldkno		n Hwy		_									
40 Franklin St	Town of Rocky Mount	0.17 <b>9200</b>		93%	1%	1%	1%	4%	0%	N	0.083	Ν	0.559	9600	١
40) 1 14.11.11111 St	- Town or Hooky Modific			0070	1 /0		1 70	170	0 70		0.000		0.000	0000	•
Franklin Ct	Franklin County	ECL Rocky Mou		000/	10/	10/	10/	40/	00/	F	0.000		0.550	0000	,
40 Franklin St	Franklin County	2.56 <b>9200</b>	G	93%	1%	1%	1%	4%	0%	F	0.083	F	0.559	9600	C
	To: From:	33-655 Websters													
(40) Franklin St	Franklin County	3.88 <b>5200</b>		93%	1%	1%	1%	4%	0%	С	0.087	F	0.591	5400	C
<u> </u>	To: From:	33-718 Colonial 33-718 Colonial T				_									
40) Franklin St	Franklin County	4.48 <b>5100</b>	•	93%	1%	1%	1%	4%	0%	F	0.086	F	0.572	5300	
40) 1 1411111111111111111111111111111111	Trankin County			00 /0	1 /0		1 /0	470	0 70	•	0.000	•	0.072	0000	
Franklin Ct	From L.	33-945 Kemp Ford		000/	10/	10/	10/	70/	00/		0.004		0.500	0700	,
40 Franklin St	Franklin County	4.01 <b>3600</b> 33-890 Near Penh		89%	1%	1%	1%	7%	0%	F	0.084	F	0.592	3700	C
	From:	33-890 Near Penn 33-890 Snow Cree				-+									
40 Franklin St	Franklin County	0.63 <b>2400</b>		89%	1%	1%	1%	7%	0%	С	0.082	F	0.536	2500	G
	To:	Pittsylvania County													
	From:	Franklin County I													
40 W Gretna Rd	Pittsylvania County	8.52 <b>2600</b>		88%	2%	1%	2%	8%	0%	F	0.080	F	0.532	2700	G
$\sim$	To:	71-799 Climax I	Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				nou				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q1
	From:	71-70	99 Climax Ro	d			ZAXIC	O+AXIC	TTTAII	ZIIdii		1 40101		1 actor		
40) W Gretna Rd	Pittsylvania County	5.01		G	88%	2%	1%	2%	8%	0%	С	0.088	F	0.568	2900	(
40) 11 Ground 11d	They warma county	0.01		<u> </u>	0070		. 70	270	0,0	0 70	Ū	0.000	•	0.000	2000	•
	From:		US 29	_						221			_			
40)	Pittsylvania County	0.14	6100	G	88%	2%	1%	2%	8%	0%	F	0.098	F	0.64	6200	
$\smile$	To: From:	W	CL Gretna													
40) Valden Dr	Town of Gretna (Maint: 71)	0.98	6100	N	88%	2%	1%	2%	8%	0%	Ν	0.098	Ν	0.64	6200	
	To	Due I	JS 29 Main S	34												
40) E Gretna Rd	Town of Gretna (Maint: 71)	0.43	2500	G	88%	2%	1%	2%	8%	0%	F	0.084	F	0.578	2600	
40 E Gretna Rd	Town of Gretila (Maint: 71)	0.43	2300	G	00 /6	2 /0	1 /0	2/0	0 /0	0 /6	'	0.004	'	0.570	2000	
	To: From:		CL Gretna													
₄₀ ) E Gretna Rd	Pittsylvania County	1.44	2500	N	88%	2%	1%	2%	8%	0%	Ν	0.084	N	0.578	2600	
$\mathcal{I}$	To	71-6	686 Zion Rd													
40) E Gretna Rd	Pittsylvania County	8.11	1500	G	88%	2%	1%	2%	8%	0%	F	0.098	F	0.509	1500	
40)	,															
T Out to a Did	From		nan Rd; Ricev			00/		40/	00/	00/	_	0.007	_	0.540	000	
E Gretna Rd	Pittsylvania County	5.14	890	G	86%	2%	2%	1%	9%	0%	С	0.097	F	0.516	920	
<u>~</u>	From:		x County Lir													
Stage Coach Rd	Halifax County	4.16	ania County I 720	G	86%	2%	2%	1%	9%	0%	F	NA			770	
Stage Coach Rd	Tialilax Goulity	4.10	720	u	00 /6	2 /6		1 /0	3 /6	0 /6	'	INA			770	
	To: From:		Bull Creek													
₄₀ ) Stage Coach Rd	Halifax County	5.96	800	G	91%	1%	1%	1%	6%	0%	С	0.083	F	0.546	810	
<u> </u>	To:		North of Hal	lifax												
	From:		501 Halifax		000/	10/		40/	00/	00/	_	0.004	_	0.550	4000	
40) (501) L P Bailey Memorial Hwy	Halifax County	0.97	4700	G	90%	1%	1%	1%	8%	0%	С	0.081	F	0.553	4800	
<del>~ ~</del>	To:		ell County L													
40) (501) Lusardi Dr	Campbell County	0.09	x County Lir 5100	F	90%	1%	1%	1%	8%	0%	F	0.082	F	0.583	5200	
40) 501 Lusardi Dr	Campbell County	0.09	5100	г	30 /6	1 /0	1 /0	1 /0	0 /0	0 /0	'	0.002	'	0.565	3200	
_ ~~	To: From:	SCI	L Brookneal													
40) (501) Lusardi Dr	Town of Brookneal (Maint: 15)	0.76	5100	N	90%	1%	1%	1%	8%	0%	Ν	0.082	Ν	0.583	5200	
	To:		US 501													
	From:	US 501 Lynch									_		_			
40) Wickliffe Ave	Town of Brookneal (Maint: 15)	0.87	2300	F	82%	1%	2%	1%	14%	0%	F	0.088	F	0.576	2400	
<u> </u>	To:	ECI	L Brookneal													
40) Wickliffe Ave	Campbell County	1.97	2300	N	82%	1%	2%	1%	14%	0%	Ν	0.088	Ν	0.576	2400	
.9	To	15.605.0	ъ	D 1												
Mishiffs Ave	From:		winging Bridg		000/	10/		10/	1.40/	00/		0.004	F	0.50	1700	
Wickliffe Ave	Campbell County		1700	F	82%	1%	2%	1%	14%	0%	F	0.084	г	0.58	1700	
~	From:		tte County Li cell County L													
Patrick Henry Hwy	Charlotte County		1100	G	82%	1%	2%	1%	14%	0%	С	0.089	F	0.571	1100	
Patrick Henry Hwy				G	UL /0	1 /0	<u>~</u> /0	1 /0	17 /0	0 /0	U	0.003	'	0.57 1	1100	
	To: From:		CL Phenix													
40) Phenix Main St	Town of Phenix (Maint: 19)	0.97	1100	N	82%	1%	2%	1%	14%	0%	Ν	0.089	Ν	0.571	1100	
$\smile$	To:	19-727 Washing	gton Ave; Re	d Hous	se Rd											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
Detrict Henry House	From:	19-727 Washington Ave;			40/	00/	40/	4.40/	00/	_	0.400	_	0.045	1000	_
Patrick Henry Hwy	Town of Phenix (Maint: 19)	0.62 1900	G	82%	1%	2%	1%	14%	0%	F	0.108	F	0.615	1900	(
40) Patrick Henry Hwy	Charlotte County	0.78 <b>ECL Pheni</b>	ix <b>N</b>	82%	1%	2%	1%	14%	0%	N	0.108	N	0.615	1900	1
Patrick Henry Hwy	chanotte county			02 /0	1 /0	2 /0	1 /0	14 /0	0 /0	IN	0.108	IN	0.013	1900	'
40) Patrick Henry Hwy	Charlotte County	19-746 East of I 4.38 <b>2000</b>	Phenix <b>G</b>	82%	1%	2%	1%	14%	0%	F	0.105	F	0.701	2000	(
Patrick Henry Hwy	onanotte dounty			02 /6	1 /0	2/0	1 /0	14 /0	0 /6	•	0.103	'	0.701	2000	`
40 David Bruce Ave	Town of Charlotte C.H. (Maint: 19)	WCL Charlotte 0.98 <b>2000</b>	e C.H. <b>N</b>	82%	1%	2%	1%	14%	0%	N	0.105	N	0.701	2000	
David Bruce Ave	Town of Chanotte C.H. (Maint. 19)			02 /0	1 /0	2 /0	1 /0	14 /0	0 /6	IN	0.103	IN	0.701	2000	
40 (47) Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)	SR 47 Le Grand 0.10 <b>4600</b>	de Ave <b>G</b>	82%	1%	2%	1%	14%	0%	F	0.104	F	0.518	4700	(
40 (47) Thomas Jefferson Hwy	Town of Chanotte C.H. (Maint. 19)			0270	I 70	270	1 70	1470	0%	г	0.104	Г	0.516	4700	,
George Washington Hwy	Town of Charlotte C.H. (Maint: 19)	SR 47 Thomas Jeffe 0.94 <b>2100</b>	erson Hwy <b>G</b>	82%	1%	2%	1%	14%	0%	F	0.107	F	0.551	2100	
George Washington Hwy	Town of Chanotte C.H. (Maint. 19)			02 /0	1 /0	2 /0	1 /0	14 /0	0 /6	•	0.107	'	0.551	2100	•
Coorgo Machinetan Llun	Charlette County	ECL Charlotte		82%	1%	2%	10/	14%	00/	N	0.107	N	0 EE1	0100	
George Washington Hwy	Charlotte County	7.58 <b>2100</b>	N	62%	170	<u> </u>	1%	14%	0%	IN	0.107	IN	0.551	2100	I
Church Ct	Town of Koyovilla (Maint, 10)	WCL Keysv		000/	1%	20/	10/	1.40/	00/	NI	0.107	N.I.	0 EE1	0100	
Church St	Town of Keysville (Maint: 19)	0.54 <b>2100</b> Bus US 15, Bus	N 360	82%	170	2%	1%	14%	0%	N	0.107	N	0.551	2100	
Bus Bus	From:	W US 15 BU													
40) (15) (360) McDonald Rd	Town of Keysville (Maint: 19)	0.56 <b>4600</b>	G	93%	0%	1%	1%	4%	0%	F	0.110	F	0.539	4800	
	To:	E US 15 BU													
40) Lunenburg Hwy	Town of Keysville (Maint: 19)	US 15, US 360; ECI 0.40 <b>3100</b>	L Keysville <b>G</b>	89%	2%	1%	1%	7%	0%	F	0.099	F	0.628	3200	(
40) Editeriodig Tiwy	To:	ECL Keysvi		00 70	2 /0	1 70	1 /0	1 /0	0 70	•	0.000		0.020	3200	
_	From:	US 15, US 360; ECI		)											
₄₀ ) Lunenburg Hwy	Charlotte County	0.85 <b>3100</b>	N	89%	2%	1%	1%	7%	0%	Ν	0.099	Ν	0.628	3200	
<i></i>	To: From:	Lunenburg Coun Charlotte Count													
40 Lunenburg County Rd	Lunenburg County	12.70 <b>1100</b>	F	89%	2%	1%	1%	7%	0%	С	0.095	F	0.539	1100	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:	SR 49 Courthou	ise Rd												
	From:	SR 49; Lunenburg C													
40 (49) Courthouse Rd	Lunenburg County	0.14 <b>2400</b>	F	94%	2%	1%	0%	3%	0%	F	0.103	F	0.611	2500	
	To: From:	55-675 Trinity Rd;													
40 (49)	Lunenburg County	2.17 <b>2900</b>	F	94%	2%	1%	0%	3%	0%	С	0.097	F	0.594	3000	
	To: From:	WCL Victor													
40) (49)	Town of Victoria (Maint: 55)	1.08 <b>2900</b>	N	94%	2%	1%	0%	3%	0%	N	0.097	Ν	0.594	3000	ı
	To: From:	SR 49 Lunenburg Co													
40) Main St	Town of Victoria (Maint: 55)	0.81 <b>5700</b>	F	94%	1%	1%	1%	3%	0%	F	0.097	F	0.555	5900	
<u></u>	To: From	55-1009 Twin Cen	netery Rd												
40)	Town of Victoria (Maint: 55)	0.02 <b>4300</b>	F	94%	1%	1%	1%	3%	0%	С	0.099	F	0.568	4500	
$\smile$	To:	ECL Victor	ria												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_							Tru	ıck			K	_	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	EC	CL Victoria												
40)	Lunenburg County	3.74	4300 N	94%	1%	1%	1%	3%	0%	Ν	0.099	Ν	0.568	4500	Ν
$\smile$	To	WC	L Kenbridge												
40	Town of Kenbridge (Maint: 55)	1.33	4300 N	94%	1%	1%	1%	3%	0%	Ν	0.099	Ν	0.568	4500	Ν
	То	55-60	7 Hickory Rd												
40) Main St	Town of Kenbridge (Maint: 55)	0.89	7200 F	94%	1%	1%	1%	3%	0%	F	0.096	F	0.536	7400	F
<del>10</del> 0	Tol														
40 N. Broad St	Town of Kenbridge (Maint: 55)	0.66	137, SR 138 <b>3200 F</b>	94%	1%	1%	1%	3%	0%	F	0.101	F	0.557	3200	F
40 N. Broad St	- Town of Nerionage (Maint. 55)			0470	170		1 /0	0 /0	0 /0	•	0.101	•	0.007	0200	•
	From:		L Kenbridge	0.40/	10/	10/	10/	20/	00/	NI	0.101	NI	0.557	2200	N.
40)	Lunenburg County	4.00	3200 N	94%	1%	1%	1%	3%	0%	N	0.101	N	0.557	3200	N
	From:		urg County Line												
40) Kenbridge Rd	Nottoway County	4.80	3300 G	94%	0%	1%	1%	4%	0%	С	0.095	F	0.611	3500	G
	To	SCI	Blackstone			—									
40) South Main St	Town of Blackstone	0.18	3700 G	94%	1%	1%	1%	3%	0%	С	0.093	F	0.627	3900	G
40)	т.						.,.			-		-			
40 South Main St	Town of Blackstone	0.57	Brunswick Rd 9800 G	96%	0%	1%	0%	3%	0%	С	NA			10000	G
40) South Main St	TOWIT OF DIACKSTOTIE	0.57	9600 G	90 /6	0 /6	1 /0	0 /6	3 /0	0 /6	C	INA			10000	G
	To: From:		Tenth St												
40) South Main St	Town of Blackstone	0.21	11000 G	96%	0%	1%	0%	3%	0%	С	0.089	F	0.585	12000	G
<u> </u>	To: From:	West	t Entrance Rd												
40) South Main St	Town of Blackstone	0.47	8300 G	95%	1%	1%	0%	3%	0%	С	0.089	F	0.529	8700	G
	To:		S 460 Church St												
Bus 40) (460) North Main St	Town of Blackstone	0.59	Church St <b>6600 G</b>	92%	1%	2%	1%	3%	0%	С	0.082	F	0.519	6900	G
40) 460 North Main St	To:		widdie Ave	3Z /6	1 /0		1 /0	J /0	0 70	J	0.002	'	0.515	0300	ч
	From:		60, North Main S	St											
40 Dinwiddie Ave	Town of Blackstone	0.53	2200 G	92%	0%	2%	1%	5%	0%	С	0.097	F	0.511	2300	G
$\smile$	To: From:	ECI	Blackstone			$ \vdash$									
40) Darvills Rd	Nottoway County	5.76	1500 G	85%	1%	1%	3%	11%	0%	F	0.089	F	0.558	1500	G
	To:	Dinwid	die County Line												
	From:		ay County Line							_		_			_
40) Darvills Rd	Dinwiddie County	4.90	1000 G	85%	1%	1%	3%	11%	0%	F	0.088	F	0.575	1000	G
<u>~</u>	To: From:	26-6	644 Brills Rd												
40) Old Cryors Rd	Dinwiddie County	6.15	980 A	85%	1%	1%	3%	11%	0%	С	0.111	Α	0.569	1000	Α
<u> </u>	To	26-610 C	old White Oak Ro	i		_									
40 McKenney Hwy	Dinwiddie County	2.46	1500 G	85%	1%	1%	3%	11%	0%	F	0.102	F	0.506	1500	G
$\smile$	Ta	WC	L McKenney			<u> </u>									
40) Doyle Blvd	Town of McKenney (Maint: 26)	0.34	1500 N	85%	1%	1%	3%	11%	0%	N	0.102	Ν	0.506	1500	N
					.,,	<del></del> i	- / 0	, •	- / 0	. •	5 <b>5.</b>	• •	2.300	. 500	•
Doylo Rlyd	Town of McKannay (Maint: 95)		02 Railroad St 2300 G	<b>Q</b> E0/	1%	10/	20/	110/	00/	F	0.097	F	0 E44	2200	
40) Doyle Blvd	Town of McKenney (Maint: 26)	0.57	2300 G oydton Plank Rd	85%	1%	1%	3%	11%	0%	Г	0.097	Г	0.544	2300	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .					_		Tru	ıck			K	014	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	US 1 Boydton F		040/	40/		10/	201	00/		0.4	_	0.500	0500	_
Doyle Blvd	Town of McKenney (Maint: 26)	0.43 <b>2400</b>	G	91%	1%	1%	1%	6%	0%	С	0.1	F	0.536	2500	(
	To: From:	ECL McKer													
40) McKenney Hwy	Dinwiddie County	0.14 <b>2400</b>	N	91%	1%	1%	1%	6%	0%	N	0.1	Ν	0.536	2500	ı
$\smile$	To: From:	I-85													
40 McKenney Hwy	Dinwiddie County	0.56 <b>1900</b>	G	86%	1%	1%	2%	10%	0%	F	0.089	F	0.522	1900	
<u> </u>	Tox	26-692 Sapony C	hurch Rd			<u> </u>									
40) McKenney Hwy	Dinwiddie County	5.15 <b>990</b>	Α	86%	1%	1%	2%	10%	0%	С	0.116	Α	0.557	1000	
	To:	26-609 Old St	age Rd												
	From:	26-609 Cherry													
40) McKenney Hwy	Dinwiddie County	2.04 <b>1100</b>	G	86%	1%	1%	2%	10%	0%	F	0.095	F	0.552	1100	
	To: From:	26-619 Courtho	ouse Rd												
McKenney Hwy	Dinwiddie County	5.19 <b>1200</b>	G	86%	1%	1%	2%	10%	0%	F	0.091	F	0.533	1200	
<i></i>	To:	Sussex Count	_												
Sussex Dr	Sussex County	Dinwiddie Cour 4.37 <b>2200</b>		87%	1%	1%	4%	7%	0%	С	0.087	F	0.579	2300	
Sussex Dr	Sussex County	4.37 2200	G	07 76	1 70	1 76	4 70	170	0%	C	0.067	Г	0.579	2300	
	From:	Bus SR 40 Le													
Sussex Dr	Sussex County	1.04 <b>2300</b>	G	89%	1%	1%	3%	6%	0%	F	0.083	F	0.694	2400	
	To: From:	US 301 Blue St	tar Hwy												
₄₀ ) Sussex Dr	Sussex County	0.08 <b>3300</b>	G	89%	1%	1%	3%	6%	0%	С	0.083	F	0.538	3400	
<u> </u>	To- From:	I-95				_									
Sussex Dr	Sussex County	6.72 <b>2000</b>	G	86%	2%	1%	2%	9%	0%	С	0.095	F	0.663	2000	
9	To:	91-735 Courtho	nuse Rd												
30 Sussex Dr	Sussex County	6.53 <b>1400</b>	G	82%	3%	2%	1%	11%	0%	С	0.106	F	0.642	1500	
10)	To														
40) Sussex Dr	Sussex County	SR 35 Jeruselem 5.99 <b>2000</b>	Plank Rd G	81%	2%	2%	4%	11%	0%	С	0.089	F	0.557	2100	
30 Sussex Dr	Sussex County			01/6	2 /0	2/0	4 /0	11/0	0 /6	C	0.009	'	0.557	2100	
	To: From:	WCL Wave													
W Main St	Town of Waverly (Maint: 91)	0.76 <b>2000</b>	N	81%	2%	2%	4%	11%	0%	Ν	0.089	Ν	0.557	2100	
	To: From:	91-651 Lobbs S	Shop Rd												
₄₀ ) W Main St	Town of Waverly (Maint: 91)	1.15 <b>3800</b>	G	91%	1%	1%	1%	6%	0%	С	0.088	F	0.56	3900	
<i></i>	To: From:	US 460 General M	ahone Hw	y											
40) W Main St	Town of Waverly (Maint: 91)	1.25 <b>3000</b>	G	95%	0%	1%	1%	3%	0%	С	0.091	F	0.593	3100	
<i>9</i>	To	ECL Wave	orly.												
Sussex Dr	Sussex County	1.86 <b>3000</b>	N	95%	0%	1%	1%	3%	0%	Ν	0.091	Ν	0.593	3100	
	To:	Surry County			- / -		. , •	- / 0	- / 0	. •		• •	2.300	00	
_	From:	Sussex Count													
Martin Luther King Hwy	Surry County	5.97 <b>1100</b>	G	89%	1%	1%	2%	7%	0%	С	0.094	F	0.594	1100	
<u> </u>	To:	90-611 Salisb	urv Rd			<u> </u>									
Martin Luther King Hwy	Surry County	3.04 <b>900</b>	G	89%	1%	1%	2%	7%	0%	F	0.096	F	0.532	910	
	To:	SR 10 Spring				—i			- / -						

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT (	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 40 I-85-S042A TO & FR												
(40) Ramp	Dinwiddie County		G							0.132	F		350	G
	To:	I-85-S FROM RT 4												
Romn	Pinuiddia County	SR 40 I-85-N042A FROM &								0.100	F		760	0
(40) Ramp	Dinwiddie County	0.21 <b>760</b> I-85-N FROM RT 4	<b>G</b>							0.133	Г		760	G
	From													
(40) Ramp	Sussex County	SR 40 Sussex Dr 0.21 <b>650</b>	G							0.103	F		650	G
40) Hamp	To:	I-95 South	<u>u</u>							0.100			030	ч
	From:	SR 40 Sussex Dr												
(40) Ramp	Sussex County		A							0.112	Α		970	Α
40)	To:	I-95 North												
Bus	From:	SR 40 Sussex Dr												
40 Lee Ave	Sussex County		<b>G</b> 97%	2%	0%	0%	1%	0%	С	0.125	F	0.871	230	G
$\bigcirc$	To	WCL Stony Creek	r											
Bus	From:	-		00/	00/	00/	10/	00/	N.I	0.105	N.	0.071	000	N.I
40 Lee Ave	Town of Stony Creek (Maint: 91)	0.74 <b>220</b> US 301 Blue Star Hy	N 97%	2%	0%	0%	1%	0%	N	0.125	N	0.871	230	N
Bus	From:	US 301 Blue Star Hy US 301 Stony Cree	_											
(40) (301)	Town of Stony Creek (Maint: 91)		<b>N</b> 91%	1%	1%	3%	4%	0%	Ν	0.081	Ν	0.581	2500	Ν
	Τα	SCL Stony Creek												
Bus Stor Lhur	Sussex County	-		10/	10/	20/	40/	00/	0	0.001	F	0.501	0500	0
40 301 Blue Star Hwy	Sussex County	0.02 <b>2500</b> SR 40	<b>G</b> 91%	1%	1%	3%	4%	0%	С	0.081	Г	0.581	2500	G
	From:	Bus US 29; Piney Fore	-4 D d											
(41) Franklin Tpke	City of Danville		<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.095	F	0.653	17000	G
41) 1 14.11.11.11	only of Barryine		<b>u</b> 0070	0 70		0,0	070	070	Ŭ	0.000	·	0.000	17000	ŭ
	Pittsylvania County	NCL Danville 0.02 <b>17000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.095	N	0.653	18000	G
41)	Fillsylvania County			0 /6	0 /6	0 /6	0 /0	0 /6	'	0.093	IN	0.055	10000	G
Franklin Transmiller	To: From:	71-743 Orphanage Ro		00/	10/	00/	00/	00/		0.004		0.700	45000	_
(41) Franklin Turnpike	Pittsylvania County	1.55 <b>14000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.091	F	0.796	15000	G
	To: From:	71-1535 Jeanette Dri												
41)	Pittsylvania County	0.20 <b>14000</b>	N 99%	0%	1%	0%	0%	0%	N	0.091	N	0.796	15000	N
<u>~</u>	To: From:	71-744 Ridgecrest Dr												
(41) Franklin Turnpike	Pittsylvania County	1.16 <b>8600</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.092	F	0.588	9200	G
<u>~</u>	To: From:	71-864 Hunting Hills F												
(41) Franklin Turnpike	Pittsylvania County	2.10 <b>5000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.093	F	0.694	5300	G
$\overline{}$	To: From:	71-835 Pleasant Gap I	Orive											
(41) Franklin Turnpike	Pittsylvania County		<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.095	F	0.69	3800	G
$\overline{}$	To	71-718 Dry Fork Ro	oad											
(41) Franklin Turnpike	Pittsylvania County		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.092	F	0.716	3300	G
	To:	71-750 Whitmell School												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K	014	Dir		٥.
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
_	From:	71-750 Whitme	ll School Roa												
41)	Pittsylvania County	2.16 <b>19</b> 0	00 G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.675	2000	(
<u> </u>	To	71-844 Moun	t Cross Road												
41) Franklin Tnpk	Pittsylvania County	6.09 110		97%	0%	1%	1%	1%	0%	F	0.088	F	0.657	1100	(
	То:	SR 57 C	Callands												
	From:	SR 91 Bı	roadford												
42) Bluegrass Trail	Smyth County	2.91 <b>67</b>	'0 F	81%	1%	2%	16%	1%	0%	F	0.142	F	0.515	710	
<del></del>	То	86-630 Smi	ith Hallow												
42) Bluegrass Trail	Smyth County	6.68 <b>32</b>		81%	1%	2%	16%	1%	0%	С	0.110	F	0.676	330	
42) Bloograss Train	Sinyar odding			0170	1 70		1070	1 /0	0 70	Ü	0.110	•	0.070	000	
	From:	SR 16 West		070/	00/	- 10′	40/	20/	201	_	0.405	_	0.540	500	
42 (16) BF Buchanan Hwy	Smyth County	0.32 <b>48</b>	80 F	97%	0%	1%	1%	0%	0%	F	0.105	F	0.542	500	
	To: From:	SR 16 East 1													
42) Old Wilderness Rd	Smyth County	8.29 <b>18</b>	0 F	93%	2%	1%	1%	4%	0%	F	0.126	F	0.592	190	
$\sim$	To:	Bland Cor													
West Phys Cross Lhur	Pland County	Smyth Co		93%	2%	1%	1%	4%	0%	С	0.112	F	0.667	130	
West Blue Grass Hwy	Bland County	9.58 <b>13</b>	80 G	93%	2%	170	170	4%	0%	C	0.112	Г	0.007	130	•
	To: From:	10-622 Birchgrove													
42) West Blue Grass Hwy	Bland County	5.39 <b>45</b>	60 G	93%	2%	1%	1%	4%	0%	F	0.117	F	0.598	470	(
<u> </u>	To: From:	US 52 West of Bl	and Court Ho	use		$\neg$ $\vdash$									
42) (52) South Scenic Hwy	Bland County	3.97 <b>20</b> 0	00 G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.612	2000	(
	То	I-77 West of Bla	nd Court Hou	ICA.											
42) (52) South Scenic Hwy	Bland County	0.91 <b>45</b> 0		97%	1%	1%	1%	1%	0%	F	0.116	F	0.548	4700	(
42 52 South Scenic Hwy	2.4			0.70	. , 0		. , 0	. , 0	0,0	•	011.0	•	0.0.0		
E Diversion Tel	From	US 52 Bland		000/	10/	10/	10/	00/	00/		0.107	F	0.007	0500	
E Bluegrass Trl	Bland County	10.25 <b>25</b> 0	00 G	96%	1%	1%	1%	2%	0%	С	0.127	F	0.697	2500	(
	To: From:	10-738 Mec	hanicsburg												
42) East Blue Grass Hwy	Bland County	3.08 <b>59</b>	0 G	94%	1%	1%	1%	3%	0%	С	0.156	F	0.682	610	(
<u> </u>	To: From:	10-606 Wile	derness Rd												
42) East Blue Grass Hwy	Bland County	2.30 98		94%	1%	1%	1%	3%	0%	F	0.13	F	0.706	1000	(
· · · · · · · · · · · · · · · · · · ·	To:	Giles Cou	ınty Line												
	From:	Bland Cor													
42) Walkers Creek Valley Rd	Giles County	7.95 <b>10</b> 0	00 G	94%	1%	1%	1%	2%	0%	С	0.107	F	0.602	1000	(
$\sim$	To: From:	SR 100 Pc	oplar Hill			$\neg$ $\vdash$									
42) (100) Pulaski Giles Tpke	Giles County	2.13 <b>38</b> 0	00 G	92%	1%	1%	1%	5%	0%	С	0.106	F	0.665	3900	(
	To:	35-750 Ceda	ar Crest Rd												
	From:	35-73			-										
42)(460) Virginia Ave	Giles County	2.35 <b>110</b>	00 G	90%	1%	1%	1%	8%	0%	F	0.089	F	0.636	12000	(
	To	35-7	700			<u> </u>									
42) (460) Virginia Ave	Giles County	1.66 <b>110</b>		90%	1%	1%	1%	8%	0%	F	0.088	F	0.645	12000	(
	To:	US 460 N													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US	460 Newpo	ort												
42) Blue Grass Trail	Giles County	0.99	2000	G	96%	2%	1%	1%	0%	0%	F	0.104	F	0.72	2100	G
<u></u>	To From:	5-601 North of N	Newport, C	lover Ho	llow Rd											
42 Blue Grass Trail	Giles County	3.11	1500	G	96%	2%	1%	1%	0%	0%	F	0.101	F	0.684	1500	(
$\smile$	To: From:		ig County L													
42) Cumberland Gap Rd	Craig County	3.67	es County L 1100	G G	96%	2%	1%	1%	0%	0%	F	0.100	F	0.621	1100	(
42 Cumberland Gap Rd	Craig County				90 /0	2 /0	1 /0	1 /0	0 /6	0 /6	'	0.100	'	0.021	1100	
O week and and O an Dd	To: From:		9 Lugar Hi		000/	00/		40/	00/	00/	_	0.440	_	0.500	400	
42) Cumberland Gap Rd	Craig County	7.93	390	G	96%	2%	1%	1%	0%	0%	С	0.110	F	0.522	400	
	To: From:	22-626	Bethel Chu	ırch Rd												
42) Cumberland Gap Rd	Craig County	8.99	410	G	96%	2%	1%	1%	0%	0%	F	0.117	F	0.670	420	
<u> </u>	To	22-645	Loony Sch	ool Rd			$\neg$ $\vdash$									
42) Cumberland Gap Rd	Craig County	4.31	710	G	96%	2%	1%	1%	0%	0%	F	0.113	F	0.658	730	
$\bigcup$	To	SC	L New Cas	tle												
42) Main St	Town of New Castle (Maint: 22)	0.43	710	N	96%	2%	1%	1%	0%	0%	Ν	0.113	Ν	0.658	730	
42)	To:	SR	311; 22-61													
	From:	US	220; 11-61	15												
42) (220) Botetourt Rd	Botetourt County	1.32	5400	F	93%	1%	1%	1%	5%	0%	F	0.080	F	0.569	5700	
<del></del>	To:	SR 43 N	orth of Eag	le Rock												
42) (220) Botetourt Rd	Botetourt County	9.95	5500	F	93%	1%	1%	1%	5%	0%	F	0.081	F	0.565	5800	
	То	Δllegh	any County	v I ine												
42) (220) Market Ave	Town of Iron Gate (Maint: 03)	0.88	6500	G	93%	1%	1%	1%	5%	0%	F	0.078	F	0.505	6900	
42) (220)	T-															
	Alleghany County	0.66	L Iron Gate <b>6500</b>	e N	93%	1%	1%	1%	5%	0%	N	0.078	N	0.505	6900	
42 (220)	Allegilarly County	0.00	6500	IN	93 /6	1 /0	1 /0	1 /0	J /0	0 /6	IN	0.076	IN	0.303	0300	
	To: From:		Bus US 220				<del> </del>				_		_			
42) (220) Market Ave	Alleghany County	0.61	6000	G	93%	1%	1%	1%	5%	0%	F	0.073	F	0.532	6400	
Bus	To: From:	Bus	US 60, US	220												
42) (60) (220)	Alleghany County	0.47	8100	G	87%	1%	1%	1%	10%	0%	С	0.081	F	0.519	8400	
42) (00) (220)	To:	• • • • • • • • • • • • • • • • • • • •	03-670		0.70	. , ,		. , 0	. 0 / 0	0,0	Ū	0.00.	•	0.0.0	0.00	
	From:	I	-64, US 60	)												
42) (269) Longdale Furnace Rd	Alleghany County	0.18	1200	G	96%	1%	1%	1%	1%	0%	С	0.109	F	0.55	1200	
	To:		R 269;I-64													
Forty Two Rd	Allochony County		R 269; I-64		020/	10/	1%	3%	20/	00/	N	0.096	N	0.501	1600	
Forty Two Rd	Alleghany County	0.11	1500	N	93%	1%	1%	3%	3%	0%	IN	0.096	IN	0.531	1600	
	To: From:		SR 269													
42) Forty Two Rd	Alleghany County	4.89	1500	G	93%	1%	1%	3%	3%	0%	С	0.096	F	0.531	1600	
<u> </u>	To: From:		h County L													
(42) Cow Pasture River Rd	Bath County	Allegh 6.03	any County 650	y Line <b>G</b>	89%	0%	2%	1%	8%	0%	С	0.097	F	0.567	680	
Cow Pasture River Rd	Batti County		32 Crizer's		UJ /0	U /0	£ /0	1 /0	U /0	U /0	U	0.037	'	0.307	000	,

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	08 633	2 Crizer's Gap			ZAXIE	3+Axie	TITALI	ZIIali		i actor		i actor		
(42) Cow Pasture River Rd	Bath County	5.54	770 G	89%	0%	2%	1%	8%	0%	F	0.1	F	0.511	800	G
(42) Cow Pasture River Rd	Bath County	0.04	770 G	03 70	0 70		1 /0	0 /0	0 70		0.1		0.511	000	ч
	To: From:		Iillboro Springs												
$\left(42 ight)\left(39 ight)$ Mountain Valley Rd	Bath County		1600 G	94%	0%	1%	1%	3%	0%	F	0.105	F	0.52	1700	G
$\smile$	To:		lge County Line												
Marrie Biran Dd	Town of Cook on (Mainte O1)		County Line	0.40/	00/	10/	10/	00/	00/	_	0.007	_	0.500	1700	_
(42) (39) Maury River Rd	Town of Goshen (Maint: 81)	2.47	1600 F	94%	0%	1%	1%	3%	0%	С	0.097	F	0.506	1700	F
	To: From:	SR	39 Goshen												
42 Virginia Avenue	Town of Goshen (Maint: 81)	0.06	1700 F	94%	1%	2%	1%	3%	0%	С	0.095	F	0.511	1800	F
$\bigcirc$	Ter	EC	L Goshen												
(42) Virginia Avenue	Rockbridge County		1700 N	94%	1%	2%	1%	3%	0%	Ν	0.095	Ν	0.511	1800	Ν
42 Virginia Avenue	To:		a County Line	J+ /0	1 /0		1 /0	0 70	0 70	14	0.000	11	0.511	1000	14
	From:		lge County Line												
42 Little Calf Pasture Hwy	Augusta County		1600 N	94%	1%	2%	1%	3%	0%	Ν	0.097	Ν	0.558	1600	Ν
42)															
Linda Oalf Baatana Illian	From:		Railroad Ave	0.40/	40/		40/	00/	00/	_	0.007	_	0.550	4000	
42 Little Calf Pasture Hwy	Augusta County	1.91	1600 F	94%	1%	2%	1%	3%	0%	F	0.097	F	0.558	1600	F
<u> </u>	To: From:	SCL	Craigsville												
42 Craig St	Town of Craigsville (Maint: 07)	0.58	1600 N	94%	1%	2%	1%	3%	0%	Ν	0.097	Ν	0.558	1600	Ν
$\bigcirc$	Ter	07.1	101 Hidy St												
42 Craig St	Town of Craigsville (Maint: 07)		2700 F	96%	1%	1%	1%	2%	0%	С	0.091	F	0.573	2800	F
42 Craig St	Town of Oralgovine (Maint: 07)	1.12	2700 1	0070	1 70	1 /0	1 /0	270	0 70	J	0.001	•	0.070	2000	•
	To: From:		. Craigsville												
(42) Little Calf Pasture Hwy	Augusta County		2700 N	96%	1%	1%	1%	2%	0%	Ν	0.091	N	0.573	2800	Ν
$\stackrel{\smile}{\smile}$	To:		07-811												
	From:		igusta Springs Rd		10/		40/	00/	00/	_	0.404	_	0.004	0000	_
42 Little Calf Pasture Hwy	Augusta County	7.37	2700 F	96%	1%	1%	1%	2%	0%	F	0.101	F	0.621	2900	F
<u> </u>	To: From:	07-688 Old	Parkersburg Tpk	e											
42 Parkersburg Tpke	Augusta County	0.81	3000 F	93%	2%	2%	1%	1%	0%	F	0.106	F	0.611	3100	F
$\bigcirc$	To:	SR 254; E	Buffalo Gap Hwy												
	From:	SR 254 P	arkersburg Tpke												
42) Buffalo Gap Hwy	Augusta County	2.43	2100 G	93%	2%	2%	1%	1%	0%	С	NA			2200	G
$\smile$	To:	07-720 Morris N	Mill Rd; Dry Bran	ch Rd											
42 Buffalo Gap Hwy	Augusta County		3600 G	93%	2%	2%	1%	1%	0%	F	NA			3800	G
42) 2011010 000 1111)	riagaota coarry			0070			1 70	1 70	0 70	•				0000	<u> </u>
$\sim$	From:		0 Churchville												
(42 <i>)</i> (250)	Augusta County	0.47	5100 F	97%	1%	1%	0%	1%	0%	F	0.094	F	0.58	5400	F
	T _C .	US 250 No	orth of Churchville	e		⊢									
42 Scenic Hwy	Augusta County	8.06	1500 F	96%	1%	0%	1%	2%	0%	С	0.101	F	0.538	1600	F
,	т.					<del></del> i									
Coordo Ultra	From:		olon Rd; Moscow		40/		10/	001	001		0.001		0.744	0000	
(42) Scenic Hwy	Augusta County		2200 F	96%	1%	0%	1%	2%	0%	F	0.091	F	0.741	2300	F
<u>~</u>	To:	07-809 1	Iron Works Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	07-809; Scen													
(42) Iron Works Rd	Augusta County	0.79 <b>3200</b>		95%	1%	1%	1%	3%	0%	F	0.093	F	0.732	3400	F
<u> </u>	To: From:	Rockingham Co													
(42) Warm Springs Pike	Rockingham County	Augusta Cour 2.50 <b>3500</b>		95%	1%	1%	1%	3%	0%	С	0.095	F	0.684	3600	G
Warm Springs Pike	ricolangham county			0070	1 /0		1 /0	0 /0	0 /0	O	0.000	•	0.004	0000	ď
C Main Ct	Town of Dridge water	SCL Bridge		070/	00/	10/	10/	10/	00/		0.000	F	0.00	0100	
(42) S Main St	Town of Bridgewater	0.22 <b>8800</b>	G	97%	0%	1%	1%	1%	0%	С	0.098	г	0.62	9100	G
	To: From:	College St													
( ₄₂ ) N Main St	Town of Bridgewater	0.15 <b>9600</b>	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.574	10000	G
<u> </u>	To: From:	Dinkel A	ve			$\neg$ $\vdash$									
(42) (257) N Main St	Town of Bridgewater	0.30 11000	) G	94%	1%	1%	1%	3%	0%	F	0.089	F	0.568	11000	G
$\bigcirc$	Too	Mt Crawfor	d Ave												
(42)(257)N Main St	Town of Bridgewater	0.08 <b>1500</b>		94%	1%	1%	1%	3%	0%	С	0.084	F	0.532	16000	G
42) (231)	To														
(42) (257) N Main St	Town of Bridgewater	North Rive		94%	1%	1%	1%	3%	0%	F	0.091	F	0.572	15000	G
42 257 N Main St	Town or Bridgewater			34 /6	1 /0	1 /0	1 /0	J /6	0 /6	'	0.031	•	0.572	13000	ч
	To: From:	Old NCL Brid										<u> </u>			
(42) (257) N Main St	Town of Bridgewater	0.30 <b>1500</b> 0	) N	94%	1%	1%	1%	3%	0%	Ν	0.091	N	0.572	15000	N
<u> </u>	To: From:	NCL Bridge	ewater												
(42) (257) John Wayland Hwy	Rockingham County	0.63 <b>1200</b> 0	) G	97%	1%	1%	1%	1%	0%	С	0.095	F	0.55	14000	G
	To	SCL Day	ton												
(42) (257) John Wayland Hwy	Town of Dayton (Maint: 82)	0.42 <b>1200</b> 0		97%	1%	1%	1%	1%	0%	Ν	0.095	Ν	0.55	14000	Ν
	To	BUS SR	12												
42 John Wayland Hwy	Town of Dayton (Maint: 82)	0.45 <b>1500</b>		97%	0%	1%	1%	1%	0%	С	0.112	Α	0.517	16000	Α
42)							.,.	.,.		_					
(42) John Wayland Hwy	From:	NCL Day 1.90 <b>1700</b> 0		97%	0%	1%	1%	1%	0%	С	0.112	N.I	0.517	17000	G
John Wayland Hwy	Rockingham County	1.90 1700	) G	97%	0%	170	1%	170	0%	C	0.112	N	0.517	17000	G
	To: From:	SCL Harriso													
(42) S High St	City of Harrisonburg	0.13 <b>1500</b> 0	) G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.504	16000	G
<u> </u>	To: From:	Erickson .	Ave												
(42) S High St	City of Harrisonburg	1.27 <b>1700</b> 0	) G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.520	19000	G
$\overline{}$	To:	Sunrise A	Ave.												
(42) S High St	City of Harrisonburg	0.40 18000		97%	0%	1%	1%	1%	0%	F	0.088	F	0.503	20000	G
42)	To														
(42) S High St	City of Harrisonburg	O.55 <b>1800</b>		97%	0%	1%	1%	1%	0%	F	0.085	F	0.554	20000	G
42 S High St	Oity of Hamsonburg			31 /0	0 /6	1 /0	1 /0	1 /0	0 /6	'	0.003	'	0.554	20000	u
	To: From:	Market		0==:	0-1		461	461	001		0.657		0.65=	17000	
(42) N High St	City of Harrisonburg	0.27 <b>1600</b>	) G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.605	17000	G
<u>~</u>	To: From:	Gay S	t												
(42) Virginia Ave	City of Harrisonburg	0.44 <b>1200</b> 0	) G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.599	13000	G
$\smile$	То:	5th St													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				_		_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length I	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Visitinia Assa	From:		5th St	_	050/	00/	10/	00/	00/	00/	_	0.000	_ ا	0.507	10000	_
(42) Virginia Ave	City of Harrisonburg	0.60 1	12000	G	95%	0%	1%	2%	2%	0%	С	0.088	F	0.597	12000	G
Viveinia Ava	To- From:		Clinton Pik		050/	00/		00/	00/	00/		0.000		0.000	1 1000	
(42) Virginia Ave	City of Harrisonburg	0.83 1	13000	G	95%	0%	1%	2%	2%	0%	F	0.092	F	0.628	14000	G
	To From		Harrisonbu		000/	40/		40/	00/	00/		0.000	_	0.07	0000	
(42) Harpine Hwy	Rockingham County	5.12	9200	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.67	9900	G
	To: From:	82-753 N,														
42 Harpine Hwy	Rockingham County	4.60	8500	G	96%	1%	1%	1%	2%	0%	F	0.094	F	0.691	8800	G
	To:		Broadwa				$\neg$									
42) S Main St	Town of Broadway (Maint: 82)	0.81	8500	N	96%	1%	1%	1%	2%	0%	Ν	0.094	N	0.691	8800	N
ALT	To: From:	ALT SR 25	59 Broadw	vay Ave			$\Box$ $\vdash$									
(42) (259) S Main Street	Town of Broadway (Maint: 82)	0.32	6300	G	96%	1%	1%	1%	2%	0%	С	0.092	F	0.647	6500	G
	To	SD 24	59 W Lee	St												
42) (259) W Lee St	Town of Broadway (Maint: 82)		7400	G	96%	1%	1%	1%	2%	0%	F	0.083	F	0.594	7700	G
42) (209)	To															
42) (259) W Lee St	From: Rockingham County		Broadway <b>7400</b>	N N	96%	1%	1%	1%	2%	0%	N	0.083	N	0.594	7700	N
42) (239) =00 0.	To Tank					. , ,		. , 0	_,,	0 / 0	• •	0.000		0.00		
12 Timber Way	Rockingham County		7 Timber V 11000	ν _{αy} <b>G</b>	93%	1%	1%	2%	3%	0%	С	0.094	F	0.531	12000	G
Timber Way	riockingham county				30 /0	1 /0	1 /6	270	0 /0	0 70	O	0.054		0.551	12000	u
Forestville Rd	Town of Timberville (Maint: 82)		Timbervill 11000	le N	93%	1%	1%	2%	3%	0%	N	0.094	N	0.531	12000	N
Forestville Rd	TOWIT OF THIDDERVILLE (Maint. 62)				93%	I 70	1 70	270	370	0%	IN	0.094	IN	0.551	12000	IN
	Too. From:		New Mark		0.40/	40/		00/	40/	00/	_	0.004	_	0.00	0000	_
Forestville Rd	Town of Timberville (Maint: 82)		6100 North Chur	G	94%	1%	1%	2%	1%	0%	С	0.091	F	0.62	6300	G
	From:		North Churcl													
42) Forestville Rd	Town of Timberville (Maint: 82)	0.41	2200	G	95%	1%	1%	2%	1%	0%	С	0.101	F	0.569	2300	G
$\smile$	To	NCL.	Timbervil	lle.												
42 Forestville Rd	Rockingham County		1400	G	91%	1%	2%	3%	3%	0%	С	0.109	F	0.510	1400	G
·	To:	Shenando	oah County	y Line												
	From:		nam County								_		_			_
42) Senedo Rd	Shenandoah County	2.91	1100	G	88%	0%	2%	2%	8%	0%	F	0.096	F	0.538	1200	G
	To: From:		7 Forestvi				<b>□</b>									
42 Senedo Rd	Shenandoah County	5.78	650	G	88%	0%	2%	2%	8%	0%	С	0.124	F	0.534	670	G
<u> </u>	To: From:	SR 263	Orkney G	rade			$\Box$ $\vdash$									
(42) Senedo Rd	Shenandoah County	2.21	560	G	92%	1%	2%	1%	4%	0%	С	0.115	F	0.513	580	G
<u></u>	To: From:	85-720 C	Crooked Ru	un Rd												
42) Senedo Rd	Shenandoah County	3.06	970	G	91%	1%	1%	1%	7%	0%	С	0.102	F	0.552	1000	G
$\smile$	To- Erons	85-703 S	S, Conicvil	le Rd			_									
42) Senedo Rd	Shenandoah County		1400	G	91%	1%	1%	1%	7%	0%	F	0.090	F	0.601	1500	G
$\smile$	To:	85-675 C	olumbia Fu	urnace												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			<u> </u>	_		Tru	ck			K	0::	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	85-675 Columbia Furna							_		_			
42) Senedo Rd	Shenandoah County	4.48 <b>4100 (</b>	<b>9</b> 7%	0%	1%	0%	2%	0%	F	0.086	F	0.513	4200	G
	From:	85-605 Calvary	070/	00/		201	201	00/		0.000	_	0.040	7000	_
42 Senedo Rd	Shenandoah County	0.86 <b>7600 (</b>	<b>9</b> 7%	0%	1%	0%	2%	0%	С	0.088	F	0.642	7900	G
W Danes with Del	Towns of Mandatal (Maint) OF	WCL Woodstock	000/	10/	10/	00/	00/	00/		0.004	F	0.000	0000	_
W Reservoir Rd	Town of Woodstock (Maint: 85)	0.44 <b>7900 (</b>	96%	1%	1%	0%	2%	0%	С	0.084	Г	0.620	8200	G
W December Dd	Town of Mondatack (Maint, QE)	I-81	070/	10/	10/	10/	10/	00/		0.077	F	0 F1C	16000	(
W Reservoir Rd	Town of Woodstock (Maint: 85)	0.41 <b>15000 (</b>	<b>9</b> 7%	1%	1%	1%	1%	0%	С	0.077	г	0.516	16000	(
W December Dd	Town of Woodstock (Maint: 85)	Susan Ave 0.22 <b>16000 C</b>	97%	1%	10/	10/	10/	00/	С	0.000	F	0.510	16000	(
W Reservoir Rd	Town of Woodstock (Maint. 85)	0.22 <b>16000 C</b> Main Street	<b>3</b> 97%	170	1%	1%	1%	0%	C	0.082	Г	0.513	16000	(
	From:	SR 42 SR 269 I-64-E029A	EDO											_
A2 Ramp	Alleghany County	0.34 90 (								0.138	F		90	(
·		-64-E FROM RTS 42NORTH &	RT 269SOU											
	From:	SR 42-N152B SR 42-S152B FI	ROM RT 4											
42) Ramp	Alleghany County	0.19 <b>1100 (</b>								0.121	F		1100	(
<u> </u>	To:	I-64-W FROM RT 42NORTH	& SOUTH											
Down to LOLG at Full 000	From:	SR 42 W Reservoir R								0.100	^		0000	1
Ramp to I-81 S at Exit 283	Shenandoah County	0.17 <b>2800 E</b> I-81 S	3		1					0.106	Α		2800	
	From:	SR 42 W Reservoir R	d											_
42) Ramp to I-81 N at Exit 283	Shenandoah County	0.17 <b>3700 C</b>								0.085	F		3700	(
<del></del>	To:	I-81 N												
orth	From:	SR 42 I-64-W029A FROM &	TO IS 64											
₄₂ ) Ramp	Alleghany County	0.06 <b>1600 C</b>								0.125	F		1600	(
<u> </u>	To:	SR 42-S152B SR 42- 152B FR												
outh	From:	SR 42 TO I-64 WEST								0.407	_		700	
42) Ramp	Alleghany County	0.09 <b>720</b> C SR 42-N152B SR 42- 152B FR			1					0.107	F		720	(
Duo.	From:	SR 257 Ottobine Rd			1									_
Bus 42) Main St	Town of Dayton (Maint: 82)	0.12 <b>2200</b> (		0%	1%	2%	0%	0%	F	0.109	F	0.613	2300	(
	To:	S SR 290 Huffman D	r											
Bus	From:	SR 290 S Huffman D		00/	10/	00/	00/	00/	_	0.440	_	0.505	0000	
42 290 Main St	Town of Dayton (Maint: 82)	0.07 <b>3700 (</b>		0%	1%	2%	0%	0%	F	0.110	F	0.525	3900	(
Bus	To: From:	SR 290 N College St												_
42) Main St	Town of Dayton (Maint: 82)	0.60 <b>1300 C</b>	<b>9</b> 7%	0%	1%	2%	0%	0%	С	0.103	F	0.603	1300	(
$\smile$	T _{CC} From:	NCL Dayton												
Bus 42) Main St	Rockingham County	0.03 <b>1300 N</b>	<b>N</b> 97%	0%	1%	2%	0%	0%	N	0.103	N	0.603	1300	١
42)	To:	N SR 42	- 0.70	0,0		_,,	0,0	0,0	• •	555		3.000	.000	•

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	luvio diotico	Langth	AADT	04	4Tiro	Due		Tru	ck		QC	K	ΟK	Dir	AAWDT	_
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	<u></u>
De diferral Liver	From:		Main Street		070/	10/	10/	40/	10/	00/	_	0.100	_	0.00	F000	
Bedford Hwy	Town of Altavista (Maint:	,	5200	F	97%	1%	1%	1%	1%	0%	F	0.103	F	0.63	5300	
Bedford Hwy	Town of Altavista (Maint:		Myrtle Lane 5100	F	97%	1%	1%	1%	1%	0%	F	0.096	F	0.628	5200	
Bedford Hwy	Town of Altavista (Maint.	,			31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.090	•	0.020	3200	
Bedford Hwy	Town of Altavista (Maint:		Broad Street 4200	F	97%	1%	1%	1%	1%	0%	С	0.109	F	0.576	4400	
Bedford Hwy	TOWIT OF Altavista (Maint.	,			9170	I 70	1 70	170	170	0%	C	0.109	Г	0.576	4400	
Bedford Hwy	Complete County		CL Altavist	a F	94%	1%	10/	10/	20/	0%	С	0.089	F	0.661	2100	_
Bedford Hwy	Campbell County	1.79	3000	Г	94%	170	1%	1%	3%	0%	C	0.089	Г	0.661	3100	
De diserral Maria	To: From:		Bishop Cre		050/	40/		40/	40/	00/	_	0.004		0.500	050	_
Bedford Hwy	Campbell County	4.69	830	F	95%	1%	2%	1%	1%	0%	С	0.094	F	0.508	850	
	To: From:		-682 Leesvil		0.40/	40/		101	00/	00/		0.447		0.504	200	_
Bedford Hwy	Campbell County	1.26	280	F	94%	1%	1%	1%	3%	0%	F	0.117	F	0.534	290	
	From:		ord County lobell County													_
43) Dearing Ford Rd	Bedford County	5.13	280	F	94%	1%	1%	1%	3%	0%	F	0.121	F	0.595	300	
<u> </u>	Tar	09-626 Smit	h Mountain	Lake Pl	cwv											
43 Leesville Rd	Bedford County	2.49	2600	F	94%	1%	1%	1%	3%	0%	F	0.096	F	0.516	2700	
	To:	SE	R 24 Gillespi	ie												
43) (24) Glenwood Dr	Bedford County	2.58	2600	F	91%	0%	2%	2%	5%	0%	С	0.088	F	0.536	2800	
9 5	To:	SR 24	West of Gil	lecnie												
43) Virginia Byway	Bedford County	8.32	1700	F	97%	1%	1%	0%	0%	0%	F	0.101	F	0.546	1800	
10) 0	To	C	CL Bedford	1												
43) South St	City of Bedford	0.96	1600	F	97%	1%	1%	0%	0%	0%	С	0.091	F	0.536	1700	
+3)	To:		43 P Talbott	St												
	From:		South Street													
43) Talbot St	City of Bedford	0.05	630	F	97%	1%	1%	0%	0%	0%	F	0.101	F	0.5	670	
	Combined Traffic Estimates for 2 Parallel Roady	•	1500 Otey Street	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.526	1600	
	From:	,	Talbot St													_
43) Otey St	City of Bedford	0.14	910	F	97%	1%	1%	0%	0%	0%	С	0.094	F	0.663	970	
	Combined Traffic Estimates for 2 Parallel Roady	•	1600	F	97%	1%	1%	0%	0%	0%	F	0.100	F	0.818	1700	
D .	To:		IS 460 E Ma Bus US 460	in St												_
Bus 43) (460) E Main St	City of Bedford	0.07	5700	F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.524	6100	
+3) (460) =	To:	0.07	South St	•	0070	0,0		0,0	0,0	0,0	•	0.000	•	0.02	0.00	
Bus	From:		Main St													
43 (460) E Main St	City of Bedford	0.08	5700	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.588	6100	
Bus	To: From:	Bus I	US 460, US	221												_
43) (221) (122) N Bridge St	City of Bedford	0.16	5700	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	6100	
	To:		Bedford Ave													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	ΓQA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Bedford A	Ave												
(43) (221) (122) N Bridge St	City of Bedford	0.11 7700		98%	1%	1%	0%	0%	0%	С	0.092	F	0.526	8200	F
40 (221) (122)	To:	US 221Pea													
	From:	N Bridge													
(43) Peaks St	City of Bedford	0.62 <b>3000</b>	F	98%	0%	1%	0%	1%	0%	F	0.095	F	0.591	3200	F
$\bigcirc$	To:	Laurel S	2+												
(43) Peaks St	City of Bedford	0.94 <b>2600</b>		98%	0%	1%	0%	1%	0%	С	0.094	F	0.579	2700	F
Peaks St	only of Bouloid			0070	0 70	. 70	070	1 /0	070	Ū	0.001	•	0.070	2,00	•
	From:	NCL Bedi										_			
(43) Peaks Rd	Bedford County	3.79 <b>2200</b>		98%	0%	1%	0%	1%	0%	F	0.088	F	0.517	2300	F
<u> </u>	Tα	09-643 Near Peaksvi		_											
Dooks Dd	Podford County	09-643 Jopling Rd; N			0%	10/	10/	00/	00/	_	0.100	F	0.50	000	F
(43) Peaks Rd	Bedford County	5.03 <b>880</b>	F	98%	0%	1%	1%	0%	0%	С	0.109	Г	0.59	920	Г
<u>~</u>	To: From:	Blue Ridge Pa	arkway												
(43) Parkway Dr	Bedford County (Maint: 11)	0.11 <b>340</b>	F	98%	0%	1%	1%	0%	0%	F	0.105	F	0.674	350	F
$\overline{}$	To:	Botetourt Cou	nty Line												
	From:	Bedford Cour	nty Line												
(43) Parkway Dr	Botetourt County	4.00 <b>430</b>	F	94%	0%	3%	3%	0%	0%	С	0.105	F	0.571	460	F
$\smile$	To	SCL Buch	anan												
43 Parkway Dr	Town of Buchanan (Maint: 11)		N	98%	0%	1%	1%	0%	0%	Ν	0.105	Ν	0.674	350	Ν
45)	-														
C Alada Ot	Towns of Dundant (Mariata 44)	US 11 S, M		050/	00/		00/	40/	00/	_	0.007	_	0.540	4400	
43 (11) Main St	Town of Buchanan (Maint: 11)	0.18 <b>4100</b>	F	95%	2%	2%	0%	1%	0%	С	0.097	F	0.519	4400	F
_	To: From:	US 11 N, M	Iain St												
(43) First St	Town of Buchanan (Maint: 11)	0.82 <b>1600</b>	F	94%	3%	2%	1%	1%	0%	F	0.105	F	0.627	1700	F
$\bigcirc$	To	NCL Buch	onon												
(43) Narrow Passage Rd	Botetourt County	2.95 <b>1600</b>		94%	3%	2%	1%	1%	0%	Ν	0.105	Ν	0.627	1700	Ν
Narrow Passage Rd	Botetourt Gounty	2.00	11	J+70	J 70	2 /0	1 /0	1 /0	0 70	11	0.100	11	0.027	1700	11
	To: From:	11-630 Springs													
(43) Narrow Passage Rd	Botetourt County	5.22 <b>440</b>	F	94%	3%	2%	1%	1%	0%	F	0.104	F	0.505	460	F
$\smile$	To	11-688 S Salt Pet	re Cave Ro	ıl.											
(43) Narrow Passage Rd	Botetourt County	5.26 <b>600</b>	F	94%	3%	2%	1%	1%	0%	С	0.1	F	0.54	640	F
43)										_	• • •				
	From:	11-688 MID Salt P							221			_		.=-	
(43) Second St	Botetourt County	0.06 140	F	94%	3%	2%	1%	1%	0%	F	0.151	F	0.646	150	F
<u> </u>	To: From:	11-742 Bran													
Dropph Dd		11-742; Seco		0.40/	20/	20/	10/	10/	00/	_	0.110	_	0.500	OFO	_
(43) Branch Rd	Botetourt County	0.07 240	F	94%	3%	2%	1%	1%	0%	F	0.112	F	0.533	250	F
	From:	11-688 N, Ch													
(43) Church St	Botetourt County	11-688 N; Bra 0.47 <b>1200</b>		94%	3%	2%	1%	1%	0%	F	0.095	F	0.634	1300	F
43 Church St	Bolelouri County	0.47 1200	<u>г</u>	<b>34</b> 70	J 70	∠ 70	1 70	1 70	U 70	Г	0.093	Г	0.034	1300	Г
	To: From:	SR 43 Y Jar	nes St												
(43) Narrow Passage Rd	Botetourt County	1.74 <b>340</b>	F	94%	3%	2%	1%	1%	0%	F	0.101	F	0.573	360	F
$\smile$	To:	US 220 Botet	ourt Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		43 P Talbott								_					
(43) South St	City of Bedfo		880	F	99%	0%	1%	0%	0%	0%	C	0.094	F	0.544	940	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	1500	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.526	1600	F
	To: From:		/ashington S													
43) South St	City of Bedfo		660	F	97%	1%	1%	0%	0%	0%	F	0.119	F		700	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	1600	F	97%	1%	1%	0%	0%	0%	F	0.100	F	0.818	1700	F
	To:		Main St													
	From:		JS 15; High													
15) Main St	Town of Farm	ville 0.10	8400	G	97%	1%	2%	0%	1%	0%	F	0.088	F	0.526	8900	(
	To: From:	BUS	US 460; Thi	ird St												
15) Main St	Town of Farm	ville 0.40	9800	G	97%	1%	2%	0%	1%	0%	С	0.089	F	0.576	10000	(
<u> </u>	To		River Rd				$\neg$ $\vdash$									
45) Main St	Town of Farm	ville 0.18	7100	G	97%	1%	2%	0%	1%	0%	F	0.090	F	0.565	7500	(
	To		Osborne Rd													
Main St	From: Town of Farm		5800	G	97%	0%	1%	0%	1%	0%	С	0.09	F	0.568	6100	(
15) Wall Ot	- t				07 70	0 70		0 /0	1 /0	0 70	J	0.00	•	0.000	0100	
Coursels sules ad Dal	To: From:		CL Farmvill		000/	10/	10/	10/	00/	00/		0.000		0.570	4000	
Cumberland Rd	Cumberland Co	ounty 3.54	4400	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.572	4600	(
	To: From:		36 Raines Ta													
15) Cumberland Rd	Cumberland Co	ounty 4.66	3400	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.506	3500	(
<u> </u>	To: From:	24-634	Salem Chur	rch Rd												
5 Cumberland Rd	Cumberland Co	ounty 5.82	3300	Α	96%	1%	1%	1%	2%	0%	С	0.109	Α	0.534	3400	
<i></i>	Tα	US 60 Wes	st of Cumber	rland C	Н											
Anderson Hwy	From: Cumberland Co		5900	G	92%	1%	1%	1%	5%	0%	F	0.089	F	0.618	6100	
,	To:	,	Cumberlan													
¬ ~~	From:		) Cumberlar													
15) (60) Anderson Hwy	Cumberland Co	ounty 1.09	7000	G	94%	1%	1%	1%	4%	0%	С	0.086	F	0.513	7100	•
<i>-</i>	To: From:	SR 13 C	Old Buckingl	ham Rd			$\neg$ $\vdash$									
15) (60) Anderson Hwy	Cumberland Co	ounty 1.34	5300	G	93%	1%	1%	1%	4%	0%	С	0.086	F	0.514	5400	(
	To:		t of Cumber		Η.											
	From:		East of Cum		000/	00/		40/	00/	00/	_	0.404	_	0.700	4000	
5 Cartersville Rd	Cumberland Co	ounty 4.85	1800	G	92%	2%	1%	1%	3%	0%	F	0.101	F	0.723	1800	
<u> </u>	To: From:	24-610	6 Deep Run	Road												
₅ Cartersville Rd	Cumberland Co	ounty 6.60	1500	G	92%	2%	1%	1%	3%	0%	С	0.104	F	0.6	1500	(
<i></i>	To	24-690	North of Wh	hiteville			$\neg$ $\vdash$									
45) Cartersville Rd	Cumberland Co		1100	G	92%	2%	1%	1%	3%	0%	F	0.101	F	0.678	1100	(
	To		1 640 High													
45) Cartersville Rd	From: Cumberland Co		4-649 High S <b>920</b>	G	92%	2%	1%	1%	3%	0%	F	0.099	F	0.663	940	(
Cartersville Rd			nland County		JL /0	Z /0	1 /0	1 /0	J /6	U /0	'	0.033	'	0.003	340	•

#### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and Inters	siale no	ules							14		D:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trı			QC	_ K	QK	Dir	AAWDT	QW
	Prop.					2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
45 Cartersville Rd	Goochland County	2.47 <b>870</b>	G G	97%	1%	1%	1%	1%	0%	F	0.108	F	0.739	890	G
45 Cartersville Rd	addeniand deanty			31 70	1 /0	1 70	1 /0	1 /0	0 70		0.100	•	0.700	000	а
Contours ille Dd	From:	2.57 1300		070/	10/	10/	10/	10/	00/		0.100	F	0.040	1000	G
45 Cartersville Rd	Goochland County	2.57 <b>1300</b> SR 6 River R	G West	97%	1%	1%	1%	1%	0%	С	0.102	Г	0.648	1300	G
	rl														
46 Christanna Hwy	Brunswick County	North Carolina 5 6.59 <b>1300</b>	State Line F	77%	0%	1%	2%	21%	0%	С	0.098	F	0.527	1300	F
Christanna Hwy	Brunswick County	0.59 1300	г	11/0	0 /6	1 /0	2/0	21/0	0 /6	C	0.036	'	0.527	1300	'
	To- From:	12-665 Anku		770/	20/	10/	00/	040/	201		0.000		0.500	1000	
46 Christanna Hwy	Brunswick County	2.71 <b>1600</b>	F	77%	0%	1%	2%	21%	0%	F	0.093	F	0.522	1600	F
<u> </u>	To: From:	12-611 Brun	swick												
(46) Christanna Hwy	Brunswick County	4.26 <b>2200</b>	F	88%	1%	1%	2%	8%	0%	F	0.094	F	0.596	2300	F
$\smile$	To- Front	12-715 Whit	by Rd			_									
46 Christanna Hwy	Brunswick County	2.87 <b>2500</b>	F	88%	1%	1%	2%	8%	0%	С	0.094	F	0.651	2500	F
$\smile$	Τα	BUS US 58 S													
Bus	From:	S US 58 B		070/	10/	10/	00/	10/	00/	_	0.405	_	0.500	0500	_
46 [58]	Brunswick County	0.20 <b>6400</b>	F	97%	1%	1%	0%	1%	0%	С	0.105	F	0.563	6500	F
Bus	T _{CC} From:	CL Lawrence	eville												
(46) (58)	Town of Lawrenceville (Maint: 12)	0.80 <b>6400</b>	N	97%	1%	1%	0%	1%	0%	Ν	0.105	Ν	0.563	6500	Ν
	To:	N US 58 E	BUS												
	From:	BUS US 58 N								_		_			_
46 Windsor Ave	Town of Lawrenceville (Maint: 12)	0.64 <b>3100</b>	F	90%	1%	1%	1%	7%	0%	F	0.101	F	0.538	3200	F
	To: From:	NCL Lawren													
(46) Christanna Hwy	Brunswick County	6.36 <b>2900</b>	F	90%	1%	1%	1%	7%	0%	С	0.104	F	0.58	3000	F
$\smile$	To: From:	US 1 Boydton I	Plank Rd			_									
46) Christanna Hwy	Brunswick County	0.39 <b>2100</b>	F	90%	1%	1%	1%	7%	0%	F	0.098	F	0.6	2100	F
$\smile$	To	I-85													
(46) Christanna Hwy	Brunswick County	7.43 <b>1800</b>	F	85%	1%	1%	2%	10%	0%	С	0.094	F	0.552	1900	F
,	To	12-616 S, Lew .	Iomas Dd												
(46) Christanna Hwy	Brunswick County	4.71 <b>1500</b>	F	85%	1%	1%	2%	10%	0%	F	0.088	F	0.55	1600	F
46) 3	To:	Nottoway Cou		0070	1 /0	$\overline{}$	270	1070	070	•	0.000	•	0.00	1000	•
	From:	Brunswick Cou													
(46) Brunswick Rd	Nottoway County	5.46 <b>1800</b>	G	89%	0%	1%	4%	5%	0%	F	0.095	F	0.68	1800	G
$\smile$	To- Front	SCL Blacks	stone			$\neg$ $\vdash$									
46) Brunswick Rd	Town of Blackstone	0.15 <b>2400</b>	G	89%	0%	1%	4%	5%	0%	С	0.090	F	0.535	2500	G
	To:	SR 40 South I	Main St												
	From:	SR 46 Christan	na Hwy												
(46) Ramp	Brunswick County	0.25 <b>NA</b>	•								NA			NA	
$\smile$	To:	I-85 Sou	th												
	From:	Mecklenbur	g Ave												
47 W Atlantic St	Town of South Hill	0.63 <b>6200</b>	F	93%	1%	1%	1%	4%	0%	С	0.091	F	0.51	6400	F
$\smile$	To:	Thomas	St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Thoma													
47) W Atlantic St	Town of South Hill	0.23 <b>520</b>	00 F	94%	1%	1%	1%	3%	0%	С	0.093	F	0.565	5400	F
	From:	Opie		2221		$\Box$									
W Atlantic St	Town of South Hill	0.39 <b>580</b>	00 F	93%	1%	1%	1%	4%	0%	С	0.096	F	0.626	5900	F
	To: From:	WCL So		2221		$\Box$								.=	
47)	Mecklenburg County	7.70 <b>360</b>	00 F	92%	1%	1%	1%	5%	0%	F	0.098	F	0.658	3700	F
	To: From:	58-664 Pett													
47)	Mecklenburg County	5.28 <b>290</b>	00 F	92%	1%	1%	1%	5%	0%	F	0.088	F	0.61	2900	I
	To: From:	58-660 Old	l Cox Rd												
47)	Mecklenburg County	1.46 <b>290</b>	00 F	92%	1%	1%	1%	5%	0%	С	0.101	F	0.649	3000	
	To: From:	58-600 Dr	aper Rd			$\neg$ $\vdash$									
47)	Mecklenburg County	5.20 <b>410</b>	00 N	92%	1%	1%	1%	5%	0%	Ν	0.091	Ν	0.627	4200	
<u> </u>	To: From:	ECL Cha	se City			<u> </u>									
47) E Second St	Town of Chase City (Maint: 58)	0.48 410		92%	1%	1%	1%	5%	0%	С	0.091	F	0.627	4200	
<u> </u>	Τα	Drew	, St												
E Second St	Town of Chase City (Maint: 58)	0.21 <b>580</b>		94%	1%	1%	1%	4%	0%	С	0.088	F	0.576	6000	
•••	To														
47) E Second St	Town of Chase City (Maint: 58)	0.05 <b>580</b>		94%	1%	1%	1%	4%	0%	N	0.088	N	0.576	6000	
47) 2 Gooding St	rown or onase sity (waint: 50)			0470	1 /0		1 70	470	0 70		0.000		0.070	0000	
N Main St	Town of Chase City (Maint: 58)	0.24 <b>700</b>		94%	1%	1%	1%	3%	0%	С	0.087	F	0.504	7200	
47 49 N Main St	Town of Chase City (Maint. 58)	0.24 <b>70</b> 0	υ г	94%	1 70	1 70	170	3%	0%	C	0.067	Г	0.504	7200	
	To: From:	E FIFT		050/	10/		40/	00/	201		0.005		0.547	7000	
N Main St	Town of Chase City (Maint: 58)	1.02 <b>740</b>	00 F	95%	1%	1%	1%	2%	0%	С	0.095	F	0.517	7600	
	To: From:	SR 49, WCL													
47)	Mecklenburg County	5.54 <b>180</b>		87%	1%	2%	1%	10%	0%	С	0.099	F	0.542	1900	
	To: From:	Charlotte Co Mecklenburg													
47) Craftons Gate Hwy	Charlotte County	2.70 <b>150</b>		85%	1%	1%	2%	10%	0%	F	0.096	F	0.619	1500	(
4,7)	To:	US 15 Kir			.,,										
	From:	US 15-360 I													
47) Graftons Gate Hwy	Charlotte County	6.55 <b>150</b>	00 G	85%	1%	1%	2%	10%	0%	F	0.096	F	0.512	1600	
$\smile$	To: From:	SCL Drake	s Branch			$\Box$ $\vdash$									
47)	Town of Drakes Branch (Maint: 19)	2.09 <b>150</b>	00 N	85%	1%	1%	2%	10%	0%	Ν	0.096	Ν	0.512	1600	
	Tor	SR :	59			$ \vdash$									
47)	Town of Drakes Branch (Maint: 19)	0.25 <b>20</b> 0		85%	1%	1%	2%	10%	0%	F	0.101	F	0.699	2100	(
<u> </u>	To:	NCL Drake													
47	Charlotte County	3.03 <b>200</b>		85%	1%	1%	2%	10%	0%	N	0.101	N	0.699	2100	
47)	-				. /3			1070	0,0		3.101		5.000	2.00	•
	Town of Charlette C. L. (Maint: 10)	SCL Charl		0E0/	10/	10/	20/	100/	00/	N.I	0.101	N.I	0.600	2100	
47)	Town of Charlotte C.H. (Maint: 19)	0.99 <b>200</b> S Thomas Jefferson		85%	1%	1%	2%	10%	0%	Ν	0.101	N	0.699	2100	١

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	S SR 40													
$\binom{47}{40}$ Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)	0.10 <b>4600</b>	G	82%	1%	2%	1%	14%	0%	F	0.104	F	0.518	4700	G
	To:	N SR 40	**												
17 Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)	N SR 40 G. W. 0.98 <b>1600</b>	Hwy G	85%	1%	1%	2%	10%	0%	F	0.091	F	0.655	1700	G
Thomas Jefferson Hwy	Town of Ghanotte G.H. (Maint. 19)			03 /6	1 /0	1 /0	2 /0	10 /6	0 /6	'	0.031	•	0.055	1700	ч
	To: From:	NCL Charlotte													
47)	Charlotte County	3.47 <b>1600</b>	N	85%	1%	1%	2%	10%	0%	N	0.091	N	0.655	1700	N
<u> </u>	To: From:	19-660													
47) Thomas Jefferson Hwy	Charlotte County	7.02 <b>1300</b>	G	85%	1%	1%	2%	10%	0%	С	0.099	F	0.573	1300	G
$\smile$	To:	19-649 Madison	nville												
Thomas Jefferson Hwy	Charlotte County	2.82 <b>1700</b>	G	85%	1%	1%	2%	10%	0%	F	0.096	F	0.666	1700	G
47)	To:	Prince Edward Cou					_,-			-		-			-
	From:	Charlotte County													
47) Thomas Jefferson Hwy	Charlotte County	1.59 <b>1900</b>	G	85%	1%	1%	2%	10%	0%	F	0.097	F	0.617	1900	G
$\smile$	To:	Appomattox Coun													
	From:	Prince Edward Cou								_		_			_
(47) Thomas Jefferson Hwy	Appomattox County	0.57 <b>2100</b>	G	85%	1%	1%	2%	10%	0%	F	0.084	F	0.623	2100	G
<u> </u>	To: From	SCL Pamplin (	City												
47 Thomas Jefferson Hwy	Town of Pamplin City (Maint: 06)	0.50 <b>2100</b>	N	85%	1%	1%	2%	10%	0%	Ν	0.084	Ν	0.623	2100	Ν
$\smile$	To:	Bus US 460	)												
	From:	West Virginia Stat	te Line												
48 55 Wardensville Pike	Frederick County	4.83 <b>2400</b>	Α	93%	1%	1%	1%	5%	0%	С	0.142	Α	0.66	2100	Α
	To	34-600 Pifer I	D.4												
48 55 Wardensville Pike	Frederick County	0.70 <b>3600</b>	G	93%	1%	1%	1%	5%	0%	F	0.084	F	0.646	3200	G
48 (55) Wardensville Pike	To:	Shenandoah Coun		30 70	1 /0		1 /0	378	0 70	'	0.004	'	0.040	0200	ч
	From:	Frederick County	_												
48 (55) John Marshall Hwy	Shenandoah County	4.90 <b>4700</b>	G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.691	4100	G
	Tα	85-628 Lebanon (	Thumah												
48 (55) John Marshall Hwy	Shenandoah County	3.80 <b>6100</b>	G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.650	5500	G
48 (55) John Marshall Hwy	To:	I-81	<u> </u>	30 /6	1 /0	1/8	1 /0	J /6	0 /6	'	0.000	•	0.030	3300	ч
	From														
Plus Pidas Parkway	Groveen County (Maint: LIC )	North Carolina Sta 1.13 <b>560</b>	ote Line O								NA			NA	
48) Blue Ridge Parkway	Grayson County (Maint: US )	1.13 <b>560</b>	U			<u>-</u>					INA			NA	
	To: From:	SR 89													
48) Blue Ridge Parkway	Grayson County (Maint: US)	3.56 <b>560</b>	0								NA			NA	
$\smile$	To:	Grayson County	Line			<b>—</b> —									
48) Blue Ridge Parkway	Carroll County (Maint: US )	12.75 <b>660</b>	0								NA			NA	
100															
Dius Didas Dadiiii	From: (AAciata LIC)	US 52									NIA.			NI A	
48 Blue Ridge Parkway	Carroll County (Maint: US )	15.59 <b>890</b>	0								NA			NA	
~	From	Patrick County  Carroll County													
48 Blue Ridge Parkway	Patrick County (Maint: US )	6.33 <b>690</b>	O								NA			NA	
(48) Blue Ridge Parkway	i allich County (Maiit. 03)	0.00 030	0								INA			INA	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Ti	re Bus 2Axle 3+Axle 1Trail 2Trai	()(' ()K	Dir AAWDT QW actor
Divo Didgo Dorlayov	From:	US 58		NIA	NIA
8 Blue Ridge Parkway	Patrick County (Maint: US )	0.42 <b>1000 O</b> Floyd County Line	<del></del>	NA	NA
	From:	Patrick County Line			
(48) Blue Ridge Parkway	Floyd County (Maint: US )	5.92 <b>1000 O</b>		NA	NA
	To:	Patrick County Line			
	From:	Floyd County Line			
48) Blue Ridge Parkway	Patrick County (Maint: US)	0.88 <b>820 O</b>		NA	NA
<u> </u>	To:	Floyd County Line			
48 Blue Ridge Parkway	Floyd County (Maint: US )	Patrick County Line 5.23 <b>820 O</b>		NA	NA
48 Blue Ridge Parkway	r loyd County (Maint: 03 )			IVA	INA
	From:	SR 8			
48 Blue Ridge Parkway	Floyd County (Maint: US )	11.62 <b>550 O</b>		NA	NA
	From:	Franklin County Line Floyd County Line			
48 Blue Ridge Parkway	Franklin County (Maint: US )	1.51 <b>550 O</b>	<b>_</b>	NA	NA
48 Blue Ridge Parkway	To:	Floyd County Line		10/1	14/1
	From:	Franklin County Line			
48) Blue Ridge Parkway	Floyd County (Maint: US)	16.05 <b>510 O</b>		NA	NA
	To:	US 221			
48 Blue Ridge Parkway	Floyd County (Maint: US )	0.03 <b>510 O</b>		NA	NA
48) = 100 1 100 0	To:	Roanoke County Line			
_	From:	Floyd County Line			
(48) Blue Ridge Parkway	Roanoke County (Maint: US)	14.69 <b>510 O</b>		NA	NA
$\smile$	Τα	US 220			
48 Blue Ridge Parkway	Roanoke County (Maint: US)	2.12 <b>2400 O</b>		NA	NA
	To				
48 Blue Ridge Parkway	Roanoke County (Maint: US )	Urban Boundary 6.67 <b>2400 O</b>		NA	NA
48 Blue Ridge Parkway	Tiodrioke County (Maint: CS )			IVA	INA
	From	SR 24			
48 Blue Ridge Parkway	Roanoke County (Maint: US )	3.64 <b>2400 O</b>		NA	NA
<u> </u>	From:	Botetourt County Line Roanoke County Line			
48) Blue Ridge Parkway	Botetourt County (Maint: US )	2.97 <b>2400 O</b>		NA	NA
48) 2100 1 11090 1 01111101	Bototourt Godiny (Maint: GG)			177	
Diver Dides Dedenos	From:	US 221, US 460		NIA	NIA
48 Blue Ridge Parkway	Botetourt County (Maint: US)	12.72 <b>530 O</b>		NA	NA
	From:	Bedford County Line Botetourt County Line			
48) Blue Ridge Parkway	Bedford County (Maint: US )	2.18 <b>530 O</b>		NA	NA
40) =:== :					
Dive Bidge Bedgere	From:	SR 43		NIA	NIA
48 Blue Ridge Parkway	Bedford County (Maint: US )	1.80 <b>840 O</b>		NA	NA
~	From:	Botetourt County Line Bedford County Line			
48) Blue Ridge Parkway	Botetourt County (Maint: US )	3.11 <b>840 O</b>		NA	NA
(70) = 100 : 110go : allimaj	zototoan ooung (manti oo )	SR 43			

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA	4Tire Bus	Truck e 3+Axle 1Trail	OC.	K ctor	NK Dir Factor	AAWDT	QW
48 Blue Ridge Parkway	Botetourt County (Maint: US )	SR 43 11.28 <b>290</b>	0			١	۱A		NA	
48) Blue Ridge Parkway	Bedford County (Maint: US )	Bedford County Botetourt Count 10.61 290				١	NA.		NA	
48 Blue Ridge Parkway	Bedford County (Maint: US)	US 501 0.19 <b>520</b>	0			N	NA .		NA	
48) Blue Ridge Parkway	Amherst County (Maint: US )	Amherst County Bedford County 2.38 520				N	NA		NA	
48) Blue Ridge Parkway	Amherst County (Maint: US )	SR 130 15.86 <b>280</b>	0			١	۱A		NA	
48) Blue Ridge Parkway	To: From:  Rockbridge County (Maint: US )	Rockbridge Cour Amherst County 0.15 <b>280</b>				N	JA		NA	
48) Blue Ridge Parkway	Rockbridge County (Maint: US )	US 60 18.29 <b>300</b>	0				JA		NA	
	To: From:	Nelson County Rockbridge Cour	Line nty Line				NA			
Blue Ridge Parkway  Blue Ridge Parkway	Nelson County (Maint: US )  To From:  Nelson County (Maint: US )	0.08 <b>300</b> SR 56  11.09 <b>390</b>	0				NA NA		NA NA	
	To: From:	Augusta County Nelson County	y Line				NA .			
48 Blue Ridge Parkway	Augusta County (Maint: US )	15.97 <b>480</b> US 250	0			٨	NA .		NA	
(48) Skyline Dr	Augusta County (Maint: US )	18.17 390  Albemarle Count Augusta County				N	IA.		NA	
48 Skyline Dr	Albemarle County (Maint: US)	3.65 <b>390</b> Rockingham Cour	0			Ν	۱A		NA	
48 Skyline Dr	Rockingham County (Maint: US)	Albemarle Coun 8.44 <b>390</b> Greene County	0			Ν	۱A		NA	
(48) Skyline Dr	Greene County (Maint: US )	Rockingham Cour 2.08 <b>390</b>	nty Line  O			١	NA .		NA	
48) Skyline Dr	Rockingham County (Maint: US)	Rockingham Cour Greene County 3.26 <b>390</b>				N	NA .		NA	
	Greene County (Maint: US )	Greene County Rockingham Cour 1.33 390					JA		NA	
(48) Skyline Dr	Tx	Rockingham Cou				יו	N/\		INA	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	Dir AAWDT QW actor
	From:	Greene County Line			
48 Skyline Dr	Rockingham County (Maint: US)	1.93 <b>390 O</b>		NA	NA
	From	Greene County Line Rockingham County Line			
(48) Skyline Dr	Greene County (Maint: US )	1.01 <b>390 O</b>		NA	NA
48) GRYIII BI	Tax	Rockingham County Line		14/1	147.
	From:	Greene County Line			
(48) Skyline Dr	Rockingham County (Maint: US)	0.10 <b>390 O</b>	<del></del>	NA	NA
	To	110.22			
48) Skyline Dr	Rockingham County (Maint: US )	2.69 <b>800 O</b>		NA	NA
48 Skyline Dr	Tocking nam County (Maint: CG)	Greene County Line		INA	INA
	From:	Rockingham County Line			
48 Skyline Dr	Greene County (Maint: US)	1.33 <b>800 O</b>		NA	NA
46)	To:	Rockingham County Line			
	From:	Greene County Line			
48) Skyline Dr	Rockingham County (Maint: US)	2.53 <b>800 O</b>	<u></u>	NA	NA
10)	To:	Page County Line			
	From:	Rockingham County Line			
48) Skyline Dr	Page County (Maint: US)	7.77 <b>800 O</b>	<del></del>	NA	NA
	To:	Madison County Line			
	From:	Page County Line			
48) Skyline Dr	Madison County (Maint: US)	14.77 <b>800 O</b>		NA	NA
$\smile$	To:	Rappahannock County Line			
	From:	Madison County Line			
48) Skyline Dr	Rappahannock County (Maint: US)	4.99 <b>800 O</b>		NA	NA
<u> </u>	To:	Page County Line			
Oladia - Da	Para Carrete (Maintal III)	Rappahannock County Line		NIA	NIA
48) Skyline Dr	Page County (Maint: US)	0.06 <b>800 O</b>		NA	NA
<u> </u>	To: From:	US 211			
48 Skyline Dr	Page County (Maint: US)	3.01 <b>650 O</b>		NA	NA
	To:	Rappahannock County Line			
	From:	Page County Line			
48 Skyline Dr	Rappahannock County (Maint: US)	4.41 <b>650 O</b>		NA	NA
$\mathcal{L}$	To:	Page County Line			
	From:	Rappahannock County Line			
48) Skyline Dr	Page County (Maint: US)	2.09 <b>650 O</b>		NA	NA
$\smile$	To:	Rappahannock County Line			
	From:	Page County Line			
48) Skyline Dr	Rappahannock County (Maint: US)	5.92 <b>650 O</b>		NA	NA
<u> </u>	To:	Warren County Line			
OL II	From:	Rappahannock County Line		<b>N</b> 1A	
(48) Skyline Dr	Warren County (Maint: US)	1.69 <b>650 O</b>		NA	NA
$\smile$	Tα	Rappahannock County Line			
OL II	From:	Warren County Line		<b>N</b> 1A	
48) Skyline Dr	Rappahannock County (Maint: US)	3.87 <b>650 O</b>		NA	NA
$\sim$	To:	Warren County Line			

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AAD	T 04	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	. 0//
noute	Junsuiction			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QVV
48 Skyline Dr	Warren County (Maint: US)	Rappahannock (									NA			NA	
48 Skyline Dr	Tax	US 340; Fro									INA			INA	
	From:	North Carolina	-												
49) (96) Florence Ave	Town of Virgilina (Maint: 41)	0.13 <b>160</b>		91%	1%	1%	1%	6%	0%	F	0.095	F	0.519	1600	G
43) (30)	To:	SR 96 Sev													
	From:	SR 96 Flore	nce Ave												
49) Seventh St	Town of Virgilina (Maint: 41)	0.47 680	) G	91%	1%	1%	1%	6%	0%	С	0.094	F	0.563	690	G
	To:	ECL Vir		010/	10/	10/	10/	00/	00/	N	0.004	N	0.500		N.I.
49)	Halifax County	2.05 <b>680</b> Mecklenburg O		91%	1%	1%	1%	6%	0%	IN	0.094	IN	0.563	690	N
	From:	Halifax Cou													
49) Earl Davis Gregory Hwy	Mecklenburg County	8.64 <b>110</b>		92%	1%	1%	1%	5%	0%	С	0.112	F	0.571	1100	F
	To:	US 58 West 0	Clarksville												
$\neg \sim$	From:	US 58 East of								_		_			_
49 <i>)</i> (58)	Mecklenburg County	1.26 730		85%	1%	1%	1%	12%	0%	F	0.083	F	0.577	7400	F
Bus	From:	Bus US US 58; 58													
49) (58) Virginia Ave	Mecklenburg County	0.55 <b>390</b>		98%	0%	1%	0%	0%	0%	F	0.093	Ν	0.519	4000	G
D.::	To: From:	WCL Clar	ksville												
Bus 49) (58) Virginia Ave	Town of Clarksville (Maint: 58)		-	98%	0%	1%	0%	0%	0%	С	0.093	F	0.519	3800	F
<u> </u>	To:	US 15, U													
Bus 49) (15) (58) Virginia Ave	Town of Clarksville (Maint: 58)	US 15 W, C 0.88 <b>650</b>		99%	0%	0%	0%	1%	0%	С	0.088	F	0.515	6700	F
49) (15) (58) Virginia Ave	Town of Glarksville (Maint. 30)			33 /6	0 76	<u> </u>	0 /6	1 /0	0 /6	O	0.000	'	0.515	0700	'
Bus	To: From:	NCL Clar	ksville												
49) (15) (58)	Mecklenburg County	0.84 <b>650</b>	0 N	99%	0%	0%	0%	1%	0%	Ν	0.088	Ν	0.515	6700	Ν
	To: From:	US 58 EAST OF C	LARKSVIL	LE											
49) (15)	Mecklenburg County	1.60 <b>460</b>	0 F	87%	1%	1%	1%	11%	0%	F	0.093	F	0.561	4700	F
	To:	US 15 NEAR DOI	RTCH STOR	RE		<u> </u>									
49	Mecklenburg County	2.06 <b>200</b>		94%	2%	1%	0%	3%	0%	F	0.094	F	0.541	2100	F
	To	58-609 Trotti	nridaa Dd												
40	Mecklenburg County	5.90 <b>180</b>		94%	2%	1%	0%	3%	0%	F	0.108	F	0.593	1800	F
49)	wednesday deality			0 + 70	270	170	0 70	0 70	0 70	•	0.100	•	0.000	1000	•
	Model on burg County	58-696 New 3.92 <b>180</b>	•	94%	2%	1%	0%	3%	0%	F	0.108	F	0.522	1900	F
49	Mecklenburg County	3.92 100	О Г	94%	270	1 70	0%	370	0%	Г	0.106	Г	0.522	1900	Г
	To: From:	WCL Cha													
49) W Second St	Town of Chase City (Maint: 58	) 0.23 <b>190</b>	0 F	94%	2%	1%	0%	3%	0%	С	0.103	F	0.529	2000	F
<u>~</u>	To: From:	SR 9													
49 92 W Second St	Town of Chase City (Maint: 58	) 0.56 <b>520</b>	0 F	93%	1%	1%	1%	4%	0%	С	0.096	F	0.564	5400	F
	To: From:	Endly													
49 (92) E Second St	Town of Chase City (Maint: 58	) 0.19 <b>700</b>	0 F	95%	0%	1%	1%	3%	0%	С	0.089	F	0.547	7200	F
$\smile$	To:	N Mair	ı St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Trι	ıck			K	_	Dir		_
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:		Second St													
$\binom{49}{47}$ N Main St	Town of Chase City (Maint: 58)	0.24	7000	F	94%	1%	1%	1%	3%	0%	С	0.087	F	0.504	7200	F
<u> </u>	To: From:	]	E Fifth St													
(49) (47) N Main St	Town of Chase City (Maint: 58)	1.02	7400	F	95%	1%	1%	1%	2%	0%	С	0.095	F	0.517	7600	F
	To: From:		SR 47													
49	Mecklenburg County	3.95	1100	F	92%	1%	1%	0%	5%	0%	F	0.091	F	0.52	1100	F
$\bigcirc$	To:		urg County													
Counth avec Dd	From:		burg Coun	•	000/	10/	10/	00/	F0/	00/	0	0.100	_	0.710	010	_
(49) Courthouse Rd	Lunenburg County	11.28	890	F	92%	1%	1%	0%	5%	0%	С	0.102	F	0.713	910	F
	From:		nenburg Co SR 40 S	ounty Ro												
49 (40) Courthouse Rd	Lunenburg County	0.14	2400	F	94%	2%	1%	0%	3%	0%	F	0.103	F	0.611	2500	F
	To		55-675													
(49) (40)	Fron: Lunenburg County	2.17	2900	F	94%	2%	1%	0%	3%	0%	С	0.097	F	0.594	3000	F
49 40	Editionisting County				0 1 70			0 70	070	070	Ü	0.007	•	0.001	0000	•
	Town of Victoria (Maint: 55)	1.08	L Victoria	N	94%	2%	1%	0%	3%	0%	N	0.097	N	0.594	3000	N
49 40	Town of victoria (Maint. 55)		<b>2900</b> SR 40 N	IN	94%	2%	1%	0%	3%	0%	IN	0.097	IN	0.594	3000	IN
	From:		40; Eighth	St												
49 Earl Davis Gregory Hwy	Town of Victoria (Maint: 55)	0.51	3700	F	94%	1%	1%	1%	3%	0%	F	0.090	F	0.546	3700	F
	To	55	1017 13th	C+												
(49) Nottoway Blvd	Town of Victoria (Maint: 55)	0.65	3100	F	94%	1%	1%	1%	3%	0%	С	0.095	F	0.594	3200	F
49)	T-							.,.					-			-
49 Earl Davis Gregory Hwy	Lunenburg County	4.88	CL Victoria 3100	a N	94%	1%	1%	1%	3%	0%	N	0.095	N	0.594	3200	N
49 Earl Davis Gregory Hwy	to:		vay County		34 /0	1 /0		1 /0	3 /0	0 /6	IN	0.055	IN	0.554	3200	IN
	From:		urg County													
49) The Falls Rd	Nottoway County	8.54	1300	G	94%	1%	1%	1%	3%	0%	F	0.095	F	0.533	1300	G
	Τα	67.633	3 Lone Pin	o Dd												
49 The Falls Rd	Nottoway County	0.46	2300	G	94%	1%	1%	1%	3%	0%	F	0.086	F	0.562	2400	G
43)	T-							.,.			-		-			-
49 Earl Davis Gregory Hwy	Town of Crewe (Maint: 67)	0.15	CL Crewe <b>2300</b>	N	94%	1%	1%	1%	3%	0%	N	0.086	N	0.562	2400	N
49 Earl Davis Gregory Hwy	Town of Grewe (Maint. 67)		East Virgin		34 /0	1 /0	1 /0	1 /0	3 /0	0 /6	IN	0.000	IN	0.302	2400	IN
	From:		S 460 East													
49 (460) Virginia Ave	Town of Crewe (Maint: 67)	1.80	10000	G	87%	1%	1%	1%	10%	0%	F	0.082	F	0.527	10000	G
	To:		S 460 Wes													
	From:		West Virgi								_		_			_
(49) Watsons Wood Rd	Town of Crewe (Maint: 67)	0.34	1800	G	93%	1%	1%	1%	4%	0%	С	0.086	F	0.539	1900	G
	To: From:		CL Crewe													
(49) Watsons Wood Rd	Nottoway County	1.55	1800	N	93%	1%	1%	1%	4%	0%	Ν	0.086	Ν	0.539	1900	Ν
<u> </u>	To:	US 360 I	East of Bu	rkeville												
~~~	From:	West Vi	irginia Stat	te Line												
50 Northwestern Pike	Frederick County	4.35	8000	G	96%	0%	1%	1%	2%	0%	С	0.092	F	0.718	8300	G
\checkmark	To:	34-75	51 E; Gore	Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Posts	L + P +	1	٠.	4T'	_		Tru	ıck		00	K	011	Dir	A A) 4 / D =	_
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~	From:	34-751 E; Gore		2221					221						
Northwestern Pike	Frederick County	4.80 12000	G	96%	0%	1%	1%	2%	0%	F	0.088	F	0.723	12000	(
~	To: From:	34-614 Back Mou													
50 Northwestern Pike	Frederick County	2.45 18000	G	97%	0%	1%	0%	2%	0%	F	0.091	F	0.740	19000	
~	To: From:	34-803 Round Hill	Rd West			—									
Northwestern Pike	Frederick County	2.59 20000	G	97%	0%	1%	0%	2%	0%	С	0.093	F	0.731	21000	
~)	To:	SR 37													
Northwestern Pike	Frederick County	0.14 22000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.672	22000	
(2)	To	WCL Winche	oton												
Amherst St	City of Winchester	0.64 19000	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.523	20000	
y Annicist St	City of Windrester			0070	0 70		0 70	0 70	0 70	•	0.000	•	0.020	20000	
Amharat Ct	City of Windhootox	Fox Dr 0.75 16000		000/	0%	1%	0%	00/	00/		0.00	F	0.500	17000	
Amherst St	City of Winchester		G	99%	0%	1%	0%	0%	0%	С	0.09	Г	0.520	17000	
-	From:	Boscawen S Amherst S													
Boscawen St	City of Winchester	0.37 12000	G	95%	1%	1%	1%	1%	1%	С	0.089	F	0.583	12000	
2)	To:	Braddock S	St												
~ ~ ~ ~ ~	From:	Boscawen S													
0) (1,1) (50) (522) Braddock St	City of Winchester	0.53 7400	G	97%	1%	2%	0%	0%	0%	С	0.087	F		7800	
Combined Tra	affic Estimates for 2 Parallel Roadways		G	97%	1%	1%	0%	0%	0%	С	NA			14000	
	To: From:	Gerrard St Braddock S													
(522) Gerrard St	City of Winchester	0.07 6900	G G	97%	1%	2%	0%	0%	0%	F	0.086	F	0.529	7300	
0) (322) 4611414 61					. , ,		0,0	0 70	0 / 0	·	0.000	•	0.020		
Corrord St	City of Winchester	Valley Ave 0.10 8600	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9100	
0 (11) (522) Gerrard St	City of Willenester	0.10 6600	G	9770	0%	1 70	0%	1 70	0%	Г	0.000	Г	0.595	9100	
~ ~~~	To: From:	US 11 Camero										_			
0) (17) (522) Millwood Ave	City of Winchester	0.75 13000	G	97%	0%	2%	0%	1%	0%	С	0.085	F	0.563	14000	
	To: From:	US 50 Par; Apple B US 50 Par, Millw		r											
0 \ (17) (522) Apple Blossom Dr	City of Winchester	0.05 11000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.87	11000	
0) (17) (322) 4, 4, 10	To:	Jubal Early l													
	From:	Apple Blosson													
0 (17) (522) Jubal Early Dr	City of Winchester	0.06 26000	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.639	28000	
	To:	US 50 Par, Millwo													
0 17 522 Millwood Ave	City of Winchester	US 50 Par; Jubal I 0.09 26000	Early Dr N	98%	0%	1%	0%	1%	0%	N	0.088	N	0.639	28000	
0) [17] [522] Millwood Ave	To:	0.09 26000 I-81	IN	30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	IN	0.000	IN	0.039	20000	
	From:	ECL Winches	ster												
0) (17) (522) Millwood Pike	Frederick County	0.16 39000	G	95%	1%	1%	1%	2%	0%	F	0.08	F	0.563	42000	
	To	US 522 Front Roy	gal Diba												
(i) (17) Millwood Pike	Frederick County	2.71 17000	G G	95%	1%	1%	1%	2%	0%	С	0.093	F	0.625	17000	
(17)	. readility			0070	. /0	. , ,	. /0	_,0	0,0	-	0.000	•	0.020		
Millwood Diles	To:	34-723 Carpers V		OE0/	10/		10/	00/	00/		0.005		0.646	10000	
0) (17) Millwood Pike	Frederick County	2.72 12000	G	95%	1%	1%	1%	2%	0%	F	0.085	F	0.646	12000	
	To:	Clarke County	Line												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Frederick Co	ounty Line												
50 (17) Millwood Pike	Clarke County	1.67 110	00 G	94%	1%	1%	1%	3%	0%	С	0.094	F	0.701	11000	G
\	To: From:	US 340 Sout	h of Boyce												
50 (17) Millwood Pike	Clarke County	2.83 120	00 G	95%	1%	1%	1%	2%	0%	С	0.094	F	0.727	13000	G
$\stackrel{\smile}{\smile}$	To	SR 255 Bisho	p Meade Rd												
50 (17) Millwood Pike	Clarke County	1.97 120		95%	1%	1%	1%	3%	0%	С	0.1	F	0.712	13000	(
\bigcirc	To	21-723 East o	of Millwood												
50 \ 17 John S Mosby Hwy	Clarke County	3.44 130		95%	1%	1%	1%	3%	0%	F	0.099	F	0.718	13000	(
	To:	Fauquier Co	ounty Line												
⇒ <i>∽</i>	From:	Clarke Cou													
50 $\binom{17}{17}$ John S Mosby Hwy	Fauquier County (Maint: 53)	1.11 110	00 G	96%	1%	1%	1%	2%	0%	С	0.099	F	0.756	12000	(
* *	To: From:	US 17 Winches	ster Rd, Paris	S											
50 John S Mosby Hwy	Fauquier County (Maint: 53)	5.71 590	00 G	97%	0%	1%	0%	1%	0%	F	0.105	F	0.882	6000	(
~	To:	Loudoun Co													
Labor O Marshar Hann	From:	Fauquier Co		070/	00/	10/	00/	40/	00/	_	0.400	_	0.04	0500	
John S Mosby Hwy	Loudoun County	0.08 640	00 G	97%	0%	1%	0%	1%	0%	С	0.102	F	0.81	6500	(
<u> </u>	To: From:	30-623 E, R													
John S Mosby Hwy	Loudoun County	0.52 640		97%	0%	1%	0%	1%	0%	F	0.1	F	0.802	6500	(
~	To:	Fauquier Co													
50 John S Mosby Hwy	Fauquier County (Maint: 53)	2.10 750		97%	1%	1%	0%	1%	0%	С	0.099	F	0.775	7700	(
John S Mosby Hwy	raddict dounty (Maint: 30)			37 70	1 /0	1 /0	0 70	1 /0	0 70	O	0.000	•	0.775	7700	`
Labor O Marshaullian	From:	53-611 Sain		070/	40/		00/	40/	00/	_	0.000	_	0.707	7000	_
John S Mosby Hwy	Fauquier County (Maint: 53)	2.03 760		97%	1%	1%	0%	1%	0%	F	0.098	F	0.787	7800	(
~	From:	Loudoun Co Fauquier Co													_
50 John S Mosby Hwy	Loudoun County	0.63 85 0		97%	1%	1%	0%	1%	0%	F	0.096	F	0.764	8600	(
30)	To														
50 Washington St W	Town of Middleburg (Maint: 53)	WCL Mid 0.61 870		98%	0%	1%	0%	1%	0%	С	0.097	F	0.771	8900	(
50) Washington St W	Town of Middleburg (Maint. 33)			90 /6	0 /6	1 /0	0 /6	1 /0	0 /6	C	0.097	•	0.771	0900	,
~~ <u>-</u>	To: From:	W 53-626 Th				<u> </u>				_					
50 Washington St	Town of Middleburg (Maint: 53)	0.65 870	00 G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.672	8900	(
~	To: From:	ECL Mid	dleburg												
50 John S Mosby Hwy	Loudoun County	5.89 800	00 G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.692	8200	(
~	To	US 15 Ne	ar Aldie												
50 John S Mosby Hwy	Loudoun County	5.75 150		96%	1%	1%	1%	1%	0%	С	0.091	F	0.774	15000	(
, ,	To					 1				-					
50 John S Mosby Hwy	Loudoun County	53-827 Pine 0.51 290		96%	1%	1%	1%	1%	0%	F	0.087	F	0.731	29000	(
50 John S Mosby Hwy	Loudouri County			30 70	1 70	1 70	1 70	1 70	U 70	Г	0.007	Г	0.731	23000	,
~	To: From:	53-606 OI													_
50 John S Mosby Hwy	Loudoun County	2.75 380		96%	0%	1%	2%	1%	0%	С	0.085	F	0.714	39000	(
<u> </u>	To:	Fairfax Co	unty Line												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

В.,				4.7.	_		Trι	ıck		00	K	014	Dir	A A \ A \ \ A \ \ B T	
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~	From:	Loudoun Coun		2=2/											
Lee Jackson Hwy	Fairfax County	2.06 63000) G	95%	1%	2%	1%	1%	0%	С	0.074	F	0.591	66000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	SR 28 Dulles													
50 Lee Jackson Hwy	Fairfax County	3.18 <b>70000</b>	) A	98%	1%	1%	0%	0%	0%	С	0.084	Α	0.511	76000	ŀ
<u> </u>	To: From:	29-7100 Fairfax Co	ounty Pkw	vy											
50 Lee Jackson Hwy	Fairfax County	1.25 <b>71000</b>	) G	98%	1%	1%	0%	0%	0%	F	0.076	F	0.51	77000	(
<del>~</del>	To	29-608 West	Ox Rd												
50 Lee Jackson Hwy	Fairfax County	1.14 98000		98%	1%	1%	0%	0%	0%	F	0.079	F	0.575	105000	(
	То	I-66													
50 Lee Jackson Hwy	Fairfax County	0.82 <b>62000</b>	) G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.505	66000	(
50) === ====	T-						- , -	- , -		-		-			
50 Lee Jackson Hwy	City of Fairfax	WCL Fair 0.57 <b>38000</b>		98%	1%	1%	0%	0%	0%	F	0.068	F	0.581	41000	(
Lee Jackson Hwy	Oity of Fairlax	0.57 38000	, G	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.000	•	0.501	41000	
~~~	From:	US 29 S, Lee F		000/	00/		00/	00/	201	_	0.074	_	0.000	20000	
Lee Highway	City of Fairfax	0.96 36000) G	99%	0%	0%	0%	0%	0%	F	0.071	F	0.622	39000	
~ ~	To: From:	SR 123 Chain B													_
(29) Lee Highway	City of Fairfax	0.21 35000) G	99%	0%	0%	0%	0%	0%	F	0.074	F	0.616	37000	(
~ ~	To: From:	University	Dr			<u> </u>									
29 Lee Highway	City of Fairfax	0.59 43000) G	99%	0%	0%	0%	0%	0%	F	0.077	F	0.594	46000	
\mathcal{I}	To: From:	Plantation Pa	rkway												
50) (29) Lee Hwy	City of Fairfax	0.68 42000		99%	0%	0%	0%	0%	0%	F	0.077	F	0.648	45000	(
	To	Danier Da	dera												
29 Lee Highway	City of Fairfax	Draper Dr 0.28 3900 0		99%	0%	0%	0%	0%	0%	F	0.08	F	0.65	42000	(
29) 200 1 11911114)	ony or ramax			0070	0 70		0 70	0 70	070	•	0.00	•	0.00	12000	
Adjustes Blad	From:	US 29 N, Lee F		OE9/	10/	10/	20/	20/	00/	С	0.071	F	0.500	27000	
Arlington Blvd	City of Fairfax	0.28 34000		95%	1%	1%	2%	2%	0%	C	0.071	Г	0.522	37000	(
~	To: From:	SR 237 Picke													_
Arlington Blvd	City of Fairfax	0.03 41000) G	98%	1%	1%	0%	0%	0%	F	0.079	N	0.575	45000	(
~	To: From:	ECL Fair	fax												
Arlington Blvd	Fairfax County	2.77 40000) G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.575	43000	(
~	To	I-495 Capital I	Beltway												
Arlington Blvd	Fairfax County	3.24 51000) A	99%	0%	1%	0%	0%	0%	С	0.085	Α	0.500	54000	
	То	SR 7 Leesbur	a Pike												
60 Arlington Blvd	Fairfax County	1.30 48000		99%	0%	1%	0%	0%	0%	F	0.091	F	0.593	52000	(
00)geon = 112	Τα	Arlington Cour					- , -	- , -		-		-			
~	From:	Fairfax Count	ty Line												
Arlington Blvd	Arlington County	2.03 57000) F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.627	61000	-
~	To	SR 120 Gleb	e Rd												
Arlington Blvd	Arlington County	1.06 59000		99%	0%	1%	0%	0%	0%	F	0.093	F	0.641	63000	-
	To:	SR 27 Washing	ton Blvd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		T filliary and filtersta					Tru	ok			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	K Factor	QK	Factor	AAWDT	QW
	From:	SR 27 Washington	Blvd			1	017.00				. 4010.		. 40101		
(50) Arlington Blvd	Arlington County	1.93 58000	G	99%	0%	1%	0%	0%	0%	F	NA			62000	G
	To:	District of Columbi	a Line												
	From:	US 50 Millwood	Pike												
Famp to I-81 N at Exit 313	Frederick County	0.28 14000		92%	1%	1%	1%	6%	0%	С	0.092	F		14000	G
300	To:	I-81 N													
	From:	US 50-E069B US 50-W069	R FROM	1 RT 5											
(50) Ramp	Fairfax County	0.20 NA	D I ROI	11(15							NA			NA	
30)	To:	US 50-E069B US 50-W069	B FROM	1 RT 5											
East	From:	US 50 E, Millwood Ave; J													
Ramp to I-81 S at Exit 313	Frederick County	0.24 6000	G	Iy Di							0.107	F		6000	G
(30) Hamp to 1 31 3 at 2xit 313	To:	I-81 S				1					0.107	•		0000	ŭ
Foot	From:	US 50 TO RT 66 V	UECT												
East (50) Ramp	Fairfax County	0.22 7800	G								0.118	F		7800	G
50) Hamp	Tainax County	I-66-W FROM RT 50									0.110	•		7000	u
	Provide														
East (50) Ramp	Foirfax County	US 50 TO RT 66 F	EAST								NA			NA	
50 Hamp	Fairfax County	0.31 NA	EDOM	DT 5							INA			INA	
	.	US 50-W069B US 50- 69B		KI 5											
East	From:	US 50 TO RT 495 S	OUTH												
(50) Ramp	Fairfax County	0.23 NA									NA			NA	
East	To: From:	29-650- 3A FROM RT 650 NC	RTH TO	O 495 SO											
East (50) Ramp	Fairfax County	0.23 12000	G								0.086	F		12000	G
(50) ramp	To:	I-495-S051X FROM RT 50 EAS		NGTON I	R						0.000	•		12000	u
Fact	From:														
East	Fairfax County	US 50 I-495-N051B TO & 0.22 8600	G FROM I	K1 49							0.077	F		8600	G
So Ramp	Famax County	I-495-N From RT 5									0.077	Г		0000	G
-	- 1														
West	Francisco Country	US 50 W, Millwoo	d Ave								NIA			NIA	
Ramp to I-81 S at Exit 313	Frederick County	0.16 NA I-81 S									NA			NA	
West	From:	US 50 TO RT 6										_			_
(50) Ramp	Fairfax County	0.34 6300	G								0.111	F		6300	G
	10:	I-66-w From RT 50	West												
West	From:	US 50 W, Lee Jackson													
(50) Ramp	Fairfax County	0.19 5500	G	98%	1%	1%	0%	0%	0%	F	NA			6000	G
<u>~</u>	To:	US 50 E Ramp to I-0	66 East												
West	From:	US 50 TO RT 65000- GAL	LOWS F	ROAD											
8 Ramp	Fairfax County	0.15 NA									NA			NA	
<u> </u>	To:	I-495-S From RT 50) West	•											
West	From:	US 50 TO RT 4	95												
Famp	Fairfax County	0.15 NA									NA			NA	
<u> </u>	To:	US 50-W076C TO RT 49	95 NOR	TH											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdic	ction	Length	AADT	QA	4Tire	Bus		True 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	1	From:	US 50-W07	6C TO RT	495 NOF	TH		ZAXIE	3 JAANIE	TITALI	ZIIali		i actor		i actor		
(50) Ramp	Fairfax C	ounty	0.04	NA									NA			NA	
West	1	To: From:	29-6928- C FROM	FAIRVIE	W PARK	DRIVE69)	\Box \vdash									
(50) Ramp	Fairfax C		0.42	NA									NA			NA	
<u></u>		From:	495-S051X FROM US 50-W07				В										
West 50 Ramp	Fairfax C	ounty	0.05	NA	493 NOR	IH							NA			NA	
$\overline{}$		To:	29-6928- B FROM	M FAIRVIE	EW PARI	C DRIVE		\Box \vdash									
West 50 Ramp	Fairfax C	ounty	0.27	15000	G								0.09	F		15000	G
		То: І-4	95-N FROM RT 5	0 WEST00	- ARLIN	GTON B	LV										
(50) (522) (11) (522) Braddo	ck St City of Win	From:	0.17	Boscawen S	St G	97%	1%	1%	0%	1%	0%	_	0.099	F	0.660	6500	G
(50) (522) (1,1) (522) Braddo	Combined Traffic Estimates for 2 Paral				G	97% 97%	1%	1%	0% 0%	1%	0% 0%	F	0.099	F	0.668 0.516	15000	G
	John Stramo Estimates for E raran	To:		Piccadilly S	St	07.70	170	_ ال	0,0	. 70	0 70	•	0.007		0.010	10000	
(50) (7) (522) Piccadilly St	City of Win	rom: chester	0.18	Braddock S 7700	G G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.630	8200	G
	Combined Traffic Estimates for 2 Paral				G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
		To:		Cameron S	t												
(50) (11) (11) (522) Camero	on St City of Win	chester	0.17	Piccadilly S 8200	G G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8700	G
(30) (11) (11) (322)	Combined Traffic Estimates for 2 Paral		_		G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
		To: From:		Boscawen S	St												
(50) (11) (11) (522) Camero	on St City of Win		0.53	6100	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.556	6400	G
~ ~ ~ ~	Combined Traffic Estimates for 2 Paral	lel Roadways		13000 0 Millwood	G 1 Ave	97%	1%	1%	0%	0%	0%	С	NA			14000	G
	1	From:		Apple Blos													
Millwood Ave	City of Win	chester	0.18	9300	G	99%	0%	1%	0%	0%	0%	С	0.081	F	0.944	9800	G
<u> </u>		То:	US 50	Jubal Early	y Drive												
	Pittsylvania	County	0.16	558; Rivers 2300	ide Dr N	99%	0%	1%	0%	0%	0%	N	0.107	N	0.606	2500	N
51	i ilisyivania	To				33 /6	0 /6		0 /6	0 /6	0 /6	IN	0.107	IN	0.000	2300	IN
(51) Westover Dr	City of Da	anville	3.03	VCL Danvil 2300	G	99%	0%	1%	0%	0%	0%	F	0.107	F	0.606	2500	G
	·	To]	Lamberth D)r												
(51) Westover Dr	City of Da	anville	1.33	6200	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	6600	G
		To: From:		lair Loop F				\Box \vdash						_			
(51) Westover Dr	City of Da	anville	0.70	8900	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.582	9500	G
51 Westover Dr	City of Da	From:	0.98	Park Ave	C	080/	00/	10/	Λo/	10/	n º/	С	0.001	F	0.501	Q100	G
51 Westover Dr	City of Da	anville To:		7600 58; Rivers	G	98%	0%	1%	0%	1%	0%	U	0.091	r	0.501	8100	G

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			a mersiale					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	North C	Carolina State	Line												
52 Fancy Gap Highway	Carroll County	4.41	6700	F	97%	0%	0%	1%	1%	0%	С	0.089	F	0.575	7100	F
~	Tα	17-6	591 Bear Trai	i1												
52 Fancy Gap Highway	Carroll County	5.01	3600	F	97%	0%	0%	1%	1%	0%	F	0.083	F	0.502	3800	F
	To	CD 140	CI C	1.01												
52 Fancy Gap Highway	Carroll County	0.09	Chances Cree 3300	N	97%	0%	1%	1%	1%	0%	N	0.082	N	0.505	3500	1
Fancy Gap Highway	To:		9 MN SR 148		31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	14	0.002	IN	0.505	3300	'
	From:	0.09 MN SR			Rd											
52 Fancy Gap Highway	Carroll County	4.72	3300	F	97%	0%	1%	1%	1%	0%	С	0.082	F	0.505	3500	F
32)	Too	17.5	702 0 11 7				_									
Fonov Con Highway	Corroll County	0.28	702 Stable Rd 4300	N I	97%	0%	1%	1%	1%	0%	N	0.086	N	0.517	4600	١
Fancy Gap Highway	Carroll County	0.26	4300	IN	97%	0%	1 70	1 70	1 70	0%	IN	0.000	IN	0.517	4600	'
~~	To: From:		CL Hillsville													
₅₂ Main St	Town of Hillsville (Maint: 17)	1.92	4300	F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.517	4600	F
~	To	US 58	West Stuart	Dr												
52 Main St	Town of Hillsville (Maint: 17)	2.23	2600	F	94%	0%	2%	2%	1%	0%	F	0.091	F	0.579	2700	
	To	377	OT 11:11 :11													
52 Poplar Camp Rd	Carroll County	1.17	CL Hillsville 2600	N	94%	0%	2%	2%	1%	0%	N	0.091	N	0.579	2700	ı
Poplar Camp Rd	Carroll County	1.17	2000	IN	94 /o	0 /6	2/0	2/0	1 /0	0 /6	IN	0.031	IN	0.579	2700	'
~	To: From:		Coon Ridge F													
Poplar Camp Rd	Carroll County	3.15	1400	F	94%	0%	2%	2%	1%	0%	F	0.092	F	0.59	1500	I
~	To: From:	17-620 C	Coulson Churc	ch Rd												
Poplar Camp Rd	Carroll County	4.46	770	F	94%	0%	2%	2%	1%	0%	С	0.090	F	0.623	810	ı
\supset	To:	Wyth	he County Lin	ne												
~~	From:		oll County Lir													
Fort Chiswell Rd	Wythe County	0.31	2000	G	94%	0%	2%	2%	1%	0%	F	0.18	F	0.876	2100	(
~	To: From:		7 Poplar Can	_												
Ford Obligate II Del			7 Castleton F		0.40/	00/		00/	40/	00/	_	0.400	_	0.004	4000	,
Fort Chiswell Rd	Wythe County	3.16	1800	G	94%	0%	2%	2%	1%	0%	F	0.182	F	0.831	1900	(
	To: From:	98-619 N	Major Grahan	ns Rd												
Fort Chiswell Rd	Wythe County	5.12	2700	G	94%	0%	1%	1%	4%	0%	С	0.124	F	0.738	2800	(
~ [_]	To:	98-73	36 Apache Ru	ıın												
52 Fort Chiswell Rd	Wythe County	0.87	6900	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.714	7200	(
2) . 61. 6161	To:	0.07	S I-81		0.70	0,0	$\overline{}$. , ,	. , 0	0,0	•	0.00	•	0	. =00	
	From:	US 52 1	Fort Chiswell	l Rd												
(52) (52) Ramp to I-81 S at Exit 80	Wythe County	0.16	4900	G								0.092	F		4900	(
	To: SR	2-00121(U)/IS-0008	81-S080A(R)/	/US-00	052- 036	B(
~ ~ ~	From:		I-81													
52 \ (81) (77) {11 }	Wythe County	2.31			Se	ee I-81	for dire	ctional tr	affic vo	lume es	timate	es for this	seg	ment.		
	ffic Estimates for 2 Parallel Roadways	on this Route:	48000	Α	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.544	46000	A
	To:		S I-81													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:		US 11												
{52} (81) (77) {11}	Wythe Cou				S	ee I-81	for directional t	raffic vo	olume es	timat	es for this	s seg	ment.		
\bigcirc \bigcirc \bigcirc \bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	<u>1</u> % 1%	22%	2%	С	NA			46000	Α
	To:		F-43												
~ ~	From:	(14 : 1 : 00)	US 11			1.04									
[52] (81) (77) [11]	Town of Wytheville	'					for directional t					·			
~ 0 0 ~	Combined Traffic Estimates for 2 Parallel			Α	74%	1%	<u>1</u> % 1%	22%	2%	С	0.115	Α	0.584	46000	/
	To:	N	CL Wythey US 11	ville											
	Town of Wytheville	(Maint: 98) 1.29	03 11		9	00 01	 for directional t	roffic ve	aluma ac	timat	oc for this		mont		
52 81 77			45000											40000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	74%	1%	1% 1%	22%	2%	F	0.118	А	0.575	42000	1
	To: From:		US 11												
52 (81)	Town of Wytheville	(Maint: 98) 1.99			S	ee I-81	for directional t	raffic vo	olume es	timate	es for this	s seg	ment.		
\rightarrow \bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	Α	81%	1%	1% 1%	16%	1%	F	0.103	Α	0.539	26000	
	To:	Į.	-77 Wythev	ille											
	From:		US 11												
₅₂ \ (81) Ramp I-81 S Exit :	70 to US 21; US 58 Town of Wytheville	(Maint: 98) 0.27			S	ee I-81	for directional t	raffic vo	olume es	timate	es for this	s seg	ment.		
\sim	To:	IS-00081-S(B)/IS-0	00081-S070	A(R)/TO	RTS 52,	2									
~~	From:		intenance E							_		_			
52 } 4th St	Town of Wyth	eville 1.89	2500	G	98%	0%	1% 1%	1%	0%	С	0.095	F	0.6	2600	•
~	To	W	CL Wyther	ville											
Stoney Fork Rd	Wythe Cou	nty 2.67	1000	G	97%	0%	1% 1%	1%	0%	С	0.094	F	0.571	1100	(
=	Tec		00 Pt 1 Y												
52 Stoney Fork Rd	From:		80 Black L 610		95%	0%	2% 1%	2%	0%	С	0.000	F	0.504	620	(
Stoney Fork Rd	Wythe Cou			G	95%	0%	2% 1%	2%	0%	C	0.098	Г	0.504	630	,
•	From:		and County the County												
52 South Scenic Hwy	Bland Cour		170	G	97%	0%	1% 1%	1%	0%	F	0.111	F	0.512	180	(
52) Godin Goding Tiwy	Biaria Godi	11.10	170		01 70	0 70		1 /0	0 70	•	0.111	•	0.012	100	•
$\overline{}$	To: From:		West of Bla												
(42) South Scenic Hwy	Bland Cour	nty 3.97	2000	G	97%	0%	1% 1%	1%	0%	F	0.103	F	0.612	2000	(
\sim \sim	To	I-77 V	West of Bla	nd C.H.											
52 (42) South Scenic Hwy	Bland Cour		4500	G	97%	1%	1% 1%	1%	0%	F	0.116	F	0.548	4700	(
,															
Naula Occasio Hear	From		R 42 Bland		070/	40/	10/ 10/	40/	00/	_	0.400		0.740	000	
North Scenic Hwy	Bland Cour		880	G	97%	1%	1% 1%	1%	0%	F	0.103	F	0.716	920	
~	10: From:		15 S Angel												
52 North Scenic Hwy	Bland Cour		1400 1400	G	97%	1%	1% 1%	1%	0%	С	0.125	_	0.649	1500	
North Scenic Hwy	Biana Cour	11ty 2.05	1400	G	9770	1 70	170 170	1 70	0%	C	0.125	Г	0.049	1500	,
-	To: From:	10-666	Indian Vill	lage Trail	•	•									
52 North Scenic Hwy	Bland Cour	nty 6.14	480	G	96%	0%	1% 2%	1%	0%	С	0.135	F	0.677	500	(
<i>~</i>	To:	SR 61 C	lear Fork C	reek Hw	у										
~ _	From:		1 Wolf Cree												
52 (61)	Bland Cour	nty 0.06	480	N	96%	0%	1% 2%	1%	0%	Ν	0.135	Ν	0.677	500	1
\sim \sim	To:	I-77 V	West of Roc	cky Gan											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	on Length	AADT (ΩΔ	4Tire	Rus		Tru			QC	K	QK	Dir	AAWDT	OW
	From:				71110	D03	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QI.	Factor	70,000	<u> </u>
(52) (61) Clear Fork Creek H			est of Rocky 0	G G	95%	1%	2%	1%	1%	0%	С	0.123	F	0.559	2000	G
~	Too: From:	·	Wolf Creek H	_												
52 North Scenic Hwy	Bland Cou	nty 2.07	910 I-77	G	96%	1%	1%	2%	1%	0%	С	0.100	F	0.549	940	G
~~~	From:		North Scenic I													
52 598 Ramp	Bland Cou			G			_					0.123	F		510	G
	From:		I-77 North SR 598													
(52) (77) (5 ₂ )	Bland Coul	•			Se	e I-77 f	or dire		affic vo	lume es	timate	es for this	segi	ment.		
$\diamondsuit$ $\diamondsuit$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	78%	1%	1%	1%	18%	1%	F	0.088	F	0.569	25000	G
$\sim$	To:		/irginia State I	Line	0 -	- 1 77 6		. 4! 1 4.		L						
[52] <del>77</del> <del>(52</del>	West Virginia (M Combined Traffic Estimates for 2 Parallel		20000	G	78%	e ı-77 t 1%	or aire	ctionai tr 1%	18%	iume es 1%	timate F	es for this	segi	ment.	25000	G
	To:		unnel, West Vi			1 /0		1 /0	10 /6	1 /0	•	INA			23000	ч
	From:	U	S 52; SR 121													
[52] Ramp to I-81 N at Exit 80	) Wythe Cou	nty 0.15		G								0.076	F		4100	G
<u> </u>	To:		I-81 N													
752 Ramp to I-81 S at Exit 80	) Wythe Cou		\$ 52; SR 121 <b>4900</b>	G								0.092	F		4900	G
Ramp to I-81 S at Exit 80	To:	11ty 0.10	I-81 S	<u>u</u>			$\neg$					0.032	'		4300	ч
	From:	U	IS 21; US 58													
[52] Ramp to I-81 N at Exit 70	Town of Wytheville	(Maint: 98) 0.15		G								0.092	F		4200	G
<u> </u>	To:		I-81 N													
S2 Ramp to I-81 S at Exit 70	Town of Wytheville		1900	G								0.089	F		1900	G
Ramp to I-81 S at Exit 70	Town of wythevine	(Maint. 98) 0.10	I-81 S	<u>u</u>								0.009	'		1900	G
	From:	US 52	South Scenic I	Hwy			i									
52 Ramp	Bland Coul			G								0.1	F		1600	G
	To:		I-77 South													
S2 Ramp	Bland Coul		South Scenic I 920	Hwy <b>G</b>								0.115	F		920	G
[52] Ramp	Diana Coul	-7	I-77 North	<u>u</u>								0.113	'		920	G
	From:		ear Fork Creel	k Hwy	7											
52 Ramp	Bland Coul			G	96%	0%	1%	2%	1%	0%	F	0.132	F		640	G
<u> </u>	To:		I-77 South													
Pama	From:		ear Fork Creel	k Hwy <b>G</b>	,							0 112			450	G
(52) Ramp	Bland Coul		I-77 North	u			$\neg$					0.113	F		450	G
	From:	•	I-77 South				<u> </u>									
(52) (77) Ramp	Bland Coul		_ , , 50441		Se	e I-77 f	or dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
	To:	SR 598 E	River Mounta	ain Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Trı	uck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus			1Trail		QC	Factor	QK	Factor	AAWDT	QW
$\bigcirc$	From	0.70	SR 598		0	1 77	f !			L						
[52] $[77]$ $[52]$	Bland Cou	,	00000	_							timate F	es for this	_		05000	_
	Combined Traffic Estimates for 2 Parallel	-		G	78%	1%	1%	1%	18%	1%	г	0.088	Г	0.569	25000	G
	Woot Virginia (M		Virginia Sta	te Line	0.	00   77	for direc	tional t	roffic vo	luma aa	timat	o for this		mont		
[5 ₂ ] [77] [52]	West Virginia (M Combined Traffic Estimates for 2 Parallel	,	00000	_							ımaı F	es for this	segi	nent.	05000	_
	Combined Trainic Estimates for 2 Parallel		unnel, Wes	G t Virginia	78%	1%	1%	1%	18%	1%	Г	INA			25000	G
	From		20 Scottsvil													
53 Thomas Jefferson Pkwy	Albemarle Co		9200	G	99%	0%	0%	0%	0%	0%	F	0.116	F	0.715	9400	G
,	To		Monticello													
53 Thomas Jefferson Pkwy	Albemarle Co	ounty 1.42	8200	G	99%	0%	0%	0%	0%	0%	F	0.126	F	0.908	8400	G
,	To		lames Moni	roe Dhwa	7											
53 Thomas Jefferson Pkwy	Albemarle Co		5000	G	99%	0%	0%	0%	0%	0%	С	0.138	F	0.923	5100	G
93)	To		729 Milton					• , •								<u>.</u>
53 Thomas Jefferson Pkwy	Albemarle Co		7900	G	99%	0%	0%	0%	0%	0%	F	0.124	F	0.926	8100	G
33)	То		nna County		0070	0,0		0 / 0	0,0	0 / 0	•	0	•	0.020	0.00	<u>.</u>
	From		narle Count	_												
(53) Thomas Jefferson Parkwa	ay Fluvanna Co	ounty 5.49	6500	G	95%	1%	2%	0%	1%	0%	С	0.114	F	0.692	6700	G
		l. B.	) Ruritan L													
(53) Thomas Jefferson Parkwa	ay Fluvanna Co	ounty 3.32	5000	G	99%	0%	0%	0%	0%	0%	F	0.116	F	0.512	5100	G
	10	x	US 15													
	From	03 3.	3 Stanleys C		000/	40/	101	40/	20/	00/	_	0.404	_	0.045	0000	_
(54) West Patrick Henry Rd	Hanover Co	ounty 3.71	3800	G	96%	1%	1%	1%	2%	0%	С	0.101	F	0.615	3900	G
	To From		Scotchtow										_			
(54) West Patrick Henry Rd	Hanover Co	ounty 5.01	4700	G	98%	0%	1%	0%	1%	0%	С	0.101	F	0.613	4800	G
	To From		Yankeetow													
54 West Patrick Henry Rd	Hanover Co	ounty 1.71	7900	G	98%	0%	1%	0%	1%	0%	F	0.111	F	0.736	8200	G
	To From		NCL Ashlan													
(54) Thompson St	Town of Ash	nland 0.96	8100	G	97%	1%	1%	0%	1%	0%	С	0.110	F	0.711	8600	G
	To From	0.00	Dewey Stree	at .												
(54) Thompson St	Town of Ash		8900	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.659	9400	G
94)	To															
54 England St	Town of Ash		Hanover Av 14000	G G	96%	1%	3%	0%	1%	0%	С	0.087	F	0.617	15000	G
34) <u></u>	7-					. /0		0 /0	. /0	0 /0	-	0.00,	•	0.017	. 5000	~
54 England St	Town of Ash		Washington 22000	n Hwy <b>G</b>	90%	1%	1%	1%	7%	0%	С	0.085	F	0.516	23000	G
England St	Town of Asi	0.59			JU /0	1 /0	1 /0	1 /0	1 /0	U /0	J	0.000	'	0.510	20000	u
East Patrick Hopey Rd	Town of Ash	nland 0.81	I-95		Ω00/	1%	1%	1%	70/	00/	F	0.007	F	0.587	4000	G
54 East Patrick Henry Rd	TOWN OF ASS		3800 ECL Ashlan	G	90%	170	170	170	7%	0%	Г	0.097	г	0.567	4000	G
		<u> </u>	CL Asiilali	ıu												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and interstate Ro				Tru	ıok			1/		D:-		—
Route	Jurisdiction	Length AADT QA	4Tire	Bus		110 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QI
	From:	ECL Ashland			2/\\\\	J+Axic	IIIaii	ZIIali		i actor		1 actor		
54) East Patrick Henry Rd	Hanover County	4.82 <b>3400 G</b>	96%	0%	1%	1%	2%	0%	С	0.111	F	0.525	3600	(
,	To:	US 301 Hanover Court Hou												
	From:	SR 54-W013A JB-42 FRC	)											
54) Ramp	Hanover County	0.11 <b>9500 G</b>								0.096	F		9500	
	To:	I-95-S FR RT 54												
	From:	SR 54-W013B SR 54-E013B JB-	42 FRO											_
54) Ramp	Hanover County	0.24 <b>4400 G</b>			•					0.097	F		4400	
3.)	To:	I-95-N FR RT 54												
ast	From:	SR 54 TO RT 95												
Ramp	Hanover County	0.05 <b>8700 G</b>								0.092	F		8700	
	To:	SR 54-W013A JB-42 FRC	)											
ast	From:	SR 54 TO RT 95												_
Ramp	Hanover County	0.03 <b>3400 G</b>								0.093	F		3400	
1	To:	SR 54-W013B SR 54- 13B JB-4	2 FRO											
Vest	From:	SR 54 TO AND FROM RT	٢											_
Ramp	Hanover County	0.03 <b>870 G</b>			-					0.118	F		870	
34)	То:	SR 54- 13A SR 54-E013A JB-42	2 FRO											
/est	From:	SR 54 TO RT 95			i									_
Ramp	Hanover County	0.02 <b>310 G</b>								0.126	F		310	
54) · ······p	To:	SR 54- 13B SR 54-E013B JB-42	2 FRO								-			
	From:	West Virginia State Line												=
55) (48) Wardensville Pike	Frederick County	4.83 <b>2400 A</b>	93%	1%	1%	1%	5%	0%	С	0.142	Α	0.66	2100	
55) (48) Wardensville Pike	readilox deality		0070	. 70	- 70	1 70	070	070	Ū	0.1.12		0.00	2100	
Wardanavilla Bila	From	34-600 Pifer Rd	000/	10/	10/	10/	F0/	00/		0.004	_	0.040	0000	
55) (48) Wardensville Pike	Frederick County	0.70 <b>3600 G</b>	93%	1%	1%	1%	5%	0%	F	0.084	F	0.646	3200	
	From:	Shenandoah County Line Frederick County Line												
55) (48) John Marshall Hwy	Shenandoah County	4.90 <b>4700 G</b>	93%	1%	1%	1%	5%	0%	F	0.088	F	0.691	4100	
,	To													
55) 148 John Marshall Hwy	Shenandoah County	85-628 Lebanon Church 3.80 <b>6100 G</b>	93%	1%	1%	1%	5%	0%	F	0.088	F	0.650	5500	
55) (48) John Marshall Hwy	Shehanddan County	3.80 <b>0100 G</b>	33 /6	1 /0	1 /0	1 /0	J /6	0 /6	'	0.000	'	0.030	3300	
	To: From:	I-81			<u></u>						_			
55) John Marshall Hwy	Shenandoah County	1.02 <b>4100 G</b>	97%	1%	1%	0%	1%	0%	С	0.092	F	0.509	4300	
<u>~</u>	To: From:	WCL Strasburg												
55) John Marshall Hwy	Town of Strasburg (Maint: 85)	0.64 <b>3500 G</b>	97%	1%	1%	1%	1%	0%	С	0.091	F	0.521	3600	
<u> </u>	То:	US 11 W, Massanutten St												
	From:	US 11 Massanutten St							_		_			
N Massanutten St	Town of Strasburg (Maint: 85)	0.23 <b>13000 G</b>	98%	0%	1%	0%	1%	0%	F	0.094	F	0.525	13000	
~	From:	US 11 Massanutten St US 11 E, Massanutten St												_
55) King St	Town of Strasburg (Maint: 85)	0.60 <b>7200 G</b>	97%	0%	1%	0%	2%	0%	С	0.092	F	0.527	7500	
55) Tilling St	To:	Eberly St	J1 /0	0 70		0 /0	2 /0	0 /0	J	0.002	'	0.027	7 300	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		,		47.	-		Truck			K	011	Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle 3+A	xle 1Trai	2Trail	QC	Factor	QK	Factor	AAWDT	
) Street Bernel Bd	From:	Eber		000/	40/	10/ 00	, F0/	00/		0.000		0.504	4400	
Front Royal Rd	Town of Strasburg (Maint: 85)	0.58 <b>39</b>	00 G	92%	1%	1% 29	5%	0%	С	0.098	F	0.521	4100	
<u> </u>	To: From:	ECL St									_			
5) Front Royal Rd	Shenandoah County	0.99 36		98%	0%	1% 0%	5 1%	0%	С	0.096	F	0.551	3800	
	From:	Warren Co Shenandoah	Ounty Line											
5) Strasburg Rd	Warren County	4.91 <b>36</b>		98%	0%	1% 09	s 1%	0%	Ν	0.096	Ν	0.551	3800	
<u> </u>	To	93-626 Aı	ndrews Rd											
Strasburg Rd	Warren County	2.30 <b>61</b>		97%	1%	1% 19	s 1%	0%	С	0.096	F	0.668	6300	
9	To	WCI Er	ont Royal											
Strasburg Rd	Town of Front Royal	0.90 <b>82</b>		98%	1%	1% 0%	. 0%	0%	С	0.1	F	0.662	8700	
9)	To:	US 340, US 522							_					
¬ ~~~	From:	US												
55) (522)(340) Shenandoah Ave	Warren County	0.45 <b>31</b> 0	000 G	96%	1%	1% 19	1%	0%	С	0.09	Ν	0.518	31000	
<del></del>	To: From:	CL From	nt Royal											
55) (522) (340) Shenandoah Ave	Town of Front Royal	0.34 <b>30</b> 0	000 G	97%	1%	1% 19	1%	0%	F	0.09	F	0.518	31000	
	Тох	14												
	From:	Shenand		070/	10/	10/ 10	40/	00/	_	0.000	F	0.545	0.4000	
5 522 340 14th St	Town of Front Royal	0.24 <b>23</b> 0 North R		97%	1%	1% 19	5 1%	0%	F	0.089	г	0.545	24000	
	From:	North Ro 14Tl												
(522) (340) North Royal Ave	Town of Front Royal	0.35 <b>23</b> 0		97%	1%	1% 19	1%	0%	С	0.088	F	0.540	24000	
	To:	US 522 8	2 US 340											
North Royal Ave	Town of Front Royal	0.25 <b>12</b> 0		99%	1%	1% 09	. 0%	0%	F	0.091	F	0.533	13000	
,	To	C41	C+											
5) 340 North Royal Ave	Town of Front Royal	0.57 <b>16</b> 0		99%	1%	1% 0%	S 0%	0%	С	0.088	F	0.504	17000	
North Royal Ave	- Tom or rone rioyar			0070	1 70		0,0	0 70	Ū	0.000	•	0.001	17000	
South Doval Ave	Town of Front Dovol	0.40 <b>E</b> Ma		000/	1%	10/ 00	s 0%	00/	С	0.087	F	0.56	14000	
South Royal Ave	Town of Front Royal	U.40 130		98%	1%	1% 0%	0%	0%	C	0.067	Г	0.56	14000	
	From:	US 340, S												
South St	Town of Front Royal	0.54 140		98%	0%	1% 19	0%	0%	С	0.087	F	0.559	15000	
<u>)                                    </u>	To:	US 522, S Co	mmerce Ave											
55) John Marshall Hwy	Town of Front Royal	1.72 <b>12</b> 0		98%	0%	1% 0%	s 1%	0%	С	0.094	F	0.61	13000	
,	To								_					
5 ) John Marshall Hwy	Warren County	ECL Fro 2.98 <b>13</b> 0		98%	1%	1% 0%	s 1%	0%	С	0.093	F	0.716	14000	
5 John Marshall Hwy	waiten County	2.90 130	,00 G	30 /6	1 /0	1/6 0,	0 1/0	0 /6	C	0.093	'	0.710	14000	
	To: From:	SR 79 Apple			10/			00/		0.000		0.5	4500	
John Marshall Hwy	Warren County	1.35 44		98%	1%	1% 0%	6 0%	0%	С	0.093	F	0.5	4500	
<del>-</del>	From:	Fauquier C Warren C												
55) John Marshall Hwy	Fauquier County	8.91 <b>6</b> 6		85%	0%	 3% 12	% 1%	0%	С	0.133	F	0.802	680	
Jo / John Marshall Hwy	To:	US 17 Wir		00 /0	0 /0	<u> </u>	1 /0	J /0	J	0.100	•	0.002	500	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

From, Fauquier Cou					Bus	O A I -	O A I -	4 To - 21	OT !!	QC		QK	E 1	AAWDT	QW
Fauguier Co.	US	17 South of	Delaplane	<b>;</b>		ZAXIE	3+Axle	TITAL	ZITAII		Factor		Factor		
	unty 0.64	840	) F	94%	1%	1%	1%	4%	0%	F	0.080	F	0.596	8400	F
Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>840</b> 0	) F								NA			NA	
To:		I-66													
From:			5B TO I- 6												
Fauquier Cou	unty 0.36	5		Se	e US 17	7 for dir	ectional	traffic v	olume e	stima	tes for th	is se	gment.		
To:	I-66-E F			JTH											
From:			7		N 1 00	f = = 15 =									
•	•											_			
Combined Traffic Estimates for 2 Parallel	Roadways on this Route			92%	1%	1%	0%	6%	0%	F	0.102	Α	0.625	43000	Α
To:	I (( F TO )			OUTTU											
Fouguier Co.			61 & 721 8		00 1 66	for dire	otional t	roffic vo	مم مصاد	timat	oo for this		mont		
Fauquiei Cot			of Monda		ee 1-00	ior dire	Clionari	iailic vo	nume es	ııııaı	25 101 (111)	s segi	nent.		
From:															
Fauguier Coi					0%	1%	1%	2%	0%	N	0.091	N	0.618	5100	Ν
. augus.				0070	0,0		. , 0	-/-	0,0		0.00.		0.0.0	0.00	
To: From:	F	R 185 Gro	ve Lane												
Fauquier Cou	unty 0.71	500	) F	95%	0%	1%	1%	2%	0%	F	0.091	F	0.618	5100	F
To	, D	110 17 1	f 1 11												
From:				050/	00/	10/	10/	20/	00/		0.000	Е	0.600	4500	F
Fauquiei Cot	Jilly 2.04	440	, г	95%	0%	1 70	1 70	270	0%	C	0.000	Г	0.020	4500	Г
To: From:	30-70	9 Belvoir I		ld											
Fauquier Cou	unty 2.15	200	) F	95%	0%	1%	1%	2%	0%	F	0.092	F	0.657	2000	F
To:		WCL The	Plains			$\neg$									
Town of The Plains	(Maint: 30) 0.32			95%	0%	1%	1%	2%	0%	Ν	0.092	Ν	0.657	2000	Ν
	<u> </u>														
From:				070/	10/	10/	10/	10/	00/	_	0.105		0.540	1500	F
Town of The Plains	(IVIAITIL 30) 0.22	150	, г	9/%	170	170	170	170	0%	C	0.105	Г	0.546	1500	Г
To: From:		ECL The	Plains												
Fauquier Cou	unty 4.47	1500	) N	97%	1%	1%	1%	1%	0%	Ν	0.105	Ν	0.546	1500	Ν
Te:	Princ	e William	County Lin	e											
From:		•	•												
Prince William (	County 3.70	640	) F	97%	0%	1%	1%	1%	0%	С	0.12	F	0.558	6500	F
To	US 1	5 James M	adison Hw	v											
Prince William (				99%	0%	0%	0%	0%	0%	Ν	0.089	Ν	0.558	13000	Ν
	,														
From:				000/	00/		00/	00/	00/	_	0.000		0.550	40000	
Town of Haymarket	(iviaint: /b) 0.43	1300	U F	99%	υ%	υ%	υ%	υ%	υ%	F	0.089	۲	0.558	13000	F
To: Franc-	76-	625 Old C	rolina Rd												
Town of Haymarket	(Maint: 76) 0.41	950	) F	99%	0%	0%	0%	0%	0%	С	0.079	F	0.543	9800	F
Ted	•	ECL II	aoulrot												
From: Prince William (	County 1 40			000/	09/	0%	09/	09/	09/	NI	0.070	NI	0.542	0000	N
				33%	U%	U%	U%	U%	U%	IN	0.079	IN	0.543	9000	IN
	Fauquier Cou Combined Traffic Estimates for 2 Parallel Fauquier Cou Fa	Fauquier County	Form	Pauquier County   0.36	Pauquier County	Paquier County   0.36	Pauguier County	Paqueir County   1.66   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75   1.75	Pauquier County	Pade   208 17-9 US 17-52258 TO   - 66 EAS   See US 17 for directional traffic volume of the plains (Maint: 30)   0.36   See US 17 for directional traffic volume of the plains (Maint: 30)   0.22   1500   F 95%   0%   1%   1%   2%   0%   0%   0%   0%   0%   0%   0	Town of The Plains (Maint: 30)   Case   Ca	See US 17 For directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 17 for directional traffic volume estimates for the   See US 18 for	Paquier County   0.36   See US 17 for directional traffic volume estimates for this segretary   1.66 ERS   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50   1.50	Second   S	Paque   County   Co

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filmary and interstate houtes											
Route	Jurisdiction	Length <b>AADT QA</b> 4T	ire Bus		Truc	ck		QC	K	QK	Dir	AAWDT	ΟW
riodio				2Axle	3+Axle	1Trail	2Trail		Factor	σ	Factor	701111	α.
	From:	SR 55 John Marshall Hwy								_			_
55) Ramp to I-81 S at Exit 296	Shenandoah County	0.20 <b>980 G</b>							0.101	F		980	G
<u> </u>	10:	I-81 S											
	From:	SR 55 John Marshall Hwy								_			_
55) Ramp to I-81 N at Exit 296	Shenandoah County	0.24 <b>2500 G</b>							0.110	F		2500	G
<u> </u>	То:	I-81 N											
	From:	SR 55; 30-721 I-66-E027A FRO											
₅₅ ) Ramp	Fauquier County	0.17 <b>1600 F</b>							0.125	F		1600	F
$\smile$	To:	I-66-E FROM RT 55 WEST & 721 SOUT	ГН										
Bus	From:	SR 55 I-66-W027A FROM & TO RT 6	6										
55) (17) (55) Ramp	Fauquier County	0.17 <b>660 F</b>							0.138	F		660	F
	To:	I-66-W FROM RT 55 EAST & WEST											
Bus	From:	I-66-W FROM RT 55 EAST & WEST											
55) (55) (17) Ramp	Fauquier County	0.17 <b>660 F</b>							0.138	F		660	F
	Tα:	SR 55 I-66-W027A FROM & TO RT 6	6										
	From:	US 11 Steeles Tavern											
56) Tye River Turnpike	Augusta County	0.17 <b>1200 F</b> 97	% 1%	2%	1%	1%	0%	F	0.109	F	0.570	1200	F
	To:	Rockbridge County Line											
	From:	Augusta County Line						_		_			
56) Tye River Turnpike	Rockbridge County	1.52 <b>1100 F</b> 97	% 1%	2%	1%	1%	0%	С	0.104	F	0.704	1200	F
<u> </u>	To: From:	81-608 Vesuvius											
56) Tye River Turnpike	Rockbridge County	3.74 <b>390 F</b> 97	% 0%	1%	1%	0%	0%	С	0.107	F	0.604	410	F
$\bigcup$	To:	Nelson County Line											
	From:	Rockbridge County Line						_		_			_
56) Crabtree Falls Hwy	Nelson County	8.65 <b>230 G</b> 98	% 1%	1%	1%	0%	0%	С	0.15	F	0.615	240	G
<u>~</u>	To: From:	62-687 Nash											
56) Crabtree Falls Hwy	Nelson County	7.65 <b>640 G</b> 94	% 1%	3%	1%	1%	0%	F	0.131	F	0.589	650	C
<u> </u>	Τœ	62-680 Massies Mill		$\neg$ $\vdash$									
56) Crabtree Falls Hwy	Nelson County	1.96 <b>990 G</b> 94	% 1%	3%	1%	1%	0%	С	0.126	F	0.575	1000	C
30)	то												
56) (151) Patrick Henry Hwy	Noloon County	SR 151 South of Roseland 2.56 <b>1700 G</b> 93	% 1%	2%	3%	2%	0%	С	0.107	F	0.52	1600	(
56 151 Patrick Henry Hwy	Nelson County	2:30 1700 G 93	/0 1/0	<u> </u>	3 /6	2/0	0 /6	O	0.107	'	0.52	1000	
$\overline{}$	To: From:	SR 151 North of Piney River											
56) Ty Branch Hwy	Nelson County	0.20 <b>370 G</b> 92	% 1%	2%	3%	2%	0%	F	0.123	F	0.538	380	C
<u> </u>	To: From:	SR 151 Y North of Piney River		$\neg$ $\vdash$									
56	Nelson County	4.83 <b>1300 G</b> 92	% 1%	2%	3%	2%	0%	С	0.125	F	0.576	1300	G
$\smile$	To	US 29 Near Colleen											
56) 29 Thomas Nelson Hwy	Nelson County	4.28 <b>17000 G</b> 88	% 1%	1%	1%	9%	0%	F	0.079	F	0.544	16000	(
56) (29) Thomas Nelson Hwy			,5 1/0	. /0	1 /0	J /0	0 /0	•	0.070	•	0.044	10000	
Bus	To: From:	US 29 South of Lovingston											
56) (29) Front Rd	Nelson County	0.30 <b>3200 G</b> 96	% 1%	1%	0%	1%	0%	С	0.092	F	0.659	3300	G
	To:	BUS US 29 Lovingston											

Devide	1	1 11	T 01 1=			Trι	ıck			K	01/	Dir	A A14/DT	_
Route	Jurisdiction	Length <b>AAD</b>	T QA 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
	From:	BUS US 29 L												
₅₆ ) James River Rd	Nelson County	3.79 <b>220</b> 0	<b>G</b> 979	% 0%	1%	0%	2%	0%	С	0.106	F	0.645	2200	
<u> </u>	To: Grown	62-639 Craig	town Rd		-									
56) James River Rd	Nelson County	8.03 <b>910</b>	<b>G</b> 97%	6 0%	1%	0%	2%	0%	F	0.092	F	0.688	930	
	To:	62-626 James	River Rd											
	From:	62-626 Union Dr a												
₆₆ ) James River Rd	Nelson County	2.72 <b>310</b>	<b>G</b> 90%	6 0%	3%	1%	6%	0%	С	0.097	F	0.6	310	
<i></i>	To:	Buckingham C												
	Programme Converted	Nelson Cour		/ 00/	20/	40/	00/	00/	_	0.405	_	0.004	000	
James River Hwy	Buckingham County	2.65 <b>290</b>	<b>G</b> 889	6 0%	2%	1%	9%	0%	С	0.125	F	0.634	300	
	To: Fron:	14-604 Meadov	v Creek Rd											
James River Hwy	Buckingham County	7.82 <b>150</b> 0	<b>G</b> 939	6 1%	1%	1%	3%	0%	С	0.091	F	0.604	1500	
<u> </u>	To:	US 60 Dentor	ns Corner											
	From:	SR 8 Woolw	ine Hwy											
Fairystone Park Hwy	Patrick County	7.88 <b>190</b>		6 1%	1%	1%	2%	0%	С	0.090	F	0.525	2000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:	SR 346 Fairy Sto							_		-			
	From:	SR 346 Fairysto												
Fairystone Park Hwy	Patrick County	2.98 <b>250</b> 0	<b>G</b> 95%	6 1%	1%	1%	2%	0%	F	0.097	F	0.618	2600	
	To:	Henry Cour	nty Line											
_	From:	Patrick Cour	nty Line											
₇ ) Fairystone Park Hwy	Henry County	3.77 <b>560</b> 0	<b>G</b> 97%	6 1%	0%	0%	1%	0%	F	0.093	F	0.635	5800	
<u> </u>	To	44-904 Kro	ontz Dr											
Fairystone Park Hwy	Henry County	2.09 <b>740</b> 0		6 1%	0%	0%	1%	0%	С	0.090	F	0.654	7700	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-								_					
75	From	Alt SR 57 Riv		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		201	40/	00/	_	0.000		0.504	7000	
Fairystone Park Hwy	Henry County	2.83 <b>740</b> 0	<b>G</b> 989	6 1%	0%	0%	1%	0%	С	0.093	F	0.591	7600	
	To: From:	44-903 Henry St;	Riverside Dr		-									
Fairystone Park Hwy	Henry County	1.01 <b>1300</b>	<b>0 G</b> 989	6 1%	0%	0%	1%	0%	F	0.09	F	0.55	13000	
	To:	US 220 Virg	inia Ave											
¬ ~~~	From:	US 220 Bass												
(7) (220) William F Stone Hwy	Henry County	0.77 <b>1500</b>		6 1%	1%	1%	12%	1%	F	0.075	F	0.536	15000	
	To:	US 220 South of												
<u> </u>	From:	US 220 William		, ,,,					_		_			
Appalachian Dr	Henry County	1.68 <b>190</b> 0	<b>G</b> 999	6 0%	1%	0%	0%	0%	F	0.109	F	0.54	2000	
<u>&gt;</u>	To: From:	44-609 Daniels	Creek Rd											
Appalachian Dr	Henry County	2.00 <b>640</b> 0	<b>G</b> 99%	6 0%	1%	0%	0%	0%	С	0.091	F	0.591	6700	
<i>)</i>	To	11 CC7 W	blar Dd											
7) Fayette St	City of Martinsville	44-667 Koe 1.34 <b>290</b> 0		6 0%	0%	0%	0%	0%	F	0.098	F	0.614	3100	
7 Fayette St	City of ivial tillsville	1.34 2900	J G 997	0 0%	U 7/o	U-70	U 70	U-76	Г	0.098	Г	0.014	3100	
-	To: From:	Pine Hal												
Fayette St	City of Martinsville	0.34 <b>370</b> 0	<b>G</b> 99%	% 0%	0%	0%	0%	0%	С	0.099	F	0.613	3900	
<u> </u>	To:	US 220 Memo	orial Blvd											
Bus 57) (220) Memorial Blvd	City of Martinsville								_		_			
57   { 220   Memorial Blvd		0.85 <b>1000</b>	<b>0 G</b> 979	6 0%	1%	0%	2%	0%	С	0.089	F	0.503	11000	

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Broad													
(57) (220) Memorial Blvd	City of Martinsville	0.25 <b>140</b>	00 G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.566	15000	G
Bus	To: From:	US 58; BUS	S US 220												
(57) (58) Starling Ave	City of Martinsville	0.85 <b>890</b>	00 G	98%	1%	1%	0%	1%	0%	С	0.09	F	0.55	9500	G
	To	Mulber													
Bus	From:			000/	40/	40′	00/	40/	00/	_	0.000	_	0.570	0000	•
57 58 Starling Ave	City of Martinsville	0.15 <b>750</b> Churc		98%	1%	1%	0%	1%	0%	F	0.096	F	0.576	8000	G
Bus	From:	Starling													
57) 58 Church St	City of Martinsville	0.10 <b>100</b>		98%	1%	1%	0%	0%	0%	С	0.09	F	0.601	11000	G
	To	Church	St Ext												
Bus 57 58 Church St	City of Martinsville	0.28 940		98%	1%	1%	0%	0%	0%	F	0.09	F	0.542	10000	G
57 (58) Church St	City of Martinsville			90%	1 70	1 70	0%	070	0%	Г	0.09	Г	0.542	10000	G
Bus	To: From:	Fairy	St												
(57) (58) E Church Rd	City of Martinsville	0.26 890	00 G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.616	9500	G
	To- From	Brookd	ale St												
Bus  (57) (58) E Church Rd	City of Martinsville	0.13 <b>120</b>		98%	1%	1%	0%	1%	0%	F	0.088	F	0.586	13000	G
57 58 E Church Rd	Sity of ividating vine			0070	1 70	170	0 / 0	1 /0	070	•	0.000	•	0.000	10000	ŭ
Bus	From:	Hooke	er St												
57) (58) E Church Rd	City of Martinsville	0.77 <b>150</b>	00 G	98%	1%	1%	0%	1%	0%	С	0.086	F	0.614	16000	G
Bus	To: From:	ECL Mar	tinsville												
(57) (58) A L Philpott Hwy	Henry County	0.54 <b>130</b>	00 A	98%	0%	0%	0%	1%	0%	С	0.101	Α	0.613	14000	Α
	To:	US :	58												
	From:	US 58 A L Ph								_		_		2.22	_
(57) Chatham Rd	Henry County	9.82 <b>300</b>	00 G	94%	1%	1%	2%	3%	0%	С	0.098	F	0.627	3100	G
	To: From:	44-647 Mounta													
(57) Chatham Rd	Henry County	2.98 190		94%	1%	1%	2%	3%	0%	F	0.096	F	0.547	2000	G
	From:	Pittsylvania C Henry Cou													
(57) Callands Rd	Pittsylvania County	4.95 <b>140</b>		88%	1%	2%	2%	7%	0%	F	0.092	F	0.503	1400	G
	To	SR 41 Fran													
57) Callands Rd	Pittsylvania County	3.24 190		88%	1%	2%	2%	7%	0%	С	0.085	F	0.605	1900	G
(3,7)	To						_,,	. , .				-			-
57) Callands Rd	Pittsylvania County	71-750 Green Pond I 3.97 <b>160</b>		88%	1%	2%	2%	7%	0%	F	0.100	F	0.533	1600	G
37) 541141135 115	To To				. /0		_/0	. ,0	3 / 0	•	3.700	•	0.000	. 500	<u> </u>
57) Callands Rd	Pittsylvania County	71-799 Cli 3.94 <b>240</b>		88%	1%	2%	2%	7%	0%	F	0.096	F	0.764	2500	G
37) Sanarios ria	- Indyivania County				1 /0		<b>-</b> /0	, 70	0 /0	'	0.000	•	0.704	2000	J
Callanda Pd	Pitterdyonia County	71-1428 E, Mo			10/	20/	2%	7%	00/	F	0.089	F	0 E00	3500	G
57) Callands Rd	Pittsylvania County	0.10 <b>340</b>		88%	1%	2%	<b>2</b> %	170	0%	Г	0.069	г	0.588	3500	G
Down at Ot	To From:	WCL Ch		000/	401		001	761	00′		0.000	N :	0.500	0500	
57) Depot St	Town of Chatham (Maint: 71)	0.52 <b>340</b>		88%	1%	2%	2%	7%	0%	N	0.089	N	0.588	3500	N
	10.	Bus US 29 N	, S Main St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus C Main Ct	From:	BUS U		070/	00/	10/	00/	10/	00/	N.	0.001	NI	0.504	5000	N
57 29 S Main St	Town of Chatham (Maint: 71)	0.19 580		97%	0%	1%	0%	1%	0%	N	0.091	N	0.534	5900	N
	From:	BUS US 29 S													
57) Halifax Rd	Town of Chatham (Maint: 71)	0.18 <b>14</b> 0	<i></i>	96%	1%	1%	0%	3%	0%	С	0.101	F	0.514	1400	G
31)	To:														
57) Halifax Rd	Pittsylvania County	0.63 <b>14</b> 0		96%	1%	1%	0%	3%	0%	С	0.101	F	0.514	1400	G
57) Halifax Rd	Filisylvania County	0.63 140	00 G	90%	1 70	1 70	0%	3%	0%	C	0.101	Г	0.514	1400	G
	To: From:	US													
57) Halifax Rd	Pittsylvania County	3.56 <b>14</b> 0	00 G	91%	1%	1%	1%	6%	0%	F	0.086	F	0.502	1400	G
<u>~</u>	To: From:	71-649 W,	Sheva Rd												
57) Halifax Rd	Pittsylvania County	2.41 <b>12</b> 0	00 G	91%	1%	1%	1%	6%	0%	С	0.103	F	0.535	1200	G
<u> </u>	To:	71-895 Colema	n Mountain D	A											
57) Halifax Rd	Pittsylvania County	1.38 <b>12</b> 0		91%	1%	1%	1%	6%	0%	F	0.103	F	0.531	1200	G
57) Hamax Ha	T Hisylvania Gounty				1 70		1 /0	070	0 70	•	0.100	•	0.001	1200	_
	To: From:	71-640 Java Rd; S								_					
57) Halifax Rd	Pittsylvania County	0.52 140	00 G	91%	1%	1%	1%	6%	0%	F	0.081	F	0.516	1400	G
<u> </u>	To: From:	71-699 Brownv	ille Heights R	.d											
57) Halifax Rd	Pittsylvania County	2.19 <b>10</b> 0	00 G	91%	1%	1%	1%	6%	0%	F	0.083	F	0.507	1100	G
$\mathcal{I}$	To	71-698 Stone Rd;	Henrys Mill	Rd		<u> </u>									
57) Halifax Rd	Pittsylvania County	2.01 <b>86</b>		91%	1%	1%	1%	6%	0%	F	0.1	F	0.653	880	G
31)	т.														
57) Halifax Rd	Pittsylvania County	71-729 W, P 0.56 <b>86</b>		91%	1%	1%	1%	6%	0%	F	0.094	F	0.6	880	G
57) Halifax Rd	Fillsylvania County	0.56	u G	9170	1 70	1 70	1 70	070	0%	Г	0.094	Г	0.6	000	G
	To: From:	71-697 Dabne	•												
₅₇ ) Halifax Rd	Pittsylvania County	1.83 <b>85</b>		91%	1%	1%	1%	6%	0%	F	0.091	F	0.657	870	G
<u> </u>	To:	Halifax Co	_												
Chatham Dd	Halifan Canatu	Pittsylvania (		000/	10/	10/	10/	00/	00/	_	0.007	_	0.500	070	_
57) Chatham Rd	Halifax County	3.53 <b>66</b>	0 G	89%	1%	1%	1%	8%	0%	F	0.087	F	0.526	670	G
	To: From:	41-844 T													
57) Chatham Rd	Halifax County	1.64 <b>94</b>	0 G	89%	1%	1%	1%	8%	0%	С	0.085	F	0.611	960	G
$\mathcal{L}$	Tα	41-845 Ed N	Mason Lane												
57) Chatham Rd	Halifax County	3.62 <b>12</b> 0		89%	1%	1%	1%	8%	0%	F	0.086	F	0.528	1300	G
3.7	To	41.676.4.1													
57) Chatham Rd	Halifax County	41-676 Asbur 4.06 <b>17</b> 0		94%	1%	2%	0%	3%	0%	С	0.08	F	0.624	1700	G
57) Chatham Rd	Halliax County			94%	170	2%	0%	3%	0%	C	0.08	Г	0.624	1700	Ċ
		SR 360 Mc													
ALT D	From:	SR 57 I		0000	4-1		461	061	061	_	0.000	_	0.510		_
57) Riverside Dr	Henry County	2.87 550		96%	1%	1%	1%	2%	0%	С	0.088	F	0.543	5700	G
<u> </u>	To: From:	44-903 Sta													
57) N River Rd	Henry County	44-903 TB S 1.22 <b>86</b> 0		96%	1%	1%	1%	2%	0%	F	0.105	F	0.646	9000	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
~	From:		ssee State Line											_	
58 Daniel Boone Trail	Lee County	1.76	5900 F	95%	0%	1%	1%	4%	0%	F	0.088	F	0.586	5900	
~	To: From:	52-912 W,	, Station Creek	Rd											
Daniel Boone Trail	Lee County	4.33	5000 F	95%	0%	1%	1%	4%	0%	F	0.086	F	0.627	5100	
~	To From	52-691	Old Quarry Rd			$\neg$ $\vdash$									
58 Daniel Boone Trail	Lee County	3.13	3800 A	95%	0%	1%	1%	4%	0%	С	0.105	Α	0.567	3800	
~	To:		or Rd; Doc Hur	st Rd											
Daniel Boone Trail	From:		Dochurst Rd	OE9/	00/	10/	10/	40/	00/	F	0.007	F	0 E10	4100	
Daniel Boone Trail	Lee County		4100 <b>F</b> 34 Norray Rd	95%	0%	1%	1%	4%	0%	г	0.097	г	0.518	4100	
<u>*</u>	From:		adwell Station	Rd		-									
Daniel Boone Trail	Lee County	6.84	3600 F	95%	0%	1%	1%	4%	0%	F	0.086	F	0.517	3600	
<i>&gt;</i>	To	52 667 1	Old Nursery Rd												
Daniel Boone Heritage Hwy	From: Lee County	8.94	3300 G	95%	0%	1%	1%	4%	0%	F	NA			3400	
56)	200 000				0,0		. , 0	.,0	0,0	•				0.00	
58 Daniel Boone Heritage Hwy	Lee County	52-758 4.32	8 Cony Hollow 4800 F	95%	0%	1%	1%	4%	0%	F	0.094	F	0.633	4800	
Daniel Boone Heritage Hwy	Lee County	4.32	4000 F	95%	076	1 70	170	4 70	0%	Г	0.094	Г	0.033	4000	
~	From:		L Jonesville	070/											
58	Town of Jonesville (Maint: 52)	0.95	4800 N	95%	0%	1%	1%	4%	0%	N	0.094	Ν	0.633	4800	
	To: From:	Al	LT US 58												
Wilderness Rd	Town of Jonesville (Maint: 52)	0.74	4200 F	94%	0%	1%	1%	4%	0%	F	0.090	F	0.571	4400	
~ <u></u>	To: From:	ECI	L Jonesville			$\neg$ $\vdash$									
Daniel Boone Trail	Lee County	0.87	4200 N	94%	0%	1%	1%	4%	0%	Ν	0.090	Ν	0.571	4400	
~	Tec	52-641 F	East of Jonesvill	2		$\neg$ $\vdash$									
58 Daniel Boone Trail	Lee County	7.54	2700 F	94%	0%	1%	1%	4%	0%	F	0.095	F	0.613	2900	
	To	110	S 421 Dot												
58 (421)	From: Lee County		4600 F	94%	0%	1%	1%	4%	0%	С	0.09	F	0.51	4800	
06) (421)	To:		County Line	0 1 70	070		1 70	170	0 70	Ū	0.00	•	0.01	1000	
	From:	Lee	County Line												
58) (421) Duff Pat Hwy	Scott County	4.55	4200 G	94%	0%	1%	1%	4%	0%	F	0.100	F	0.653	4400	
<del></del>	To	WC	CL Duffield			$\neg$ $\vdash$									
58 (421)	Town of Duffield (Maint: 84)	0.20	4200 N	94%	0%	1%	1%	4%	0%	Ν	0.100	Ν	0.653	4400	
<del></del>	To		US 23												
58) (23) (421)	Scott County	4.67	12000 G	93%	0%	1%	1%	5%	0%	F	0.085	F	0.520	12000	
20 (421)	To														
(22) (421)	Scott County	3.56	SR 65 <b>12000 G</b>	93%	0%	1%	1%	5%	0%	F	0.085	F	0.509	13000	
58) (23) (421)	Scott County			30 /0	0 /0	1 /0	1 /0	J /0	0 /0	•	0.000	'	0.503	13000	
~ ~ ~ ~ ~ · · · · · · · · · · · · · · ·	To: From:		84-870	000/	001		461	F6'	061		0.000		0.500	10000	
Daniel Boone Heritage Hwy	Scott County	5.99	12000 G	93%	0%	1%	1%	5%	0%	F	0.086	F	0.588	13000	
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	Bus US 23	West of Gate C												
58 \ (23 \ (421 \)	Scott County	1.70	12000 N	93%	0%	1%	1%	5%	0%	Ν	0.102	Ν	0.507	12000	
~ ~ ~	To:	NCI	L Gate City												

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					_		Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
From:			_	020/	00/	10/	10/	F0/	00/	NI	0.100	NI	0.507	10000	NI
rown or Gate City (N	<u> </u>			93%	0%	1%	1%	5%	0%	IN	0.102	IN	0.507	12000	N
Scott Count				93%	0%	1%	1%	5%	0%	N	0.102	N	0.507	12000	N
To.	<u> </u>			JU 70	0 70	1 /0	1 /0	370	0 70	14	0.102	14	0.507	12000	
Town of Gate City (N				93%	0%	1%	1%	5%	0%	С	0.102	Α	0.507	12000	Α
To.							. , ,	0,0	0,70		002		0.007		
Town of Gate City (N					1%	1%	0%	4%	0%	Ν	0.087	N	0.555	27000	N
То	,														
From: Scott Count		27000		94%	1%	1%	0%	4%	0%	С	0.087	F	0.555	27000	G
To	N	CL Weber C													
Town of Weber City (		27000	G	94%	1%	1%	0%	4%	0%	С	0.087	F	0.555	27000	G
То		US 23													
Town of Weber City (	(Maint: 84) 0.26	11000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.526	12000	G
To	SR 22	24 Wadlow G	an Rd												
Town of Weber City (		2800	G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.662	3000	G
To	E	CL Weber Ci	itv												
Scott County		2800	G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.662	3000	G
To	84-70	09 A P Carter	r Hwv												
Scott County		710	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.525	740	G
To		84-696				<u> </u>									
	y 9.35	420	G	96%	0%	2%	0%	1%	0%	С	0.113	F	0.618	440	G
То															
Washington Co				06%	Nº/-	20/-	<b>0</b> %-	10/_	0%	F	0 115	E	0.513	990	F
-				30 /6	0 76	2 /0	0 /6	1 /0	0 /6	•	0.113	'	0.515	330	'
			-	96%	0%	2%	n%	1%	0%	F	0.092	F	0.618	5200	F
washington oo				30 /0	0 70		0 70	1 /0	0 70	•	0.032	•	0.010	3200	
City of Bristol (Ma				97%	0%	1%	1%	1%	0%	C	0.095	F	0.6	5300	F
Te:	,			31 /6	0 /6	1 /8	1 /0	1 /0	0 /6	O	0.033	'	0.0	3300	'
From:		JS 58; US 42	21												
												•			
Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	37000	Α	78%	1%	1%	1%	19%	1%	F	0.096	Α	0.554	37000	Α
To:		I-381				⊒⊢									
· · ·	,	47000	_											40000	_
Combined Traffic Estimates for 2 Parallel R				78%	1%	1%	1%	19%	1%	۲	0.083	۲	0.563	48000	F
To From:		US 11, US 19	9					- CC: .	Lucia	et •					
•	,	40000	_									·		F4000	-
	toadwave on this Boute.	49000	В	78%	1%	1%	1%	19%	1%	-	0.092	А	0.515	51000	В
	Town of Gate City (N Scott County Town of Gate City (N Scott County Town of Weber City (N Scott County Town Scott County Town Scott County Town Scott County Town City of Bristol (Ma Combined Traffic Estimates for 2 Parallel F Town City of Bristol (Ma Combined Traffic Estimates for 2 Parallel F Town City of Bristol (Ma Combined Traffic Estimates for 2 Parallel F Town City of Bristol (Ma Combined Traffic Estimates for 2 Parallel F Town City of Bristol (Ma Combined Traffic Estimates for 2 Parallel F Town City of Bristol (Ma Combined Traffic Estimates for 2 Parallel F Town City of Bristol (Ma Combined Traffic Estimates for 2 Parallel F Town City of Bristol (Ma Combined Traffic Estimates for 2 Parallel F Town City of Bristol (Ma	Town of Gate City (Maint: 84)   0.36	NCL Gate City (Maint: 84)   0.36   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   12000   120000   120000   120000   120000   120000   120000   120000   120000   120000   120000   120000	NCL Gate City   Town of Gate City (Maint: 84)   0.36   12000   N     N   SCL Gate City   Scott County   0.45   12000   N   N   SCL Gate City   Scott County   0.45   12000   N   N   SCL Gate City   Town of Gate City (Maint: 84)   0.16   12000   N   N   SCL Gate City   N   SCC Gate City   Scott County   0.36   12000   N   SCL Gate City   Scott County   0.35   12000   N   SCL Gate City   Scott County   0.35   12000   N   SCL Gate City   Scott County   0.35   12000   G   SCL Gate City   Scott County   0.35   12000   G   SCL Gate City   Scott County   Scott   Scott County   Scott   Scott	Town of Gate City (Maint: 84)   0.36   12000   N   93%	Town of Gate City (Maint: 84)   0.36   12000   N   93%   0%	Author   A	Durisdiction   Length   AADT   QA   4 Tire   Bus   2Axle   3+Axle	Durisdiction   Length   AADT   CA   4 Tire   Bus   2 Axile   3+Axile   1 Trail	Town of Gate City (Maint: 84)   0.36   12000   N   93%   0%   1%   1%   5%   0%	Combined Traffic Estimates for 2 Parallel Roadways on this Route   Service   Service	Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City of Bristo (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City of Bristo (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City of Bristo (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City of Bristo (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City of Bristo (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City of Bristo (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City of Bristo (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City of Bristo (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City of Bristo (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City (10 Firsto) (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City (10 Firsto) (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City (10 Firsto) (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City (10 Firsto) (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City (10 Firsto) (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City (10 Firsto) (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City (10 Firsto) (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City (10 Firsto) (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City (10 Firsto) (Maint: 95)   Combined Traffic Estimates for 2 Parallel Roadways on this Route   City (10 Firsto) (Maint: 95)   City	Set   Set	NCI   Clase City   Name   No.   Clase City   No.   N	Authority   Compined   Compined

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tr	uck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus			1Trail		QC	Factor	QK	Factor	AAWDT	QW
	City of Bristol (M		Old Airport R	ld	6	00   01	for direc	stional t	roffic vo	lumo oo	timat	o for this		mont		
58 81	Combined Traffic Estimates for 2 Parallel	,	46000	Α	78%	1%	1%	1%	19%	1%	sumau	es for this	s segi A	0.532	47000	Α
	To	Toadways off this floute.	NCL Bristol		7076	1 /0		1 /0	13/6	1 /0	'	0.033	^	0.552	47000	
	From	c.	FR-310	•												
(58) (81)	Washington C	•			S	ee I-81 1	for direc	ctional t	traffic vo	lume es	timate	es for this	s segi	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	81%	1%	1%	1%	16%	1%	F	0.095	Α	0.528	45000	Α
	To		95-611	1												
	Washington C		NCL Bristol		9	oo I-81 t	for direc	rtional t	raffic vo	luma as	timate	es for this	e coa	mont		
[58] [81]	Combined Traffic Estimates for 2 Parallel		46000	Α	78%	1%	1%	1%	19%	1%	Е	NA	s segi	ment.	47000	Α
	To	Hodoways on this Houte.	FR-310		7076	1 /0	1/0	1 /0	13/0	1 /0	'	INA			47000	^
	From	r.	95-611													
(58) (81)	Washington C	County 2.00			S	ee I-81 1	for direc	ctional t	traffic vo	lume es	timate	es for this	segi	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	F	81%	1%	1%	1%	16%	1%	F	0.085	F	0.504	46000	F
	Та		SR 140				$\neg$ $\vdash$									
(58) (81)	Washington C	County 1.93	510 110		S	ee I-81 1	for direc	ctional t	raffic vo	lume es	timate	es for this	segi	ment.		
(30) (01)	Combined Traffic Estimates for 2 Parallel	•	41000	Α		1%	1%	1%	16%	1%	С	0.095	Α	0.551	42000	Α
	To		SCL Abingdo													
(58) (81)	Town of Abingdon		SCL Abiliguo	011	S	ee I-81 t	for direc	rtional t	raffic vo	lume es	timate	es for this	s seal	ment		
(36) (81)	Combined Traffic Estimates for 2 Parallel	` '	41000	Α	81%	1%	1%	1%	16%		С	NA	o ocg	mont.	42000	Α
	Combined Traine Estimates for 2 Taraner	rioadways on this riodic.			0170	1 /0	1 /0	1 /0	1070	1 /0	O	INA			72000	
	Town of Abingdon	(Maint: 95) 1.06	SR 75			00   01	for direc	ational t	roffic vo	lumo oo	timat	es for this		mont		
58 81	<u> </u>	,	40000	_											44000	_
	Combined Traffic Estimates for 2 Parallel		NCL Abingdo	<u>F</u>	81%	1%	1%	1%	16%	1%	F	0.081	F	0.521	44000	F
	From	. I	I-81, US 11	)11												
58 11 Lee Highway	Washington C	County 0.30	23000	F	98%	0%	0%	1%	0%	0%	F	0.083	F	0.522	25000	F
	To	TIC 1	1 East of Abir	nadon												
58 Jeb Stuart Hwy	Washington C		7400	F	95%	0%	0%	1%	3%	0%	F	0.094	F	0.631	7800	F
(38) 302 31221	g.cg.c							. , 0	0,0	0,0	·	0.00	•	0.00		•
58 Jeb Stuart Hwy	Washington C		5-708 Bethel	l Rd <b>F</b>	95%	0%	0%	1%	3%	0%	С	0.096	F	0.539	4500	F
[58] Jeb Stuart Hwy	wasnington C	Journey 3.57	4300		95%	0%	U% 	170	3%	0%	C	0.096	Г	0.539	4500	Г
~~	To From		VCL Damascı				<u> </u>									
(58) Jeb Stuart Hwy	Town of Damascus	(Maint: 95) 1.38	4300	N	95%	0%	0%	1%	3%	0%	N	0.096	N	0.539	4500	N
<u> </u>		SR 91	W, Greenwa	ay Ave												
58 (91) Jeb Stuart Hwy	Town of Damascus	(Maint: 95) 0.45	3700	F	92%	0%	1%	2%	5%	0%	С	0.081	F	0.552	3900	F
$\bigcirc$	Ta	F	CL Damascu	ııs												
58 91 Jeb Stuart Hwy	Washington C		3700	N	92%	0%	1%	2%	5%	0%	Ν	0.081	Ν	0.552	3900	Ν
,	<b>3</b>															
(50) Joh Stuart Hwy	Washington (					Nº/-	10/	Nº/.	1%	0%	F	N 132	F	N 582	700	F
58) Jen Studit Hwy	vv asmington C			•	30 ⁷ / ₀	0 %	1 70	U-70	1 70	U 70	Г	0.133	Г	0.565	700	Г
58 Jeb Stuart Hwy	Washington C To	County 9.63	E, Mountain 6 670 -603 Rhymer	F	98%	0%	1%	0%	1%	0%	F	0.133	F	0.583	700	F

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and inters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	95-603 Rhym	ner Rd												
58 Jeb Stuart Hwy	Washington County	5.80 <b>550</b>	F	98%	0%	1%	0%	1%	0%	С	0.118	F	0.507	580	F
<u> </u>	To:	Grayson Coun	_												
) Highlands Pkwy; Jeb Stuart Hwy	Grayson County	Washington Cot 9.57 <b>630</b>	ınty Line <b>G</b>	98%	0%	1%	0%	1%	0%	F	0.103	F	0.592	650	G
Highlands Pkwy; Jeb Stuart Hwy	Grayson County				0 /6	1 /0	0 /6	1 /0	0 /6	'	0.103	•	0.592	030	G
Library de Blasse	From	SR 362 Grayson Highl			00/		00/	40/	00/		0.405		0.000	000	
Highlands Pkwy	Grayson County	3.76 <b>370</b>	G	98%	0%	1%	0%	1%	0%	F	0.125	F	0.622	390	G
~~	To: From:	38-740 North o				<del> </del>									
(58) Highlands Pkwy	Grayson County	3.99 610	G	98%	0%	1%	0%	1%	0%	F	0.113	F	0.579	630	G
<u> </u>	To: From:	SR 16 Troutda SR 16 Highland													
(58) (16) Troutdale Hwy	Grayson County	3.99 <b>1400</b>	G	91%	0%	1%	1%	6%	0%	F	0.086	F	0.535	1500	G
(36) (16)	anayeen eeaniy			0.70	0,0		. , 0	0,0	0 / 0	•	0.000	•	0.000	.000	<b>.</b>
S8 Wilson Hwy	Grayson County	SR 16 Jefferso		92%	1%	10/	20/	4%	0%	F	0.095	F	0.551	1600	G
(58) Wilson Hwy	Grayson County	3.79 <b>1600</b>	G	92%	170	1%	2%	4%	0%	Г	0.095	Г	0.551	1600	G
~~ ·····	To: From:	38-711 Fox Cr										_			
(58) Wilson Hwy	Grayson County	8.04 <b>2200</b>	G	92%	1%	1%	2%	4%	0%	С	0.097	F	0.612	2300	G
~	To: From:	WCL Indeper	ndence												
(58) W Main St	Town of Independence (Maint: 38)	0.86 <b>2200</b>	N	92%	1%	1%	2%	4%	0%	Ν	0.097	Ν	0.612	2300	Ν
<u> </u>	To	US 21 Independ	ence Ave			_									
(58) (221) E Main St	Town of Independence (Maint: 38)	1.20 <b>6200</b>	G	95%	1%	1%	1%	2%	0%	F	0.107	F	0.601	6500	G
	To	ECL Indepen	dence												
(58) (221) Grayson Pkwy	Grayson County	1.55 <b>6200</b>	N	95%	1%	1%	1%	2%	0%	Ν	0.107	Ν	0.601	6500	Ν
30 (221)	To														
58 221 Grayson Pkwy	Grayson County	SR 274 Rivers 8.68 <b>4600</b>	G G	95%	1%	1%	1%	2%	0%	С	0.098	F	0.553	4800	G
(58) (221) Grayson Pkwy	Crayson County			33 76	1 /0	1 70	1 /0	270	0 70	O	0.000	•	0.555	4000	a
CONTRACTOR DIVINI	From	SR 94 Rivers		050/	40/		40/	00/	00/		0.007		0.500	0000	
58 221 Grayson Pkwy	Grayson County	1.36 <b>7700</b>	G	95%	1%	1%	1%	2%	0%	F	0.097	F	0.539	8000	G
~~~	To: From:	WCL Gal													
(58) (221) Reserve Blvd	City of Galax	0.47 7500	F	97%	0%	1%	1%	2%	0%	С	0.094	F	0.537	8000	F
	To: From:	Greenville Rd W	Stuart Dr												
58 (221) Reserve Blvd; W Stuart Dr	City of Galax	1.10 6800	F	97%	0%	1%	1%	2%	0%	F	0.084	F	0.556	7200	F
\bigcirc	To:	Fries Ro	1			—									
58 221 W Stuart Dr	City of Galax	0.20 11000		97%	0%	1%	1%	2%	0%	F	0.088	F	0.574	12000	F
	To	SR 89 Mai													
(58) (221) E Stuart Dr	City of Galax	0.34 14000		96%	0%	1%	0%	3%	0%	F	0.094	F	0.533	15000	F
(30) (221) 2 3(44) 21	only of Galax			30 /0	0 /0	- 70	0 /0	0 /0	0 /0	•	0.004	•	5.555	10000	•
C Church Dr	City of Colors	Meadow		000/	00/	10/	00/	00/	00/		0.070	F	0.504	01000	
58 221 E Stuart Dr	City of Galax	1.81 19000	F	96%	0%	1%	0%	3%	0%	F	0.078	۲	0.504	21000	F
~~~~~	To: From:	Haynes F													
(58) (221) E Stuart Dr	City of Galax	1.10 <b>16000</b>		96%	0%	1%	0%	3%	0%	С	0.079	F	0.54	17000	F
~ ~	To:	ECL Gala	ax												

		Primary and intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	ECL Galax													
58 (221) Carrollton Pike	Carroll County	2.05 <b>14000</b>	F	96%	0%	1%	1%	3%	0%	F	0.084	F	0.51	15000	F
$\sim$	To:	17-722 Cranberr	v Rd												
58 (221) Carrollton Pike	Carroll County	1.28 <b>15000</b>	F	96%	0%	1%	1%	3%	0%	F	0.082	F	0.524	16000	F
	To:	17-872 Woodlawr	n Road												
~~~~	From:	17-872 Woodlaw								_					
58) (221) Carrollton Pike	Carroll County	3.69 14000	Α	96%	0%	1%	1%	3%	0%	С	0.1	Α	0.528	14000	F
~ ~	To: From:	I-77													
58) (221) Carrollton Pike	Carroll County	0.72 14000	F	97%	0%	1%	1%	1%	0%	F	0.084	F	0.559	15000	ı
~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To:	WCL Hillsvil	le												
58) (221) West Stuart Dr	Town of Hillsville (Maint: 17)	2.10 14000	N	97%	0%	1%	1%	1%	0%	Ν	0.084	Ν	0.559	15000	١
	Tα	US 221 Floyd F	Dika												
58 East Stuart Dr	Town of Hillsville (Maint: 17)	2.26 2400	F	97%	0%	1%	1%	1%	0%	С	0.088	F	0.585	2500	-
36)	T-						.,.	.,.		_		-			-
58 Danville Pike	Carroll County	ECL Hillsvill 5.94 2400		97%	0%	1%	1%	1%	0%	N	0.088	N	0.585	2500	1
58) Danville Pike	Carroll County	5.94 2400	N	9770	0%	1 70	170	170	0%	IN	0.000	IN	0.565	2300	'
~~	To: From:	17-680 Crooked C				<u> </u>									
Danville Pike	Carroll County	8.14 2400	G	97%	0%	1%	1%	1%	0%	F	NA			2500	(
~	To: From:	Floyd County I Carroll County I													
58 Danville Pike	Floyd County	1.57 1800	G	90%	1%	1%	1%	7%	0%	С	0.095	F	0.592	1900	(
36) 24					. , 0		. 70	. , 0	0 / 0	Ū	0.000	•	0.002	.000	
58 Danville Pike	Potriok County	Patrick County	Line N	90%	1%	1%	1%	7%	0%	N	0.095	N	0.592	1900	1
Danville Pike	Patrick County	1.38 1800	IN	90%	1 70	1 70	170	170	0%	IN	0.095	IN	0.592	1900	'
~~	To: From:	Bus US 58										_			
58 Danville Pike	Patrick County	1.90 1200	G	86%	1%	1%	1%	11%	0%	С	0.093	F	0.560	1300	(
~	To: From:	Bus US 58 Bus US 58 E Blue I	Didaa Ct												
58 Jeb Stuart Hwy	Patrick County	1.44 2100	G G	92%	1%	1%	1%	5%	0%	F	0.091	F	0.534	2200	(
58) 000 Claur 1 Wy	- durion county			0270	1 /0		1 /0	0 70	0 70	•	0.001	•	0.004	2200	`
Into Observat I have	From:	70-764 Mountain V		040/	40/		40/	00/	00/	_	0.007		0.540	4000	,
Jeb Stuart Hwy	Patrick County	9.44 1800	G	91%	1%	1%	1%	6%	0%	С	0.097	F	0.513	1900	(
•	From:	N SR 8 Cruzes S N SR 8 Cruzes Store Wo		Pkwv											
58 8 Jeb Stuart Hwy	Patrick County	2.01 4600	G	93%	1%	1%	1%	4%	0%	С	0.089	F	0.583	4700	(
35)	Te														
58 Jeb Stuart Hwy	Patrick County	Bus US 58 W Blue 1 0.86 2800	G Kidge Si	92%	1%	1%	1%	5%	0%	С	0.093	F	0.590	2900	(
58 Jeb Stuart Hwy	Failick County			<i>32</i> /6	1 /0	1 /0	1 /0	J /0	0 /6	C	0.093	'	0.590	2900	
~	To: From:	70-1025 Johnso										_			
Jeb Stuart Hwy	Patrick County	0.69 3600	G	92%	1%	1%	1%	5%	0%	F	0.096	F	0.527	3700	(
~	To: From:	Bus US 58 E Blue I	Ridge St												
58 Jeb Stuart Hwy	Patrick County	3.78 7100	G	96%	1%	1%	0%	2%	0%	С	0.089	F	0.532	7300	(
~	_ To:	70-680 South May	o Drive												
58 Jeb Stuart Hwy	Patrick County	3.63 5600	G	91%	1%	1%	1%	6%	0%	F	0.097	F	0.591	5800	(
,	Τα	70-626 South of Critz; Abi				i				·					

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Truck-				K		Dir		
Route	Jurisdiction	Length AADT	QA 4T	ire E	วนร	Axle 3+				QC	Factor	QK	Factor	AAWDT	QV
	From:	70-626 South of Critz; Al	oram Penn Hw	у											
58 Jeb Stuart Hwy	Patrick County	6.59 5000	G 91	% -	1%	<u>1</u> % 1	% 6	%	0%	С	0.096	F	0.529	5200	G
~	To:	Henry County													
~	From:	Patrick County								_		_			_
A L Philpott Hwy	Henry County	2.67 6200	G 94	.% (0%	1% 1	% 4	%	0%	F	0.086	F	0.573	6500	G
~	To:	44-695 Spencer-Pr	eston Rd												
A L Philpott Hwy	Henry County	3.31 6800	G 94	% (0%	1% 1	% 4	%	0%	F	0.088	F	0.605	7100	G
~	To: From:	44-687 E, Soapst	one Rd			\neg —									
A L Philpott Hwy	Henry County	2.46 10000	G 94	.% (0%	1% 1	% 4	%	0%	С	0.093	F	0.610	11000	G
	To:	US 220 William F Stone I	Hwy; US 58 Bu	us											
	From:	US 220 West of M	artinsville												
00 (220) William F Stone Hwy	Henry County	3.49 16000	G 84	% -	1%	1% 1	% 12	%	1%	F	0.076	F	0.537	15000	C
	To:	US 220 South of M	artinsville												
	From:	US 220; Bus US 220 G													
William F Stone Hwy	Henry County	2.65 11000	G 93	%	1%	1% 0	% 5	%	0%	F	0.085	F	0.528	11000	C
~	To	44-650 Irisbur	g Rd												
68 William F Stone Hwy	Henry County	3.72 7600	G 93	s% -	1%	1% 0	% 5	%	0%	F	0.078	F	0.549	7600	(
,	To:	Bus US 58													
	From:	Bus US 58 William F													
A L Philpott Hwy	Henry County	1.89 13000	G 93	% -	1%	1% 0	% 5	%	0%	F	0.085	F	0.543	13000	(
	To	44-620 Old Libe	utu Du			_									
A L Philpott Hwy	Henry County	2.11 12000	G 93	10/	1%	1% 0	% 5	%	0%	F	0.085	F	0.504	12000	(
A L Philpott Hwy	Tierry Gounty			70	1 70		<i>7</i> 0 3	70	0 70		0.000	'	0.504	12000	
~	To: From:	44-610 Axton													
A L Philpott Hwy	Henry County	1.38 10000	G 93	1 % -	1%	<u>1</u> % 0	% 5	%	0%	F	0.084	F	0.506	10000	C
~~ <u></u>	To:	Pittsylvania Cour	-												
~	From:	Henry County				╝				_		_			_
58	Pittsylvania County	3.78 10000	G 93	3%	1%	1% 0	% 5	%	0%	F	0.078	F	0.525	11000	C
	To: From:	71-622 West of B	rosville												
58	Pittsylvania County	0.97 11000	A 93	% -	1%	1% 0	% 5	%	0%	С	0.101	Α	0.503	11000	A
	To	71-708 Long C	Virala												
	Pittsylvania County	4.30 15000	G 93	10/	1%	1% 0	% 5	%	0%	F	0.081	F	0.61	15000	(
58	Filisylvania County			70	1 /0	1/6 0	/o J	/0	0 /6	'	0.001	'	0.01	13000	
	To: From:	Bus US 58													
58	Pittsylvania County	2.51 6300	G 93	%	1%	1% 0	% 5	%	0%	F	0.086	F	0.547	6300	(
~	To	71-1260 Oakridge	Farms Rd												
58	Pittsylvania County	4.31 6100	G 84	.% -	1%	1% 1	% 13	%	0%	С	0.088	F	0.574	6100	G
90)	. majiraina adung				•	- , ,			3,0	Ū	3.000	•	3.0. 1	0.00	
~	From:	WCL Danvi							221	_		_	:		
58)	City of Danville (Maint: 71)	0.44 6100	G 84	% -	1%	1% 1	% 13	%	0%	С	0.088	F	0.574	6100	G
~	To	US 29 Danville Ex	pressway												
58 (29) Danville Expwy	City of Danville (Maint: 71)	1.12 16000	G 83	3%	1%	1% 2	% 14	%	1%	F	0.073	F	0.581	16000	G
	To:	Elizabeth S		-	_		-	-							_

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~~ 5 5	From:		beth St	000/	40/		00/	4.40/	40/	_			0.50	45000	
Danville Expwy	City of Danville (Maint: 71)	2.63 <b>15</b>	6000 A	83%	1%	1%	2%	14%	1%	С	0.099	Α	0.59	15000	ŀ
~ ~	To: From:		S Main St							_		_			
Danville Expwy	City of Danville (Maint: 71)	1.85 <b>17</b>	'000 G	83%	1%	1%	2%	14%	1%	F	0.072	F	0.559	17000	(
~ ~~	To: From:		ear Blvd												
Danville Expwy	City of Danville (Maint: 71)		000 G	83%	1%	1%	2%	14%	1%	F	0.075	F	0.524	19000	(
~ ~	10: From:	US 29 Danville Exp	S 29	US 58		-									
58 (360 South Boston Rd	City of Danville		'000 F	91%	0%	1%	1%	6%	0%	С	0.076	F	0.510	27000	
35) (665)	To	Kanti	uck Rd												
South Boston Rd	City of Danville		000 G	85%	1%	1%	1%	13%	0%	F	0.077	F	0.558	20000	(
50 (500)	Tos		Danville												
58) (360) Philpott Rd	Pittsylvania County		8000 G	85%	1%	1%	1%	13%	0%	F	0.072	F	0.54	12000	(
360 1pott 1 td	Talloyivama Sounty			0070	1 /0		1 70	1070	0,0	·	0.072	•	0.01	12000	
58) (360) Philpott Rd	Pittsylvania County		R 62 400 B	85%	1%	1%	1%	13%	0%	С	0.101	Α	0.514	7400	
(360) Philpott Rd	To:		County Line	05 /6	1 /0	1 /0	1 /0	13 /0	0 /6	C	0.101	^	0.514	7400	
	From:		County Line												
(8) (360) Philpott Rd	Halifax County	3.48 <b>8</b> 5	500 G	85%	1%	1%	1%	13%	0%	F	0.071	F	0.514	8400	
	To:	SR 11	9 Delila												
~ ~~	From:	SR 119 C	Calvary Rd												
(360) Philpott Rd	Halifax County	6.58 <b>88</b>	800 G	85%	1%	1%	1%	13%	0%	F	0.069	F	0.605	8800	
	To:		urbeville Rd												
~ ~~~	From:	41-658 Turbevi								_					
(8) (360) Philpott Rd	Halifax County	9.25 82	200 A	85%	1%	1%	1%	12%	0%	С	0.1	Α	0.57	8300	
<del></del>	To: From:	US 501 Huell	Matthews Hw	y											
8 (360) Bill Tuck Hwy	Town of South Boston	0.18 <b>13</b>	000 G	85%	1%	1%	1%	12%	0%	F	0.082	F	0.55	13000	
	To	ECL Soi	uth Boston												
(360) Bill Tuck Hwy	Halifax County		8000 N	85%	1%	1%	1%	12%	0%	Ν	0.082	Ν	0.55	13000	
,	To			1		_									
8 Bill Tuck Hwy	From		Randolph Blvd	OF0/	10/	10/	10/	100/	00/	F	0.070	F	0.500	7000	(
8) Bill Tuck Hwy	Halifax County		000 G	85%	1%	1%	1%	12%	0%	Г	0.073	Г	0.562	7000	
	From:		ockchoal Rd uckshoal Rd												
Bill Tuck Hwy	Halifax County		300 G	85%	1%	1%	1%	12%	0%	F	0.071	F	0.525	5400	
S Em ruck riwy	Taillax Goding		g County Line	0070	1 /0		1 /0	1270	0 /0	•	0.071	•	0.020	0400	
	From:		County Line												
8)	Mecklenburg County		800 F	85%	1%	1%	1%	12%	0%	F	0.081	F	0.536	4900	
<u>ン</u>	To		I Lita D.			<del></del> 1									
	Mecklenburg County		5 Hite Dr <b>500 F</b>	85%	1%	1%	1%	12%	0%	F	0.077	F	0.525	5600	
08)	wieckienburg County	2.99 50	J00 Г	05%	1 70	1 70	1 70	1270	U 70	Г	0.077	r	0.525	5000	
~ _	To: From:		of Clarksville			}									
i8 \ (49 <i>)</i>	Mecklenburg County	1.26 <b>7</b> 3	300 F	85%	1%	1%	1%	12%	0%	F	0.083	F	0.577	7400	
$\sim$ $\sim$	To:	Bus US 58	Virginia Ave												

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT		4Tire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
(50)	Mecklenburg County	Bus US 58 Virgini 1.46 <b>4800</b>	ia Ave <b>F</b>	85%	1%	1%	1%	12%	0%	F	0.079	F	0.546	4800	F
(58)	weckleriburg County			00 /6	1 /0	1 /6	1 /0	12/0	0 /6	•	0.073	'	0.540	4000	'
59	Mecklenburg County	US 15; Bus US 2.42 <b>5600</b>	<b>F</b>	85%	1%	1%	1%	12%	0%	F	0.08	F	0.506	5800	F
58	To To	US 15, Bus US 58,		0070	. , ,		. , 0	,	0,0	•	0.00	•	0.000	0000	•
58	Mecklenburg County	8.40 <b>4500</b>	A A	85%	1%	1%	1%	12%	0%	С	0.102	Α	0.581	4700	Α
	то:	WCL Boydto													
58	Town of Boydton (Maint: 58)	0.60 <b>4500</b>	N N	85%	1%	1%	1%	12%	0%	Ν	0.102	Ν	0.581	4700	Ν
	То	NCL Boydton	n												
58	Mecklenburg County	0.20 <b>4500</b>	N	85%	1%	1%	1%	12%	0%	Ν	0.102	Ν	0.581	4700	Ν
<u> </u>	To	SR 92													
58	Mecklenburg County	0.92 <b>5000</b>	F	85%	1%	1%	1%	12%	0%	F	0.084	F	0.640	5300	F
	SR 3	386 Mecklenburg Correction	al Center	Access R	2d										
58       58	Mecklenburg County	4.87 <b>5500</b>	F	85%	1%	1%	1%	12%	0%	F	0.082	F	0.533	5800	F
<u> </u>	Τα	SR 4 Buggs Islan	d Rd			<b>—</b>									
58	Mecklenburg County	4.23 <b>5900</b>	F	85%	1%	1%	1%	12%	0%	F	0.081	F	0.516	6200	F
$\stackrel{\smile}{\sim}$	To	US 1 Big For	·k												
58) (1)	Mecklenburg County	3.23 <b>8900</b>	F	95%	1%	1%	1%	2%	0%	F	0.088	F	0.535	9400	F
$\smile$	To: From:	US 1 Near SWCL So	outh Hill			_									
58 (1)	Mecklenburg County	0.20 <b>6100</b>	N	81%	1%	1%	1%	15%	0%	Ν	0.083	Ν	0.522	6000	١
$\longrightarrow$	To:	58-780	D 1												
(50)	Mecklenburg County	58-780 Theater 1.61 <b>6100</b>		81%	1%	1%	1%	15%	0%	С	0.083	F	0.522	6000	F
58	To	58-903 Goodes Fer			.,,	<del></del>	.,,		• , •			-			
58	Mecklenburg County	0.98 <b>6200</b>	<u>гу ка</u> <b>F</b>	81%	1%	1%	1%	15%	1%	F	0.081	F	0.553	6100	F
30)	To	SCL South Hill; Mag					.,,		.,,			-			
58	Town of South Hill (Maint: 58)	0.69 <b>5900</b>	F Lane	80%	1%	1%	2%	16%	0%	С	0.081	F	0.547	5800	F
30)	To	BUS US 58; Countr	ery Lono												
58 E Atlantic St	Town of South Hill (Maint: 58)	0.24 <b>19000</b>	F	81%	1%	1%	1%	15%	1%	F	0.085	F	0.525	18000	F
30)	To	ECL South Hill;	1.95												
58	Mecklenburg County	1.27 <b>15000</b>	F	80%	1%	1%	2%	15%	0%	С	0.079	F	0.506	15000	F
<u>se)</u>	То	WCL LaCross	20												
58	Town of LaCrosse (Maint: 58)	0.52 <b>15000</b>	N N	80%	1%	1%	2%	15%	0%	Ν	0.079	Ν	0.506	15000	١
	Too	ECL LaCross	· A			—									
58	Mecklenburg County	0.61 <b>15000</b>	N N	80%	1%	1%	2%	15%	0%	N	0.079	N	0.506	15000	١
<del>=====================================</del>	Τα	58-644						- **							-
~	From:	58-644 Watkins			44.			. =				_			
58	Mecklenburg County	1.98 <b>11000</b>	F	81%	1%	1%	1%	15%	1%	F	0.075	F	0.504	11000	F

Davite	مرج المجالم مانين با	Laurantha AADT C	0.4 4Tine	Dua	T	ruck		00	K	OK	Dir	AAMDT	- 01
Route	Jurisdiction		QA 4Tire	Bus	2Axle 3+Axl	e 1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	Town of Brodnax (Maint: 58)	WCL Brodnax 0.46 <b>11000</b>	N 81%	1%	 1% 1%	15%	1%	N	0.075	N	0.504	11000	N
58)	Town of Brodnax (Maint: 38)	Brunswick County Li		1 /0	1/6 1/6	13/6	1 /0	IN	0.073	IN	0.504	11000	1
	From:	Mecklenburg County I											
58 Piney Pond Rd	Town of Brodnax (Maint: 12)	0.72 <b>9100</b>	<b>F</b> 81%	1%	<u>1</u> % 1%	15%	1%	F	0.075	F	0.524	8900	
	To:	ECL Brodnax											
58 Governor Harrison Pkwy	Brunswick County		<b>A</b> 81%	1%	1% 1%	15%	1%	С	0.112	Α	0.521	8100	
38) acreme mameem man	To:	12-694	71 0.70	. , ,		.0,0	. , 0	Ū	0		0.02.	0.00	•
	From:	12-694 Cattail Rd; Twin Po	onds Rd										
Governor Harrison Pkwy	Brunswick County	2.97 <b>8700</b>	<b>F</b> 81%	1%	1% 1%	15%	1%	F	0.075	F	0.520	8500	
	To	Bus US 58 EAST	,										
Governor Harrison Pkwy	Brunswick County		<b>F</b> 81%	1%	 1% 1%	15%	1%	F	0.078	F	0.513	10000	
56)							.,.	-		•			
Courses Hawises Blue	From From From From From From From From	12-712 Edgerton		10/	10/ 10/	150/	10/	F	0.070	г	0.540	0700	
Governor Harrison Pkwy	Brunswick County		F 81%	1%	1% 1%	15%	1%	г	0.073	F	0.540	8700	
	From:	Greensville County L Brunswick County Li											
58 Pleasant Shade Dr	Greensville County		<b>G</b> 81%	1%	1% 1%	15%	1%	F	0.073	F	0.563	9600	(
38)	-		<u> </u>										
S8 West Atlantic St	City of Emposis (Moints 40)	WCL Emporia	010/	1%	1% 1%	150/	10/	F	0.073	F	0.550	10000	
West Atlantic St	City of Emporia (Maint: 40)	0.41 <b>12000</b>	<b>G</b> 81%	170	1% 1%	15%	1%	Г	0.073	Г	0.558	12000	(
~	To: From:	Purdy Rd											
58 West Atlantic St	City of Emporia (Maint: 40)	0.13 <b>20000</b>	<b>G</b> 81%	1%	1% 1%	15%	1%	F	0.07	F	0.557	19000	(
~	To	I-95											
58	City of Emporia (Maint: 40)		<b>G</b> 74%	1%	1% 1%	22%	1%	С	0.082	F	0.558	14000	(
	To	US 301 Main St											
50	City of Emporia (Maint: 40)		<b>G</b> 70%	1%	1% 1%	26%	1%	С	0.075	F	0.579	12000	(
58	Oity of Emporia (Maint: 40)	0.04 13000	<b>u</b> 7070	1 /0	170 170 ——	2070	1 /0	O	0.073	•	0.575	12000	•
~	To: From:	Reese St											
58	City of Emporia (Maint: 40)	0.49 <b>15000</b>	<b>G</b> 82%	1%	1% 1%	16%	0%	F	0.072	F	0.516	14000	(
	To: Fron:	Davis St											
58	City of Emporia (Maint: 40)	0.65 <b>14000</b>	<b>G</b> 82%	1%	1% 1%	16%	0%	F	0.071	F	0.510	13000	(
<i>~</i>	To	East Atlantic St											
58	City of Emporia (Maint: 40)		<b>G</b> 82%	1%	1% 1%	16%	0%	F	0.069	F	0.512	14000	(
56)			- 0=/0	. , ,		.0,0	0,0	•	0.000	•	0.0.2		
Countries of Del	Craca a cilla Country	ECL Emporia	000/	10/	10/ 10/	100/	00/		0.07	г	0.540	1 1000	
Courtland Rd	Greensville County		<b>G</b> 82%	1%	1% 1%	16%	0%	F	0.07	F	0.549	14000	
•	From:	Southampton County I Greensville County L											
Southampton Pkwy	Southampton County		<b>G</b> 82%	1%	1% 1%	16%	0%	F	0.076	F	0.562	13000	(
, , , , , , , , , , , , , , , , , , ,	_ <del>-</del>			. , 3	- 70	. 5 76	0,0	•	0.0.0	•	3.00=		
Courth a martin Discour	From	87-615 W, Adams Grove Rd; F		40/	10/ 10/	1001	00/		0.070		0.010	10000	
Southampton Pkwy	Southampton County	4.72 <b>14000</b>	<b>G</b> 82%	1%	1% 1%	16%	0%	F	0.076	F	0.612	13000	(
	To: From:	87-659 Drewry Rd; Pino	opolis										
58 Southampton Pkwy	Southampton County	5.55 <b>14000</b>	<b>G</b> 82%	1%	1% 1%	16%	0%	F	0.074	F	0.571	13000	(
~	To:	WCL Capron											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	WCL Capron													
58 Southampton Pkwy	Town of Capron (Maint: 87)	0.14 <b>14000</b>	N	82%	1%	1%	1%	16%	0%	Ν	0.074	Ν	0.571	13000	Ν
$\stackrel{\smile}{\sim}$	To	87-653 Capron				<u> </u>									
58 Southampton Pkwy	Town of Capron (Maint: 87)		G	82%	1%	1%	1%	16%	0%	F	0.076	F	0.562	15000	G
	т.с.	ECL Capron													
58 Southampton Pkwy	Southampton County	5.56 <b>14000</b>	F	82%	1%	1%	1%	16%	0%	С	0.122	В	0.537	13000	F
30)	To		1							_					
58 Southampton Pkwy	Southampton County	SR 35 & 58 Bus W of Co	G	82%	1%	1%	1%	16%	0%	F	0.073	F	0.597	15000	G
58) Godinampion i kwy				02 /0	1 /0	1 /0	1 /0	10 /0	0 70	'	0.070	•	0.557	13000	u
~~	From:	Bus US 58 East Of Cou		000/	40/		40/	400/	00/	_	0.407	^	0.540	40000	
58	Southampton County	2.34 <b>20000</b>	В	86%	1%	1%	1%	12%	0%	С	0.107	Α	0.519	19000	В
	To: From:	Bus US 58 West of Fra													
58)	Southampton County	0.16 <b>18000</b>	G	86%	1%	1%	1%	12%	0%	F	0.107	Ν	0.519	17000	G
<del></del>	To: From:	US 58 Bus West of Fra	anklin												
58 Southampton Pkwy	Southampton County	3.74 <b>18000</b>	G	86%	1%	1%	1%	12%	0%	F	0.073	F	0.536	17000	G
<i></i>	To:	US 258 South of Fran	nklin			<u> </u>									
58 (258)	Southampton County	3.02 <b>19000</b>	G	86%	1%	1%	1%	12%	0%	F	0.073	F	0.58	18000	G
	To:	WCL Suffolk													
~~~~	From:	Southampton County													
58) (258) Franklin Bypass	City of Suffolk	1.27 20000	G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.600	19000	G
*	To: From:	US 258													
58 Franklin Bypass	City of Suffolk	0.18 17000	N	86%	1%	1%	1%	12%	0%	Ν	0.069	Ν	0.517	16000	Ν
~	To:	SR 189				<u> </u>									
58) (189) (189) Franklin Bypass	City of Suffolk	1.01 17000	G	86%	1%	1%	1%	12%	0%	F	0.069	F	0.517	16000	G
35) (36) (8)	To	SR 272 South Quay	, D.4												
58) (189) (189) S Quay Rd	City of Suffolk		G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.588	20000	G
36) (189) (189) Gada, 110	any or carroin			0070	1 /0		1 70	1270	070	•	0.072	•	0.000	20000	ŭ
58 Holland Bypass	City of Suffolk	SR 189 S Quay R 1.05 21000	G G	86%	1%	10/	1%	12%	0%	F	0.072	F	0.598	20000	G
58 Holland Bypass	City of Surloik	1.05 21000	G	00%	170	1%	170	12%	0%	Г	0.072	Г	0.596	20000	G
~~ · · · · · · - ·	To: From:	Bus US 58													
Holland Rd	City of Suffolk	1.32 25000	G	86%	1%	1%	1%	12%	0%	F	0.071	F	0.628	23000	G
~	To: From	133-610 W, Buckhor	rn Rd												
58	City of Suffolk	2.77 25000	G	86%	1%	1%	1%	12%	0%	F	0.071	F	0.632	24000	G
~	To:	133-647 E, Lummis													
Helland Dd	City of Cuffolls	133-647 Lummis F		000/	10/	10/	10/	100/	00/	_	0.070	_	0.60	05000	_
Holland Rd	City of Suffolk		G	86%	1%	1%	1%	12%	0%	F	0.073	F	0.63	25000	G
~~~	To: From:	133-643 Manning Brid				<u> </u>									
Holland Rd	City of Suffolk	0.67 <b>27000</b>	G	86%	1%	1%	1%	12%	0%	F	0.076	F	0.611	26000	G
~	Toc From:	133-738 Kenyon R	Rd												
58 Holland Rd	City of Suffolk	0.38 <b>32000</b>	G	86%	1%	1%	1%	12%	0%	F	0.077	F	0.579	30000	G
~	To:	Cove Point Rd													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
White d Dd	From:		Point Rd	000/	10/	10/	10/	100/	00/	_	0.070	_	0.50	00000	_
58 Holland Rd	City of Suffolk		1000 G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.59	30000	G
	From:		est Suffolk Byps US 58	ass											
58) (13) Suffolk Bypass	City of Suffolk	1.41 <b>4</b> (	0000 G	86%	1%	1%	1%	12%	0%	F	0.084	F	0.658	37000	G
$\downarrow$	To	133-604 I	Pitchkittle Rd												
58 (13) Suffolk Bypass	City of Suffolk		6000 G	86%	1%	1%	1%	12%	0%	F	0.087	F	0.657	37000	G
	Toc	US 460 I	Pruden Blvd												
58) (13) (460) Suffolk Bypass	City of Suffolk		5000 G	92%	0%	1%	1%	6%	0%	F	0.096	F	0.669	47000	G
	To	CD 10 CD 2	32 Godwin Blvd												
58 (13) (460 Suffolk Bypass	City of Suffolk		7000 G	92%	0%	1%	1%	6%	0%	F	0.087	F	0.606	59000	G
38) (13) (400)	To.						.,.	• , •				-			
58 (13) (460 Suffolk Bypass	City of Suffolk		2 Wilroy Rd 0000 <b>G</b>	92%	0%	1%	1%	6%	0%	F	0.084	F	0.61	52000	G
58) (13) (460) Suffolk Bypass	To:	Bus US 13, Bus			0 70		1 /0	0 / 0	070	•	0.004	•	0.01	02000	
	From:	Bus US 58 Milit		ound											
58) (13) (460) Military Highway	City of Suffolk	3.46 <b>6</b> 9	9000 G	92%	0%	1%	1%	6%	0%	F	0.083	F	0.595	72000	G
<del></del>	To: From:		Chesapeake												
58 (13) (460 Military Highway	City of Chesapeake (Maint: 64)		Suffolk 8000 A	92%	0%	1%	1%	6%	0%	С	0.096	Α	0.593	71000	A
58) (13) (460)tar, r.iiga,	only of emocapeans (maint or)			0270	0 70		170	070	070	Ŭ	0.000	,,	0.000	71000	
58) (13) (460)	City of Chesapeake (Maint: 64)		900 G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	10000	G
36) (13) (400)								• , •							
ALT	Hom.	SR 191 Jolliff Rd; U													
58) (460) Airline Blvd	City of Chesapeake		300 G	96%	1%	1%	0%	1%	0%	С	0.083	F	0.5	6700	G
ALT	10: From:		Portsmouth Thesapeake												
58 (460) Airline Blvd	City of Portsmouth		2000 F	96%	1%	1%	0%	1%	0%	F	0.082	F	0.529	12000	F
30) (430)	To	Graan	nwood Dr												
ALT	From:														
58 460 Airline Blvd	City of Portsmouth	0.20 15	5000 F	96%	1%	1%	0%	1%	0%	F	0.079	F	0.602	16000	F
ALT	To: From:	Elmh	urst Lane												
58 (460) Airline Blvd	City of Portsmouth	1.30 <b>9</b>	0000 F	96%	1%	1%	0%	1%	0%	F	0.079	F	0.571	9600	F
	To	SR 230 V	Victory Blvd												
ALT ALL BL	From:			000/	40/	40/	00/	40/	00/	_	0.070	_	0.507	10000	_
58 460 Airline Blvd	City of Portsmouth	0.28 <b>1</b> 1	1000 F	96%	1%	1%	0%	1%	0%	F	0.078	F	0.587	12000	F
~ · · · · · · · · · · · · · · · · · · ·	To: From:		rtsmouth Blvd												
58 Airline Blvd	City of Portsmouth	1.40 <b>1</b> 3	3000 F	96%	1%	1%	0%	1%	0%	F	0.110	F	0.511	14000	F
<u> </u>	To: From:		ederick Blvd												
58 Airline Blvd	City of Portsmouth	0.19 <b>1</b> 9	9000 F	97%	1%	1%	1%	1%	0%	F	0.079	F	0.614	20000	F
~	To: From:	Hi	igh St												
58 London Blvd	City of Portsmouth	0.72 <b>1</b> 9	9000 F	97%	1%	1%	1%	1%	0%	С	0.082	F	0.623	20000	F
<u> </u>	To:	SR 141 I	London Blvd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K		Dir		_
Route	Jurisdiction	Length AADT C	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~	From:	SR 141 London Blv							_					
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 <b>35000</b>	<b>G</b> 94%	1%	2%	1%	3%	0%	С	0.085	F	0.653	37000	
~	To: From:	SR 164 Western Frw	/y											
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 <b>36000</b>	<b>A</b> 96%	0%	0%	1%	2%	0%	С	0.087	Α	0.512	40000	
<del>~</del>	To:	Elizabeth River Midtown												
58 Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	Martin Luther King Free 1.08 36000	eway <b>A</b> 96%	0%	0%	1%	2%	0%	С	0.087	Α	0.512	40000	
58 Elizabeth River Midtown Tunnel	City of Fortsmouth (Maint. 64)		A 90 /6	0 /6	<u> </u>	1 /0	2/0	0 /6	C	0.007	^	0.512	40000	
~~	From:	ECL Portsmouth										. =		
Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)		<b>A</b> 96%	0%	0%	1%	2%	0%	С	0.087	Α	0.512	40000	
~	To: From:	SR 337 Brambleton A SR 337	ive											
58 (337)Brambleton Ave	City of Norfolk		<b>G</b> 96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	32000	
58 337 Brambleton Ave	Only of Norion	0.20 27000	<b>u</b> 5070	0 70		1 /0	270	0 70	•	0.070	•	0.007	02000	
~~~	From:	Colley Ave												
337 Brambleton Ave	City of Norfolk		G 96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	39000	
~	From	E SR 337	A											
58 Duke St	City of Norfolk	E SR 337 Brambleton . 0.17 9100	Ave 95%	1%	1%	1%	1%	0%	F	0.083	F	0.754	9700	
58) Built of	Oity of Norton		u 3370	1 /0	1 /0	1 /0	1 /0	0 70	•	0.000	•	0.754	3700	
~	To: From:	Olney Rd							_		_		2.122	
58) Virginia Beach Blvd	City of Norfolk	0.07 6000	G 95%	1%	1%	1%	1%	0%	F	0.086	F	0.674	6400	
~	To: From:	Boush Street												
58 Virginia Beach Blvd	City of Norfolk	0.24 5500	G 95%	1%	1%	1%	1%	0%	F	0.089	F	0.532	5900	
~	To:	US 460 Monticello Ave; St F	Pauls Blvd											
Vincinia Danah Blud	City of Nortalls	Monticello Ave	000/	00/	10/	10/	10/	00/	_	0.000	F	0.504	15000	
Virginia Beach Blvd	City of Norfolk	0.70 15000	G 96%	2%	1%	1%	1%	0%	С	0.092	г	0.591	15000	
	To: From:	SR 168 Tidewater D)r											
58 Virginia Beach Blvd	City of Norfolk	0.53 15000	G 95%	1%	1%	1%	1%	0%	С	0.099	F	0.522	16000	
~	To:	Park Ave												
58 Virginia Beach Blvd	City of Norfolk		G 95%	2%	1%	1%	1%	0%	С	0.09	F	0.516	18000	
	To	SR 405 Ballentine Bl	v.d											
58 Virginia Beach Blvd	City of Norfolk		G 95%	2%	1%	1%	1%	0%	F	0.086	F	0.552	32000	
58 Virginia Beach Blvd	Oity of Norioik	0.00 30000	u 3376	2 /0	1 /0	1 /0	1 /0	0 /6	•	0.000	•	0.552	32000	
~	To: From:	Azalea Garden Rd							_					
Virginia Beach Blvd	City of Norfolk	1.35 30000	G 95%	2%	1%	1%	1%	0%	F	0.098	F	0.635	31000	
~	To: From:	US 13 Military Hwy	y											
Sea Virginia Beach Blvd	City of Norfolk	0.79 27000	G 98%	1%	1%	0%	0%	0%	F	0.088	F	0.515	29000	
~	To	SR 165 Kempsville F	Rd											
58 Virginia Beach Blvd	City of Norfolk		G 98%	1%	1%	0%	0%	0%	С	0.097	F	0.539	30000	
200 girila 2000 2.140	To:	WCL Va Beach; Newtow		. /0		0 /0	0 /0	3 /0	9	0.007	•	0.500	55000	
	From:	ECL Norfolk; Newtown												
58 Virginia Beach Blvd	City of Virginia Beach		G 98%	1%	1%	0%	0%	0%	С	0.095	F	0.586	39000	
	To:	SR 190 Witchduck R	Rd											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:		0 Witchduck		2221					2-1			_			
58) Virginia Beach Blvd	City of Virginia Beach	1.11	33000	F	98%	0%	1%	0%	0%	0%	С	0.087	В	0.501	34000	F
~~~	To: From:		Independence				<u> </u>				_		_			
58) Virginia Beach Blvd	City of Virginia Beach	2.18	48000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.599	45000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Rosemont Rd		000/	10/		00/	00/	201					40000	
(58) Virginia Beach Blvd	City of Virginia Beach	0.41	49000	G	98%	1%	1%	0%	0%	0%	F	NA			48000	G
~~~	From:		za Trail Nortl										_			
Virginia Beach Blvd	City of Virginia Beach	1.37	41000	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.56	37000	G
~~~	To: From:		nnhaven Pkwy	_												
(58) Virginia Beach Blvd	City of Virginia Beach	1.06	42000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.572	39000	G
~	To: From:	SR 27	9 Great Neck													
(58) Virginia Beach Blvd	City of Virginia Beach	0.14	32000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.572	29000	G
<u> </u>	To: From:	Bus US	58; Va Beach	h Blvd												
58 Laskin Rd	City of Virginia Beach	1.47	30000	Α	99%	0%	0%	0%	0%	0%	С	0.096	Α	0.56	31000	Α
<u> </u>	From	Firs	st Colonial Ro	d												
58 Laskin Rd	City of Virginia Beach	1.53	29000	G	99%	0%	0%	0%	0%	0%	С	0.08	F	0.524	30000	G
<u> </u>	To: From:	F	Birdneck Rd				\neg \vdash									
58 Laskin Rd	City of Virginia Beach	0.97	27000	G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.533	28000	G
<u> </u>	To:	US	60 Pacific Av	ve												
~~	From:		8 E 96A; US		96A											
(58) Ramp to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.24	1600	F								0.083	F		1600	F
~	To:		I-81 S													
	From:	Ramps US 58			66B											
(58) Ramp to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.02	2800	F								0.100	F		2800	F
~	10:		I-81 North													
~~	From:		8 Carrollton P									0.004	_		0000	_
58 Ramp	Carroll County	0.18	2200 I-77 South	F			_					0.084	F		2200	F
	From:			>-1												
58 Ramp	Carroll County	0.21	8 Carrollton P 3300	rike F								0.072	F		3300	F
58) Hallip	To:	-	I-77 North									0.072	•		3300	'
East	From:		US 421 Eastb	aound.												
58 Ramp US 58 W US 421 E to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.03	530	F								0.132	F		530	F
36) Hamp 66 66 11 66 121 2 16 16 16 16 16 16 16 16 16 16 16 16 16	To:		mp US 58 96A									0.102	•		000	•
East	From:		US 421 Eastb				<u> </u>									
58 Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.14	960	F								0.138	F		960	F
	To:		58 96B; US 42		6B											
East	From:	US 58	B E, E Atlantic	c St							-					
58 Ramp	Mecklenburg County	0.36	1000	G	81%	1%	1%	1%	15%	1%	F	NA			1000	G
\smile	To:		I-85 South													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tri			QC	K	QK	Dir	AAWDT	QW
East	From:	10	1	US 58 East				ZAXIE	3+Axie	TTrail	21raii		Factor		Factor		
8 Ramp	Mecklenburg (County	0.24	930	G	81%	1%	1%	1%	15%	1%	F	NA			910	G
<u> </u>	To:			I-85 North													
East	From:	r.		5-S011B T													
(58) Ramp	City of Emporia (I		0.18	2400	G								0.085	F		2400	G
	To:			S FROM R													
East	City of Emperie (US 58 I-95-N0			M 95							0.117	F		1000	G
58) Ramp	City of Emporia (I	: 40)	0.13	1300 N FROM R'	G			_					0.117	Г		1300	G
Foot	From	1		58 TO RT 2													
East 58	Southampton (County	0.22	NA	236								NA			NA	
(36)	To:			258; 1US 25	58-P												
East	From:			8 TO RTE													
(58) (258)	City of Suff	folk	0.17	560	G								0.111	F		560	G
	To	×	US 58-E451I	3 TO RTE 1	189 SOU	TH											
East (58) (258) Ramp	City of Suff	folk	0.05	230	G								0.113	F		230	G
(58) (258) Trainp	To:		1SR 189-P			ST		1					0.110			200	u
Fact	From:	r.	US 58-E451														
East 58	City of Suff	folk	0.03	240	G	111							0.138	F		240	G
	To:	O.	1SR 189-P	FROM RTE	E 58 EAS	ST											
East	From:	1:	TO ROUT	E 664 EAS	TSOUT	Н											
8 Ramp	City of Chesapeake		0.77	NA									NA			NA	
<u> </u>	To:		-664-E FROM I														
East	From:		US 58 TO RO		VESTNO	RTH											
58 Ramp	City of Chesapeake		0.17 664-W FROM	NA DOLUTE 50	120 460	EACT		_					NA			NA	
	Drom]				EASI											
West 58 Ramp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (M	1 	0.02	JS 421 Wes 1000	F								0.09	F		1000	F
58 Tramp 00 30 W 00 421 W 10 1 0 1 0 at Exit 1	To:		Ramps US			iΑ							0.03	'		1000	'
West	From:	r.		W, E Atlan													
Samp	Mecklenburg (County	0.03	2100	F	81%	1%	1%	1%	15%	1%	F	0.081	F		2000	F
	To:): 		I-85 South													
West	From:	·		TO RT 85	SB								NIA			NIA	
58 Ramp	Mecklenburg (0.15	NA S FROM R	T 58								NA			NA	
West	From	1	1-03-		1 20												
West 58 Ramp	Mecklenburg (County	0.29	US 58 1500	Α								0.109	Α		1400	Α
(30)	To:	x		I-85 North				1					555				
West	From	r.	US 58 I-95-S0		ND FRO	M 95											
8 Ramp	City of Emporia (I		0.14	4400	G			-					0.082	F		4400	G
\smile	To	00	I-95-	S FROM R	T 58												

Route	Jurisdiction	Length AAL		4Tire	Bus			k 1Trail 2Tr	(.)(.	K Factor	QK	Dir Factor	AAWDT	QW
West 58 Ramp	City of Emporia (Maint: 40)	US : 0.18 120 I-95 N	0 G							0.079	F		1200	G
West (58) (258)	Southampton County	US 58 TO 3 0.14 NA 1US 258-P C2US 2	1	9BU						NA			NA	
West 58	City of Suffolk	US 58 TO RTI 0.19 440) G							0.143	F		440	G
West 189 Ramp	City of Suffolk	US 58-W451B TO 0.03 110 US 258 C) G	189						0.169	F		110	G
West 58	City of Suffolk	US 58-W451A TO 0.06 32 US 258 US 258-W013A) G							0.134	F		320	G
West (58) Ramp	City of Chesapeake (Maint: 64)	US 58 TO ROUTE 6 0.29 NA 1-664-E FROM ROUT	664 EASTSO	OUTH						NA			NA	
West 58 Ramp	City of Chesapeake (Maint: 64)	US 58 TO ROUTE 6 0.22 NA I-664-W FROM ROUT	64 WESTN	ORTH						NA			NA	
West 58 Ramp	City of Virginia Beach (Maint: 75)	US 58-W000A TO ROU	TE 58 BUS	VA BEAC						0.082	F		16000	G
ALT (58) Main St	Town of Jonesville (Maint: 52)	US 58 Jo 0.59 580	ones St	96%	1%	1%	0%	2% 0%	. C	0.099	F	0.57	6000	F
ALT (58)	Lee County	3.51 670 52-645 Clyde	0 G	96%	1%	1%	0%	2% 0%	, F	0.099	N	0.57	6700	G
ALT (58) W Morgan Ave	Lee County	52-645 VC 2.58 810 WCL Pennii	0 F	96%	0%	1%	1%	2% 0%	, F	0.092	F	0.56	8500	F
ALT 58 Morgan Ave	Town of Pennington Gap (Maint: 5		0 N	96%	0%	1%	1%	2% 0%	, N	0.092	N	0.56	8500	N
ALT (58) (421) E Morgan Ave	Town of Pennington Gap (Maint: 5		00 F	96%	0%	1%	1%	2% 0%	s F	0.087	F	0.521	12000	F
ALT 58 Trail of the Lonesome Pine	Town of Pennington Gap (Maint: 5		0 F	96%	0%	1%	1%	2% 0%	. C	0.09	F	0.542	6600	F
ALT 58 Trail of the Lonesome Pine	Lee County Te	4.60 630 Chapma	0 N	96%	0%	1%	1%	2% 0%	. N	0.09	N	0.542	6600	N

							Tru	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK	Factor	AAWDT	Q۱
From:															
Lee County	2.69	3900	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.576	4100	F
Too From:	52-642	Old Woodw	ay Rd												
Lee County	2.67	4300	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.636	4600	F
Toc From:	52-982 S,	Seminary Cl	hurch R	d											
Lee County	2.22	4100	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.653	4300	F
To- From:	52-982 N,	Seminary Cl	hurch R	d											
Lee County	1.32	4700	F	97%	0%	1%	1%	1%	0%	F	0.089	F	0.656	5000	F
To:															
				97%	0%	1%	1%	1%	0%	F	0.088	F	0.666	5600	(
vvise oddrity				37 70	0 70	1 /0	1 /0	1 /0	0 70		0.000	'	0.000	3000	•
From:									221						
Wise County	0.56	5400	N	97%	0%	1%	1%	1%	0%	N	0.088	N	0.666	5600	ı
To: From:	WCI	L Big Stone C	Gap												
Town of Big Stone Gap	1.15	5700	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.618	5900	(
To: From:	V	W 1st Street													
Town of Big Stone Gap	0.13	5200	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.563	5500	(
Tos From:		E 1st Street													
Town of Big Stone Gap	0.42	4800	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.53	5000	(
To:	Bus		St												
Town of Big Stone Gan	n 24		G	96%	0%	0%	0%	3%	0%	F	0.087	F	0.501	8500	
To:				0070	0 70	70	0,0	070	070	•	0.007	•	0.001	0000	
From:		E 5th St								_					
Town of Big Stone Gap	0.93	9900	G	96%	0%	0%	0%	3%	0%	C	0.084	F	0.501	10000	
To: From:	SCL	Big Stone C	Зар												
Wise County	0.35	9100	G	96%	0%	0%	0%	3%	0%	F	0.087	F	0.551	9500	(
To: From:	US	23; Bus US	23												
Wise County	1.31	12000	G	94%	0%	1%	0%	5%	0%	F	0.088	F	0.518	12000	(
To: From:		S 97-610													
Wise County	5.30	14000	G	94%	0%	1%	0%	5%	0%	F	0.091	F	0.56	15000	(
То.				- /-			- /-	- / -	- / -						
Wise County	n 86		G	Q/I°/-	Nº/-	1%	Nº/-	50/_	O°/-	F	ሀ ሀልል	F	0 544	15000	(
wise County				J4 70	U 70	1 70	U 70	J 70	U 7/0	Г	0.008	Г	0.544	15000	,
To: From:	V	VCL Norton													
City of Norton (Maint: 97)	1.03	14000	G	91%	1%	1%	1%	6%	0%	С	0.088	Ν	0.544	15000	(
	Lee County To From Lee County Lee County To From Wise County To From Wise County To From Town of Big Stone Gap Columb C	Chapman Roa Chapman Roa 2.69 3900	Chapman Road	Chapman Road Lee County 2.69 3900 F 97%	Chapman Road Lee County 2.69 3900 F 97% 0%	Length AADT QA 4 Fire Bus 2Axle	Lee County	Length AADT QA 4 Fire Bus 2Axle 3+Axle 1Trail	Chapman Road Chap	Chapman Road	Carried Carr	Length AADT QA 41 Fe Bus 2Axle 31-Axle 11 rail 2Trail QC Factor QK	Chapter AADT QA 4 1 Pus 2 2 2 2 3 4 1 1 1 1 1 1 1 1 1	Summary Charles Summary Ch	

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		11th St													
(58) (23) Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50	16000	G	90%	1%	1%	1%	7%	0%	С	0.087	F	0.500	16000	G
ALT	To: From:		US 23													
Norton Coeburn Rd	City of Norton (Maint: 97)	1.06	11000	G	93%	1%	1%	1%	5%	0%	С	0.091	F	0.601	12000	G
(36)	To:		e County L													
ALT	From:		CL Norton													
Norton Coeburn Rd	Wise County	2.04	11000	N	93%	1%	1%	1%	5%	0%	Ν	0.091	N	0.601	12000	Ν
ALT	To: From:		97-762													
Norton Coeburn Rd	Wise County	2.30	11000	G	93%	0%	1%	1%	4%	0%	F	0.088	F	0.618	12000	G
ALT	To: From:	97-813 Old	l Norton Co	oeburn F	.d											
58 Norton Coeburn Rd	Wise County	1.67	11000	G	93%	0%	1%	1%	4%	0%	F	0.079	F	0.569	12000	G
\bigcirc	To	W	CL Coebu	m												
ALT Nexton October Bd	From: (Mariety 0.7)				000/	00/	40/	40/	40/	00/		0.070		0.500	40000	
Norton Coeburn Rd	Town of Coeburn (Maint: 97)	0.94	11000	N	93%	0%	1%	1%	4%	0%	N	0.079	N	0.569	12000	N
ALT	Tex From:	SR 1	58 W, Fron	nt St												
(58) Senator M M Long Hwy	Town of Coeburn (Maint: 97)	0.90	8400	G	93%	0%	1%	1%	4%	0%	F	0.078	F	0.578	9000	G
ALT	To: From:	SR 72	2 Dunganno	on Rd			<u> </u>									
Senator M M Long Hwy	Town of Coeburn (Maint: 97)	2.71	8100	G	93%	0%	1%	1%	4%	0%	F	0.086	F	0.519	8800	G
(36)	To:	NCL Coebur								- , -					-	-
ALT	From:	NCL (Coeburn; 9'	7-893												
58 Bull Run Rd	Wise County	4.35	6800	G	93%	0%	1%	1%	4%	0%	F	0.075	F	0.52	7300	G
ALT	To: From:	97-6	657 Carfax	Rd			<u> </u>									
ALT 58 Bull Run Rd	Wise County	2.27	7300	G	93%	0%	1%	1%	4%	0%	F	0.075	F	0.529	7900	G
58) 24 14	The county				0070	0 70		1 70	170	070	•	0.070		0.020	7000	Ğ
ALT	From:	97-655	Russel Cre	eek Rd												
(58) Bull Run Rd	Wise County	1.34	8500	G	93%	0%	1%	1%	4%	0%	F	0.079	F	0.588	9200	G
ALT	To: From:	W	CL Saint Pa	aul												
58 Bull Run Rd	Town of Saint Paul (Maint: 97)	0.30	8500	N	93%	0%	1%	1%	4%	0%	Ν	0.079	Ν	0.588	9200	Ν
	To:	SE	R 63 Wise S	St												
ALT	Town of Saint Paul (Maint: 97)	0.48	12000	G	93%	0%	10/	1%	40/	00/	F	0.00	F	0.555	13000	G
58 Bull Run Rd	Town of Saint Paul (Maint. 97)		ell County		93%	0%	1%	170	4%	0%	Г	0.08	Г	0.555	13000	G
ALT	From:		e County L													
58 Castlewood Rd	Castlewood (Maint: 83)	2.56	11000	Α	93%	0%	1%	1%	4%	0%	С	0.105	Α	0.528	12000	Α
\bigcirc	То:		SR 65													
ALT Cooklaward Dd	From:		5 Memoria		000/	00/	10/	10/	40/	00/	_	0.007	_	0.000	0000	_
(58) Castlewood Rd	Castlewood (Maint: 83)	1.04	9100	G	93%	0%	1%	1%	4%	0%	F	0.097	F	0.609	9800	G
ALT	To: From:	SCI	L Castlewo	ood	-	-	}									
Trail of the Lonesome Pine	Russell County	3.10	9100	N	93%	0%	1%	1%	4%	0%	Ν	0.097	Ν	0.609	9800	Ν
\bigcirc	To:	S	SR 71 West	t												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
ALT	From:		71 West	000/	00/	10/	10/	40/	00/	_	0.005	F	0.50	0000	(
71 Trail of the Lonesome Pine	Russell County		600 G	93%	0%	1%	1%	4%	0%	F	0.095	F	0.56	9300	(
ALT	To: From:	SR 71 E, Trail o	f the Lonesome	Pine											
ALT 58	Russell County	1.98 6	300 G	93%	0%	1%	1%	4%	0%	F	0.092	F	0.521	6900	(
	To- From:	83	3-671												
ALT 58	Russell County	4.73 6	500 G	93%	0%	1%	1%	4%	0%	F	0.09	F	0.569	7100	
	To:	Ţ	S 19												
NLT 58) (19)	Russell County		5000 G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.519	16000	
58) (19)	To:		n County Line	J+ /0	0 70		1 /0	770	0 70	•	0.032	'	0.515	10000	
LT	From:		County Line												
Porterfield Hwy	Washington County	3.25 1 4	1000 F	94%	0%	1%	1%	4%	0%	F	0.09	F	0.533	15000	
LT	Tron:	95-802 1	Mendota Rd												
68) (19) Porterfield Hwy	Washington County	3.03 1	5000 F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.558	16000	
\sim	To	95-700 Ri	ch Valley Rd												
LT 58 (19) Porterfield Hwy	Washington County	3.79 1 7	7000 F	94%	0%	1%	1%	4%	0%	F	0.094	F	0.546	19000	
LT	To: From:	NCL .	Abingdon												
8 (19) Porterfield Rd	Town of Abingdon	0.21 2	1000 F	94%	0%	1%	1%	4%	0%	F	0.091	F	0.56	22000	
LT	Trov. From:	US 19 Po	rterfield Hwy												
Russell Rd	Town of Abingdon	1.01 8	200 F	99%	0%	1%	0%	0%	0%	С	0.093	F	0.51	8700	
~	To:		ey Street												
LT 58) {11} Main St	Town of Abingdon		lley St 1000 G	98%	0%	1%	0%	0%	0%	F	NA			12000	
6) (1)	To:		ain St				- , -		* / *						
	From:		S 11	2221	221				221			_			
Cummings St	Town of Abingdon		6000 F -81	98%	0%	1%	0%	1%	0%	С	0.085	F	0.529	18000	
LT	From:	Bus US 23 Sout		Com											
	Wise County		2000 G	94%	0%	1%	0%	5%	0%	F	0.088	F	0.518	12000	
₽	To:		owell Valley Ro		0,0		0,0	0,0	0,0	•	0.000	•	0.0.0	000	
LT	From:		well Valley Rd												
Orby Cantrell Hwy	Wise County	5.30 1 4	1000 G	94%	0%	1%	0%	5%	0%	F	0.091	F	0.56	15000	
LT	To: From:	97-610 N Po	well Valley Ro												
Orby Cantrell Hwy	Wise County	0.86 1 4	1000 G	94%	0%	1%	0%	5%	0%	F	0.088	F	0.544	15000	
	T _O . From:	WCI	Norton												
ALT 58 (23)	City of Norton (Maint: 97)	1.03 1 4	1000 G	91%	1%	1%	1%	6%	0%	С	0.088	Ν	0.544	15000	
	To:	11Th St;	12th St Ext												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and intersta	nout												
Route	Jurisdiction	Length AADT	QA -	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW
	- I				240	2Axle	3+Axle	1Trail	2Trail	40	Factor	۷i۱	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	٠,,
ALT 58 723 Orby Cantrell Hwy	City of Norton (Maint: 97)	11Th St; 12th St 1.50 16000		90%	1%	1%	1%	7%	0%	С	0.087	F	0.500	16000	G
(58) (23) Orby Cantrell Hwy		ALT US 58, SR 283 Norton			1 70	1 70	170	170	0%	C	0.067	г	0.500	16000	G
ALT ALT		SR 283 A1US 58-P TO RT													
(5 ₈) (58)	City of Norton (Maint: 97)	0.19			Alt US 5	8 for c	directiona	al traffic	volume	estim	nates for	this s	egment.		
	To:	US 23 FROM ALT RT	E 58; 283	3											
ALT	From:	SR 283 A1US 58-P TO RT		JTH								_			
58	City of Norton (Maint: 97)	0.19 2300	G								0.101	F		2300	G
	T-mail	US 23 Orby Cantre													
Bus	Brunswick County	US 58 South of Lawr 0.20 6400		97%	1%	1%	0%	1%	0%	С	0.105	F	0.563	6500	F
58 46	Brunswick County			31 /6	1 /0	1 /0	0 /6	1 /0	0 /6	O	0.103	'	0.505	0300	'
Bus	To: From:	SCL Lawrencev													
Bus (58) (46)	Town of Lawrenceville (Maint: 12)	0.80 6400	N	97%	1%	1%	0%	1%	0%	N	0.105	Ν	0.563	6500	N
Bus	To: From:	SR 46, E Church	ı St												
58 Main St	Town of Lawrenceville (Maint: 12)	0.35 5200	F	97%	1%	1%	0%	1%	0%	F	0.097	F	0.551	5300	F
30)	To:	ECL Lawrencev													
Bus	From:								221						
Lawrenceville Plank Rd	Brunswick County	1.25 5200		97%	1%	1%	0%	1%	0%	N	0.097	N	0.551	5300	N
	T-mail	US 58 Governor Harri													
Bus	Town of Boydton (Maint: 58)	US 58 West of Bo 0.48 940		98%	1%	0%	0%	0%	0%	F	0.120	F	0.563	970	F
58	Town of Boyaton (Maint: 30)		•	JU 70	1 /0	- 0 70	0 78	0 70	0 70	•	0.120	•	0.500	370	'
Bus	From:	SR 92													
(58)	Town of Boydton (Maint: 58)	0.55 1000	F	98%	1%	0%	0%	0%	0%	С	0.107	F	0.785	1100	F
Bus	To: From:	NCL Boydton	1			\Box \vdash									
58	Mecklenburg County	0.05 1000	N	98%	1%	0%	0%	0%	0%	Ν	0.107	N	0.785	1100	Ν
	To:	US 58 East of Boy	ydton												
Bus	From:	US 58 West Inters	ection												
58 Market Dr	City of Emporia	0.21 10000	G	97%	0%	1%	0%	1%	0%	С	0.092	F	0.549	11000	G
<u></u>	To:	West Atlantic													
Bus 58 West Atlantic St	City of Emporia	US 58 Connect 0.44 9800		98%	0%	1%	0%	1%	0%	С	0.086	F	0.506	10000	G
(58) West Atlantic St	Oity of Emporia			JO 70	0 70		0 78	1 /0	0 70	O	0.000	•	0.500	10000	ч
Bus	From:	North Main Str													
(58) East Atlantic St	City of Emporia	0.25 3700	G	90%	1%	1%	0%	8%	0%	F	0.087	F	0.530	3900	G
Bus	Too From:	Reese St													
58 East Atlantic St	City of Emporia	1.20 1700	G	90%	1%	1%	0%	8%	0%	С	0.100	F	0.622	1800	G
	To:	US 58 East Interse							- / -						
Bus	From:	US 58				j									
(58) Clay St	Southampton County	2.32 2800	Α	98%	1%	1%	0%	0%	0%	С	0.137	Α	0.577	3200	Α
	To:	WCL Frankli	ı												
	-														

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			niersiale Ro				Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
us	From:		Franklin												
Clay St	City of Franklin	1.18 3 3	300 G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.542	3800	(
us	Toc From:	Hunte	erdale Rd												
Clay St	City of Franklin	0.58 3 7	700 G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.574	4200	(
, (2)	To	Homa	estead Rd												
JS Clave Ch	From:			000/	10/	10/	00/	00/	00/	F	0.000	_	0.044	0500	
Clay St	City of Franklin	0.35 3 1	100 G	98%	1%	1%	0%	0%	0%	Г	0.093	F	0.644	3500	•
IS	To: From:	Le	ee St												
Clay St	City of Franklin	0.16 2 1	100 G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.785	2400	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 42	200 G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.557	4600	
0	To: From:	Gard	dner St												
s Clay St	City of Franklin	0.17 1 9	900 G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.777	2200	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 34	400 G	97%	1%	1%	0%	0%	0%	F	0.094	F	0.646	3800	
	To	Hi	igh St												
s 4th Avenue	City of Franklin	•	300 G	98%	1%	1%	0%	0%	0%	_	0.097	F	0.604	1500	
3 4th Avenue	To:		hanic St	90 /6	1 /0	1 /0	0 /6	0 /6	0 /0	'	0.037	'	0.004	1300	
S	From:		rth Ave												
Mechanic St	City of Franklin		500 G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.642	2900	
us Bus	From:		ond Ave S 258												
8 258	City of Franklin		700 G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	8800	
	To	FCL.	Franklin												
us Bus	From:		700 G	98%	1%	1%	0%	0%	0%	_	0.007	F	0.610	8800	
8) (258)	Southampton County		ht County Line		170	1%	0%	0%	0%	Г	0.097	Г	0.613	8800	
ıs Bus	From:		on County Line												
8) (258) Carrsville Hwy	Isle of Wight County	1.54 7 1	'100 G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.529	7300	
	To: From:	US 258 V	Walters Hwy												
us 8 Carrsville Hwy	Isle of Wight County	5.11 2 9	900 G	98%	1%	0%	0%	1%	0%	С	0.101	F	0.578	3000	
9) *** * ,	Τα		Suffolk												
us	From:		ht County Line		10/	10/	40/	201	00/	_		_	0.50	0000	
Ruritan Blvd	City of Suffolk		200 G	97%	1%	1%	1%	0%	0%	С	0.089	F	0.58	2300	
IS	To: From:	SR	R 189												
8 Holland Rd	City of Suffolk	0.26 2 7	700 G	97%	1%	1%	1%	0%	0%	F	0.091	F	0.654	2700	
رہ	To- Front	133-653 Dutch Rd	d; Glen Haven	Drive		_									
us 8 \ Holland Rd	City of Suffolk		400 G	97%	1%	1%	1%	0%	0%	С	0.093	F	0.678	3500	
8) 110114114114	Tr.	U.40 3 -	U	J1 /0	1 /0	1 /0	1 /0	0 /0	0 /0	J	0.030	•	0.070	5500	,

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
Bus	From:		us 58 Clay													
Lee Street	City of Frankli		1500	G	96%	1%	1%	0%	0%	0%	F	0.103	F	0.713	1600	C
~	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F	0.646	3800	(
	To:		High St													
Bus 58 High St	City of Frankl	in 0.27	Lee Street 2100	G	96%	1%	1%	0%	0%	0%	С	0.087	F	0.569	2300	(
	Combined Traffic Estimates for 2 Parallel R				97%	1%	1%	0%	0%	0%	F	0.087	F	0.557		(
	To Tombined Trainic Estimates for 2 Parallel R		4200 58 Fourth .	G Ave	97%	170	1%	0%	0%	0%	Г	0.067	Г	0.557	4600	,
	From						_									
Bus 58 (Holland Rd	City of Suffol		9800	G	97%	1%	10/	0%	10/	00/	F	0.092	F	0.546	10000	
Holland Rd	City of Sulloi	IK 0.05	9000	G	9770	1 70	1%	0%	1%	0%	Г	0.092	Г	0.546	10000	
Bus	To: From:	133-172	2 Kilby Sh	ores Rd												
Holland Rd	City of Suffol	lk 1.79	8900	G	97%	1%	1%	0%	1%	0%	С	0.101	F	0.655	9400	
	To:	SR 33	37 Constanc	ce Rd												
Bus	From:		337 Holland													
Constance Rd	City of Suffol	lk 0.29	8300	G	94%	1%	2%	1%	2%	0%	С	0.099	F	0.567	8800	
	To: From:	WCL Su	ffolk Pitchk	cettle Rd			\neg \vdash									
Bus 58 Constance Rd	City of Suffol	lk 0.86	8900	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.586	9400	
Constance Rd	Oity of Sulloi				33 /6	0 70	0 /8	0 /6	0 /6	0 /6	O	0.033	'	0.500	3400	
Bus Bus	To: From:	SI	R 32 Main S	St												
58) (13) (460) Constance F	Rd City of Suffol	lk 0.88	15000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.564	16000	
\sim	To:		inner Stree													
Bus Bus Bus	From:		ighland Av								_		_			
58) (13) (460) Portsmouth I	Blvd City of Suffol	lk 1.60	15000	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.532	16000	
Bus Bus Bus	To: From:	SR 33	7 Washing	ton St												
58 13 460 Portsmouth I	Blvd City of Suffol	lk 1.22	21000	G	96%	1%	1%	1%	1%	0%	С	0.087	F	0.579	22000	
38) (13) (400). Grammatin	To:		US 58			. , 0	$\overrightarrow{}$. , ,	. , 0	0,0	Ū	0.00.	•	0.0.0		
Due.	From:	110 50 0	Southampto	n Dlava												
Bus 58 (35) Meherrin Rd	Southampton Co		3200	G	93%	1%	1%	1%	4%	0%	F	0.111	F	0.526	3300	
33) 111011011111111		-			0070	1 /0		1 70	170	0 70	·	0.111	•	0.020	0000	
Bus	From:	We	CL Courtla	nd												
58 (35) Meherrin Rd	Town of Courtland (N	Maint: 87) 0.14	3200	N	93%	1%	1%	1%	4%	0%	Ν	0.111	Ν	0.526	3300	
\sim \sim	To:		R 35 Main S													
Bus	From:		5; Meherrii		000/	10/	101	40/	40/	00/	_		_	0.500	0000	
Main St	Town of Courtland (N	Maint: 87) 1.10	6400	G	93%	1%	1%	1%	4%	0%	С	0.096	F	0.533	6600	
Bus	To- From:	EC	CL Courtlar	nd												
58 Jeruselem Rd	Southampton Co	ounty 1.18	6400	N	93%	1%	1%	1%	4%	0%	Ν	0.096	N	0.533	6600	
30)	To:		Southampto		20,0	.,,	Ť	. , .	.,,	0,0		3.000	• •	3.000	0000	
Due.	From						- i									
Bus 58 (Virginia Beach Blvd	City of Virginia B		58 Laskin 29000	G	98%	1%	1%	0%	0%	0%	F	0.075	F	0.575	31000	(
58 Virginia Beach Blvd	Oity of Virgilia D	1.40	23000	u	JU /6	1 /0	1 /0	0 /0	0 /0	0 /0		0.073		0.070	51000	,

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K	<u> </u>	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus Vicainia Basah Blad	From:	First Colonia		000/	10/	10/	00/	00/	00/		0.077	г	0.500	10000	
Virginia Beach Blvd	City of Virginia Beach	0.44 18000		98%	1%	1%	0%	0%	0%	F	0.077	F	0.562	16000	G
Bus	Tro: From:	Oceana Bl	vd												
58) Virginia Beach Blvd	City of Virginia Beach	0.96 12000	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.587	11000	G
Bus	To: From:	Birdneck I	Rd												
Virginia Beach Blvd	City of Virginia Beach	1.17 12000	G	98%	1%	1%	0%	0%	0%	С	0.079	F	0.503	11000	(
~ <u></u>	Tα:	Atlantic A													
us	From:	C7US 58 TO ROUT	E 264 WE	EST											
Ramp	City of Virginia Beach (Maint: 7	5) 0.09 NA S 58-W503A TO ROUTE 58	DIICVA	DEACH	DI						NA			NA	
us Bus Bus	From:	Bus Us 2		BEACH	DL	1									_
us Bus Bus 58 (23) (421)	Scott County	0.04 2700	<u>,</u> N	98%	0%	1%	0%	1%	0%	Ν	0.105	N	0.537	2900	
	To	CL Gate C	itv												
us Bus Bus (8) (23) (421 Daniel Boone Rd	Town of Gate City (Maint: 84)		G	98%	0%	1%	0%	1%	0%	С	0.105	F	0.537	2900	(
Daniel Boone Rd	Town of Gate City (Maint: 64)		G	90 /0	0 /6	1 /0	0 /6	1 /0	0 /6	C	0.103	'	0.557	2900	`
us Bus Bus	From:	84-762													
8 23 421 Daniel Boone Rd	Town of Gate City (Maint: 84)	0.84 3500	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.526	3700	(
us Bus Bus	To: From:	84-763													
(8) (23) (421) W Jackson St	Town of Gate City (Maint: 84)	0.15 9300	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.509	9900	(
us Bus Bus	To- From:	84-665													
Bus Bus Bus Sus Star W Jackson St	Town of Gate City (Maint: 84)	0.12 6600	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.561	7100	(
	To	SR 71													
us Bus Bus	Town of Gate City (Maint: 84)		G	99%	0%	10/	00/	00/	00/	С	0.098	F	0.500	11000	(
8 (23) (421)	Town of Gate City (Maint. 64)			99%	076	1%	0%	0%	0%	C	0.096	Г	0.528	11000	,
us Bus Bus	To: From:	84-836													
58) (23) (421)	Town of Gate City (Maint: 84)			99%	0%	1%	0%	0%	0%	F	0.1	F	0.557	18000	(
	Econol.	US 23 South of C		**											
Bus 68 A L Philpott Hwy	Henry County	US 58; US 220 William 2.40 7900	n F Stone G	98%	0%	0%	1%	1%	0%	С	0.098	F	0.648	8200	(
38) / L T T T T T T T T T T T T T T T T T T	To				0 70		170	170	070		0.000	•	0.010	0200	
us Bus	From:	Bus US 220 Green								_		_	. =		
Memorial Blvd	Henry County	0.72 17000		97%	1%	0%	0%	1%	0%	F	0.086	F	0.581	18000	(
us Bus	To: From:	SCL Martins	sville												
(220) Memorial Blvd	City of Martinsville	0.71 19000		97%	1%	0%	0%	1%	0%	С	0.086	F	0.542	20000	(
us	To: From:	SR 57 Starling . Bus US 220 Mem													
58 57 Starling Ave	City of Martinsville	0.85 8900	G	98%	1%	1%	0%	1%	0%	С	0.09	F	0.55	9500	(
	Tα	Mulberry I								-					

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		T TITTAL Y ALTO	interstate F	iouics				Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT QA	4 4Ti	ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	M	Iulberry Rd				ZAXIE	3+Axie	HIIAII	ZIIali		i actor		i actor		
58 57 Starling Ave	City of Martinsville	0.15	7500 G	989	1%	1%	1%	0%	1%	0%	F	0.096	F	0.576	8000	G
30) 31)	To:	(Church St													
Bus	From:		tarling Ave													
58 57 Church St	City of Martinsville		10000 G		8%	1%	1%	0%	0%	0%	С	0.09	F	0.601	11000	G
Rue	From:		e St; Starling Av	re												
Bus 58 57 Church St	City of Martinsville	0.28	9400 G	989	1%	1%	1%	0%	0%	0%	F	0.09	F	0.542	10000	G
30) (31)	To		Fairy St													
Bus	From:		-													
58 (57) E Church Rd	City of Martinsville	0.26	8900 G	i 98°	%	1%	1%	0%	0%	0%	F	0.092	F	0.616	9500	G
S us	To: From:	Ві	rookdale St													
58 (57) E Church Rd	City of Martinsville	0.13	12000 G	989	1%	1%	1%	0%	1%	0%	F	0.088	F	0.586	13000	G
30) (31)	Te		II 1 C													
Bus	From:		Hooker St								_		_			
58) (57) E Church Rd	City of Martinsville	0.77	15000 G	989	8%	1%	1%	0%	1%	0%	С	0.086	F	0.614	16000	G
Bus	To: From:	ECI	L Martinsville													
58 (57) A L Philpott Hwy	Henry County	0.54	13000 A	989	1%	0%	0%	0%	1%	0%	С	0.101	Α	0.613	14000	Α
30) (37)	Tod															
Bus	From:		7 Chatham Rd													
58 A L Philpott Hwy	Henry County	2.48	10000 G	939	%	1%	1%	2%	2%	0%	С	0.085	F	0.581	11000	G
Bus	To: From:	44-93	0 Dogwood Dr													
58 A L Philpott Hwy	Henry County	0.51	9500 G	i 98°	1%	0%	0%	0%	1%	0%	F	0.092	F	0.561	10000	G
30) ' '	To:	US 58 Wi	illiam F Stone H													
Bus	From:	Ţ	JS 1 South													
58) (1) Danville St	Mecklenburg County	0.36	NA									NA			NA	
	Combined Traffic Estimates for Parallel Roadways of	on this Route:	NA									NA			NA	
	To		JS 1 North													
Bus	From:			0.5	.0/	40/	40/	40/	00/	00/		0.44		0.505	5000	
58) (1) Danville St	Mecklenburg County	0.16	4700 N	959	%	1%	1%	1%	2%	0%	N	0.11	N	0.565	5000	N
Bus	From:		L South Hill Locust St				-									
58 1 Danville St	Town of South Hill	0.28	6800 F	959	5%	1%	1%	1%	2%	0%	F	0.095	F	0.603	7300	F
	To:		Plank Rd													
Bus	From:		L South Hill										_			_
58 1 Danville St	Town of South Hill	1.89	4700 F	959	%	1%	1%	1%	2%	0%	С	0.11	F	0.565	5000	F
Bus	From:		Locust St Plank Rd													
58 1 Danville St	Town of South Hill	0.09	7200 F	969	5%	1%	1%	1%	1%	0%	С	0.097	F	0.563	7600	F
	Tol		des Ferry Blvd													
Bus	From:										_		_			
58) (1) Danville St	Town of South Hill	0.23	6200 F	959	%	1%	2%	1%	1%	0%	С	0.103	F	0.551	6500	F
~ ~	To:	Mec	klenburg Ave													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary an	ia intersta	10 110												
Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- QI
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus Maakklanhuur Aug	From:		Danville St	_	000/	10/	10/	10/	00/	00/	_	0.00	_	0.557	7000	_
58) (1) Mecklenburg Ave	Town of South Hill	0.16	7100 SR 47 Atlan	F	96%	1%	1%	1%	2%	0%	С	0.09	F	0.557	7600	F
Bus	From:		US 1; SR 47	uc st												
58 Atlantic St	Town of South Hill	0.48	9300	F	96%	0%	1%	1%	2%	0%	С	0.087	F	0.570	9900	F
~	To	,	Windsor St													
Bus Atlantia Ct	From:			_	070/	00/	10/	10/	00/	00/	_	0.007	_	0.500	10000	F
Atlantic St	Town of South Hill	0.66	12000 58 E Atlantic	F	97%	0%	1%	1%	2%	0%	С	0.087	F	0.508	12000	r
	From:															
Bus 58 Dr Thomas Walker Rd	Lee County	7.00	S 58; 52-687	F	94%	0%	1%	1%	4%	0%	F	0.096	F	0.546	1200	F
Dr Thomas Walker Rd	To:		Daniel Boone		34 /0	0 /0	1 /0	1 /0	4 /0	0 /6	'	0.030	•	0.540	1200	'
	From:															
Bus 58 (8)	Patrick County	0.51	8 Jeb Stuart I 3600	N N	97%	1%	1%	0%	1%	0%	N	0.09	N	0.503	3700	1
58) (8)	r diriok oddiny			- ''	07 70	1 70	1,70	070	1 /0	0 /0		0.00	.,	0.000	0700	
Bus	From:	· · · · · · · · · · · · · · · · · · ·	WCL Stuart													
8 West Blue Ridge St	Town of Stuart (Maint: 70)	1.00	3600	G	97%	1%	1%	0%	1%	0%	С	0.09	F	0.503	3700	(
\sim	To:	E SR 8	Stuart; Patric	ck Ave												
Bus 58 (49) Virginia Ave	From:	U	S 58; 58-815	5												
(49) Virginia Ave	Mecklenburg County	0.55	3900	G	98%	0%	1%	0%	0%	0%	F	0.093	N	0.519	4000	(
Oue Oue	To: From:	W	CL Clarksvil	le												
Bus 58 (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.97	3700	F	98%	0%	1%	0%	0%	0%	С	0.093	F	0.519	3800	F
30) (43) 3 4	To			G:												
Bus	From:		5 W, College													
58) (15) (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.88	6500	F	99%	0%	0%	0%	1%	0%	С	0.088	F	0.515	6700	F
Bus	To: From:	NO	CL Clarksvill	le												
58 (15) (49)	Mecklenburg County	0.84	6500	N	99%	0%	0%	0%	1%	0%	N	0.088	Ν	0.515	6700	Ν
38) (13) (49)	To:		East of Clark		0070	0 70		0,70	. , 0	0,0	•	0.000	•	0.0.0	0.00	·
Bus	From:	11	JS 58, US 29)												
58 Riverside Dr	Pittsylvania County	1.31	12000	N	93%	1%	1%	0%	5%	0%	Ν	0.092	Ν	0.706	12000	١
	To	W	/CL Danville													
Bus	From:															
Riverside Dr	City of Danville	4.97	12000	G	93%	1%	1%	0%	5%	0%	F	0.092	F	0.706	12000	(
Bus	To: From:	Bus 1	US 29 Park A	Ave												
58 Riverside Dr	City of Danville	0.93	14000	G	96%	1%	1%	1%	2%	0%	С	0.083	F	0.564	14000	(
50	Too															
Bus	From:		51 Westover													
Riverside Dr	City of Danville	0.51	22000	G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.519	22000	(
Bus	To: From:	(Central Blvd													
₅₈ Riverside Dr	City of Danville	0.24	25000	G	93%	1%	1%	0%	5%	0%	F	0.086	F	0.506	25000	
co (Biversine Dr							1 %	110/2	7 %	()~/~						

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			state Ho				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	- QV
Bus	From:	Piney Fore													
Riverside Dr	City of Danville	0.92 2100) G	93%	1%	1%	0%	5%	0%	F	0.085	F	0.533	21000	G
Bus	To: From:	Arnette E	lvd												
58 Riverside Dr	City of Danville	0.82 1400) G	93%	1%	1%	0%	5%	0%	F	0.08	F	0.511	14000	G
<u> </u>	To	N Main	St												
Bus 58 (360) River St	City of Danville	0.64 1800) G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.535	18000	G
\rightarrow	To.	Old Halifa			. , ,		0,0	0 70	0,0	•	0.07.0	•	0.000	.0000	
Bus	From:											_		.=	
58 360 South Boston Rd	City of Danville	1.24 1700		96%	1%	1%	1%	1%	0%	С	0.081	F	0.517	17000	G
	From	US 29 Danville I		У											
Bus 58 Jeb Stuart Hwy	Patrick County	US 58 Danvi 0.93 560	G Pike	90%	1%	1%	1%	7%	0%	F	0.103	F	0.563	580	G
56) 505 514411,	Tol.				. , ,		. , ,	. , 0	0,0	•	000	•	0.000		
Bus	From:	Blue Ridge P										_			
Jeb Stuart Hwy	Patrick County	0.99 1300 US 58 Danvi		90%	1%	1%	1%	7%	0%	F	0.108	F	0.579	1300	G
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	From														
Bus	Lee County	Alt US :		95%	0%	1%	1%	2%	0%	С	0.09	F	0.585	3800	F
58	To	Alt US:		0070	0 70		. 70	270	070	Ū	0.00	•	0.000	0000	•
	From:	SR 47 North of Di	akes Branc	ch											
59	Town of Drakes Branch (Maint: 19)	0.55 1400	G	93%	1%	1%	3%	3%	0%	С	0.098	F	0.530	1400	C
	To From:	NCL Drakes	Branch			_									
59	Charlotte County	6.77 1400	N	93%	1%	1%	3%	3%	0%	Ν	0.098	Ν	0.530	1400	١
	To From:	WCL Keys	ville			\neg \vdash									
59	Town of Keysville (Maint: 19)	0.58 1400		93%	1%	1%	3%	3%	0%	Ν	0.098	Ν	0.530	1400	١
<i></i>	То:	SR 40 Key	sville												
~ =	From:	West Virginia S	State Line		1.04			"							
60 64	Alleghany County	1.83		77%	ee 1-64 1%	for dire	ctional tr 1%	20%	oiume es 0%	timate F	es for this 0.089	_	ment. 0.590	9500	C
	Combined Traffic Estimates for 2 Parallel Roadways on			7770	170	176	170	20%	0%	Г	0.089	Г	0.590	9500	
	Alleghany County	F-198 5.33		9	00 I-64	for dire	ctional tr	affic vo	duma as	timate	es for this	coa	ment		
60 64	Combined Traffic Estimates for 2 Parallel Roadways on) G	77%	1%	1%	1%	20%	0%		0.088	_	0.599	9400	c
	Tollined Traine Estimates for 2 Taraner Hoadways on			7770	1 /0	1 /0	1 /0	2070	0 70	•	0.000	'	0.555	3400	
60 (64)	Alleghany County	2.85		S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	sea	ment		
60 64	Combined Traffic Estimates for 2 Parallel Roadways on		G	77%	1%	1%	1%	20%	0%	F	0.078		0.508	9000	
	To:	US 60, SR	159	, ,	. , ,	Ĭ.	. , •		- / -		2.3.3				`
~ = -	From:	I-64 CALLA	GHAN		0:			- (()	l	Aller :					
60 64 Ramp	Alleghany County	0.22		S	ee I-64	tor dire	ctional tr	attic vo	olume es	timate	es for this	s segi	ment.		
~~	Tor From:	W I-64 CALL		0454	4-1		461	061	051		0.65.	_	0 = 0 0	0000	
60 Midland Trail Rd	Alleghany County	0.40 2800	G	91%	1%	1%	1%	6%	0%	С	0.094	F	0.788	2900	C

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						4			Tru	ıck			K	011	Dir		
	Jurisdicti	ion	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
	Alloghony C	n:	4.20	I-64 East		0.40/	10/	10/	20/	120/	00/	0	0.001	_	0.641	2100	G
	Allegrariy C	ounty				04%	170	176	2%	13%	0%	C	0.091	Г	0.641	2100	G
	City of Covi	naton				90%	0%	1%	1%	8%	0%	C	0.087	F	0 593	3900	G
	Oity of Oovii	re				30 70	0 70	1 /0	1 /0	0 /0	0 70	O	0.007	'	0.555	3300	G
	City of Covi	naton	0.14			98%	0%	0%	1%	0%	0%	F	0.094	F	0.523	3900	G
	т.	Ecc.	W														
	City of Covi	ngton	0.43	5200	G	98%	0%	0%	1%	0%	0%	С	0.092	F	0.549	5500	G
		Fo:	F	E Oak Stree	t												
	City of Covi	ngton	0.40	5400	G	98%	1%	1%	0%	1%	0%	С	0.086	F	0.601	5800	G
	T. From	Foc	US 220) N Allegha	ny Ave												
ie	City of Covi	ngton	0.12	13000	G	98%	0%	0%	1%	0%	0%	F	NA			14000	G
	To From	For m:	S	Highland A	ve												
	City of Covi	ngton	0.26	14000	G	92%	1%	0%	1%	6%	0%	С	0.083	F	0.575	15000	G
	T. From	For m:															
	City of Covi	ngton	0.46	13000	G	92%	0%	0%	1%	7%	0%	С	0.083	F	0.587	13000	G
	Fron	For m:				000/	00/		40/	70/	00/			_	0.540	1 1000	
	Alleghany C	ounty	0.62	13000	G	92%	0%	0%	1%	7%	0%	F	0.08	F	0.543	14000	G
	From	To until	0.10	US 220	NI.	000/	00/	00/	10/	70/	00/	NI.	0.00	N.I.	0.540	14000	N
	Allegitariy C	Journey				9270	076	0%	1 70	1 70	0%	IN	0.06	IN	0.543	14000	IN
SA E at Evit 16	Alleghany C	County											0.084	F		4800	G
74 E at Exit 10	Talegramy C					8SOUTH							0.004			4000	ď
	From	m:		S 60; US 22	20												
Canalina d Traffia Fatina at	0,	•	_	17000	_									·		15000	_
Combined Traffic Estimat	les for 2 Paralle	el Roadways on this	s Route:		G	77%	1%	1%	1%	20%	0%	г	0.078	г	0.506	15000	G
	Alleghany C	County	2.37	03-696		Si	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	s seal	ment		
Combined Traffic Estimat	0,	,		16000	G									·		15000	G
	т.								.,,								
	Alleghany C	III.	1.11	03 220 WC	st of Cil			for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
Combined Traffic Estimat	tes for 2 Paralle	el Roadways on this	s Route:	14000	G	77%	1%	1%	1%	20%	0%	F	NA			13000	G
	T ₁	For	WC	L Clifton Fo	orge			\neg \vdash									
		,	1.55		-			for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
Combined Traffic Estimat	tes for 2 Paralle	el Roadways on this	s Route:	14000	G	77%	1%	1%	1%	20%	0%	F	NA			13000	G
	To From	Fo: m:		L Clifton Fo	orge												
	Alleghany C	County	0.97			ς,	00 64	for dire	ctional tr	affic vo	luma ac	timate	es for this	Seal	ment		
Combined Traffic Estimat	0,	•			G	77%	1%	1%	1%	20%	0%	F	NA	Jucy	nont.	13000	G
	64 E at Exit 16 Combined Traffic Estimat Combined Traffic Estimat Combined Traffic Estimat	Alleghany C City of Covi Alleghany C Alleghany C Alleghany C Combined Traffic Estimates for 2 Paralle Alleghany C Combined Traffic Estimates for 2 Paralle	City of Covington Alleghany County County County County County County Alleghany County To I-64-E From Alleghany County Combined Traffic Estimates for 2 Parallel Roadways on this Combined Traffic Estimates for 2 Parallel Roadways on this Combined Traffic Estimates for 2 Parallel Roadways on this Combined Traffic Estimates for 2 Parallel Roadways on this Combined Traffic Estimates for 2 Parallel Roadways on this Town of Clifton Forge (Maint: 03)	Alleghany County 4.29 City of Covington C	Alleghany County A.29 2000	Alleghany County	Alleghany County	Alleghany County	Alleghany County A.29 2000 G 84% 1% 1% 1%	City of Covington City	Surficient Continue Continu	Alleghany County 4.29 2000 G 84% 17 18 27 13% 0%	Alleghany County	Alleghany County 4.29 2000 G 84% 176 508 2Axle 3+Axle 177all 2Trail 3	Alleghany County	Second S	Strict S

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Jurisdiction							[IC:K			K		Dir		
Julistiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
From:	US 2	220; BUS US	S 60												
3 ,	•			S	ee I-64	for dired	ctional t	raffic vo	lume es	timate	es for this	s seg	ment.		
Combined Traffic Estimates for 2 Parallel P	Roadways on this Route:	9600	G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.521	8900	G
To: From:		R 42, SR 26	9												
	•			S	ee I-64	for dired	ctional t	raffic vo	lume es	timate	es for this	s seg	ment.		
Combined Traffic Estimates for 2 Parallel P	Roadways on this Route:	7700	G	77%	1%	1%	1%	20%	0%	F	0.08	F	0.502	7100	G
To: From:		SR 269													
	•			S	ee I-64	for dired	ctional t	raffic vo	lume es	timate	es for this	s seg	ment.		
Combined Traffic Estimates for 2 Parallel F			F	77%	1%	1%	1%	20%	0%	F	NA			7000	F
To:			-												
Bockbridge Co		nany County	Line	S	ee I-64	for dired	ctional to	raffic vo	lume es	timate	es for this	s sea	ment.		
_	•	7400	F							F		•		7000	F
	loadways on this riodic.		•	7770	170	- 70	1 70	2070	0 /0	•	0.00	•	0.000	7000	•
Rockbridge Co	unty 7.38	81-780		9,	oo I-64	for direc	rtional ti	raffic vo	duma as	timate	e for this	c coa	ment		
	•	9200										_		7700	Α
To Table Trainic Estimates for 2 Parallel P	toadways on this houte.		Α	11/0	1 /0	1 /0	1 /0	20 /0	0 /6	C	0.131	^	0.04	7700	^
From:	I-64-E TO		T & EA	ST											
Rockbridge Co	unty 0.18			S	ee I-64	for dired	ctional t	raffic vo	lume es	timate	s for this	s seg	ment.		
To	I-64, 81- 623	NEAR KEE	RRS CR	EEK											
Rockbridge Co		1700	F	95%	1%	1%	2%	1%	0%	С	0.103	F	0.524	1800	F
To T	91.63	21 Dia Caria	o De												
From:∟ Rockbridge Co			F	97%	0%	1%	1%	1%	0%	С	0.115	F	0.661	2000	F
тоГ		W4 -61													
Bockbridge Co				97%	0%	1%	1%	1%	0%	F	0.102	F	0.672	4000	F
Tiockbridge Ool				31 /6	0 76	1 /0	1 /0	1 /0	0 78	'	0.102	'	0.072	4000	•
Tor From:				000/	00/	10/	10/	00/	00/		0.004		0.000	4000	
City of Lexingi	ton 0.25	4000	r	98%	0%	1%	1%	0%	0%	C	0.094	F	0.628	4200	F
Too From:						_									
City of Lexing	ton 0.33	5500	F	98%	0%	1%	0%	0%	0%	С	0.094	F	0.539	5800	F
To: From:	G	lasgow Stree	et												
City of Lexing	ton 0.20	5400	F	98%	0%	1%	1%	0%	0%	F	0.093	F	0.564	5700	F
To:		C2US 11-P				<u> </u>									
City of Lexing	ton 0.11	7200	F	98%	0%	1%	1%	1%	0%	F	0.089	F	0.549	7600	F
Toc	Ra	andolph Stre	et												
From:L City of Lexing		6500	F	98%	0%	1%	0%	0%	0%	С	0.098	F	0.566	6900	F
						_									
City of Leving				98%	0%	1%	1%	1%	0%	C	<u> </u>	F	0.554	13000	F
Sity of Lexingt				<i>30</i> /6	U /0	1 /0	1 /0	1 /0	0 /6	O	0.031	'	0.554	13000	•
To: From:				0.40/	001	10/	407	40/	00/		0.005		0.54	10000	
Rockbridge Co		12000 East of Lexin		94%	υ%	1%	4%	1%	υ%	Ü	0.095	F	0.54	13000	F
	Combined Traffic Estimates for 2 Parallel From Alleghany Cou Combined Traffic Estimates for 2 Parallel From Alleghany Cou Combined Traffic Estimates for 2 Parallel From Rockbridge Co Combined Traffic Estimates for 2 Parallel From Rockbridge Co Combined Traffic Estimates for 2 Parallel From Rockbridge Co Combined Traffic Estimates for 2 Parallel From Rockbridge Co Rockbridge Co Rockbridge Co Trom Rockbridge Co City of Lexing	Alleghany County 1.78 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rockbridge County S.34	Alleghany County	Combined Traffic Estimates for 2 Parallel Roadways on this Route: SR 42, SR 269	Alleghany County	Alleghany County	See 1-64 for direct See	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 9600	Combined Traffic Estimates for 2 Parallel Roadways on this Route: See See See See Fee For directional traffic volume See See	List 220; BUS US 60 See I-84 for directional traffic volume estable See I-84 for direction	1.78 1.78	1.78	See 1-64 for directional traffic volume estimates for this seg Combined Traffic Estimates for 2 Parallel Roadways on this Route: 9600 G 77% 1% 1% 1% 20% 0% F 0.083 F	List 20 Bits List 50 See Fe4 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: 9600 G 77% 1% 1% 1% 20% 0% F 0.083 F 0.521	List 22th IRIS LIST No. See I-64 for directional traffic volume estimates for this segment.

8/4/2014

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		last of Lexing													
60 Midland Trail	Rockbridge County	2.17	13000	F	93%	1%	1%	1%	4%	0%	С	0.091	F	0.55	14000	F
	To: From:	81-608	W, Pathfind	ler Dr												
60 Midland Trail, James A. Anderson Memorial Hwy	Rockbridge County	0.90	11000	F	94%	0%	1%	1%	5%	0%	С	0.091	F	0.713	12000	F
<u> </u>	To	WC	L Buena Vis	sta												
60 Lexington Ave	City of Buena Vista	0.08	10000	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.525	11000	F
<u> </u>	To:	Α1	leghany Ave													
60 Lexington Ave	City of Buena Vista	0.53	9900	F	94%	0%	1%	1%	4%	0%	С	0.091	F	0.512	11000	F
00) =g				-				.,.	.,.	- , -	_		•	****		-
60 29th St	City of Buena Vista	1.31	Beech Ave 4600	F	91%	0%	1%	1%	6%	0%	С	0.106	F	0.533	4900	F
60) 29th St	City of Bueria Vista	1.31	4000	Г	9176	076	1 70	1 70	070	0%	C	0.106	Г	0.555	4900	Г
~~	To: From:		L Buena Vis										_			
60)	Rockbridge County	3.12	1500	F	91%	0%	1%	1%	6%	0%	F	0.082	F	0.539	1600	F
~	From:		erst County I ridge County													
60 Lexington Tpke	Amherst County	9.42	890	F	84%	1%	2%	3%	9%	0%	С	0.114	F	0.568	910	F
90) =5/m/gton 1p/10					0.70	.,,		0,0	0 / 0	0,0	Ū		·	0.000	0.0	·
60 Lexington Tpke	Amherst County	6.92	Forks of Bu	iffalo F	84%	1%	2%	3%	9%	0%	F	0.089	F	0.557	1500	F
60 Lexington Tpke	Annerst County	0.92	1500	Г	04 /6	1 /0	2 /0	3 /6	3 /0	0 /6	'	0.009	'	0.557	1300	'
~~ - .	To: From:		West of Am				—⊢						_			
60 Lexington Tpke	Amherst County	5.30	2500	F	84%	1%	2%	3%	9%	0%	F	0.09	F	0.61	2600	F
	To: From:	W	CL Amherst	t												
60 Lexington Tpke	Town of Amherst (Maint: 05)	0.44	2500	N	84%	1%	2%	3%	9%	0%	Ν	0.09	Ν	0.61	2600	Ν
<u> </u>	To	Bus	US 29 Main	St												
60 E. Lexington Ave	Town of Amherst (Maint: 05)	0.45	6900	F	84%	1%	2%	3%	9%	0%	F	0.089	F	0.511	7000	F
***	To:	IIS 20 Rv.	Pass East of	Δmher	et											
Richmond Hwy	Town of Amherst (Maint: 05)	0.18	5700	F	90%	2%	1%	1%	6%	0%	С	0.104	F	0.518	5900	F
00)	To To							.,.		- , -	_		•			-
60 Richmond Hwy	Amherst County	0.75	CL Amherst 5700	N	90%	2%	1%	1%	6%	0%	N	0.104	N	0.518	5900	N
60 Richmond Hwy	Annerst County	0.73	3700	IN	90 /6	2 /0	1 /0	1 /0	0 /0	0 /6	IN	0.104	IN	0.516	3900	IN
~~	To: From:		6 W, Dulwic													
Richmond Hwy	Amherst County	3.29	5700	N	90%	2%	1%	1%	6%	0%	N	0.104	N	0.518	5900	N
	To: From:	05-60	00 Riverville	Rd												
Richmond Hwy	Amherst County	4.05	1900	F	90%	2%	1%	1%	6%	0%	F	0.087	F	0.525	2000	F
<u> </u>	To:		on County L													
Pichmond Hung	Noloop County	6.33	erst County I 1500	G G	76%	1%	1%	5%	17%	0%	С	0.087	F	0.508	1500	C
60 Richmond Hwy	Nelson County		attox County		76%	170	1%	5%	1/70	0%	C	0.067	Г	0.508	1500	G
	From:		on County L													
60 Anderson Hwy	Appomattox County	4.14	770	G	76%	1%	1%	5%	17%	0%	F	0.092	F	0.542	790	G
	To:	Bucking	gham County	y Line												
~	From:		attox County					_		_				_		
60 James Anderson Hwy	Buckingham County	9.37	870	G	84%	1%	2%	2%	11%	0%	F	0.105	F	0.548	880	G
<u> </u>	To:	SR 2	24 Mount Ru	ısh												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	li inia ali adi a ia	Lamath AADT O	4T:u=	Dua		Tru	ck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Route	Jurisdiction	Length AADT Q	4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~	From:	SR 24 Mount Rush												
30 James Anderson Hwy	Buckingham County	2.02 2500 G	84%	1%	2%	2%	11%	0%	С	0.093	F	0.561	2600	•
~	To	SR 56 Dentons Corner												
James Anderson Hwy	Buckingham County	1.75 3400 G	89%	1%	1%	1%	8%	0%	С	0.094	F	0.582	3500	
	To:	14-633 Buckingham Cl	ł											
	From:	14-633 Oak Hill Rd												
James Anderson Hwy	Buckingham County	4.03 4100 G	84%	1%	2%	2%	11%	0%	F	0.092	F	0.612	4100	
~	To:	US 15 Sprouses Corne												
30 James Anderson Hwy	Buckingham County	8.38 2200 G		1%	1%	1%	5%	0%	С	0.096	F	0.570	2300	
ournee / indereem / ini	To:	Cumberland County Lir		170		1 /0	070	0 70	Ū	0.000	•	0.070	2000	
	From:	Buckingham County Lin												
Anderson Hwy	Cumberland County	4.06 2400 G		1%	1%	2%	6%	0%	С	0.091	F	0.575	2400	
9	,													
^ Anderson Herr	From:	SR 45 West of Cumberland		10/	10/	10/	Ε0/	00/		0.000		0.010	0100	
Anderson Hwy	Cumberland County	2.42 5900 G	92%	1%	1%	1%	5%	0%	F	0.089	F	0.618	6100	
~ ~	To: From:	24-600 Cumberland CI	I											
(45) Anderson Hwy	Cumberland County	1.09 7000 G	94%	1%	1%	1%	4%	0%	С	0.086	F	0.513	7100	
	To	GD 12 OLLD 11 1	D 1											
Anderson Hwy	Cumborland County	SR 13 Old Buckingham 1.34 5300 G		1%	1%	1%	4%	0%	С	0.086	F	0.514	5400	
Anderson Hwy	Cumberland County	1.34 5300 G	93%	1 70	1 70	1 70	470	0%	C	0.000	F	0.514	3400	
	To: From:	SR 45 East of Cumberland	CH											
Anderson Hwy	Cumberland County	6.05 4300 A	94%	0%	1%	1%	4%	0%	С	0.106	Α	0.633	4300	
~	To:	Powhatan County Line	<u>}</u>											
~	From:	Cumberland County Lir												
60 }	Powhatan County	4.19 5100 G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.768	5200	
~	To: From:	72-629 Old Tavern Rd; Trenh	olm Rd		<u> </u>									
50	Powhatan County	5.41 7200 G		0%	1%	1%	4%	0%	F	0.091	F	0.667	7400	
9														
~	From:	US 522 Maidens Rd						221						
30 James Anderson Hwy	Powhatan County	1.85 16000 G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.627	16000	
~	To:	SR 300 Scottsville Rd												
30 James Anderson Hwy	Powhatan County	5.01 22000 G	96%	0%	1%	1%	1%	0%	F	0.091	F	0.683	22000	
ع ا	To	72 (22 D + D.1												
Ismaa Anderson Lluni	Powhoton County	72-622 Dorset Rd	069/	00/	10/	10/	10/	00/		0.005	F	0.600	20000	
James Anderson Hwy	Powhatan County	2.88 26000 G	96%	0%	1%	1%	1%	0%	С	0.095	г	0.689	26000	
<u> </u>	To: From:	Stavemill Rd												
30 James Anderson Hwy	Powhatan County	2.22 30000 G	96%	0%	1%	1%	1%	0%	F	0.094	F	0.715	31000	
	To:	Chesterfield County Lir	ie											
_	From:	Powhatan County Line	;											
Midlothian Tpke	Chesterfield County	1.36 29000 N	99%	0%	0%	0%	0%	0%	Ν	NA			32000	
J	To	20-607 Huguenot Springs	Rd											
Midlothian Tpke	Chesterfield County	1.33 29000 G		0%	0%	0%	0%	0%	F	NA			32000	
Wildiotillari Tpice	- Chesternela Sounty		33 /6	0 /0	0 /0	0 /0	0 /0	0 /0	'	INA			02000	
~	Tro: From:	SR 288												
Midlothian Tpke	Chesterfield County	0.63 29000 G	99%	0%	0%	0%	0%	0%	F	NA			31000	
~	To:	20-667 Otterdale Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Jurisdiction From: Chesterfield Co True Chesterfield Co	20-6 punty 1.46	32000	QA Rd G	4Tire	Bus		Tru			QC	K Factor	QK	Dir Factor	AAWDT	QW
To:	ounty 1.46 20-7	32000													
To:	20-7		C												
Chesterfield Co			G	99%	0%	0%	0%	0%	0%	F	NA			35000	G
Chesterfield Co	ounty 2.26	54 Coalfield				\Box $-$									
To: From:		41000	G	99%	0%	0%	0%	0%	0%	F	NA			44000	G
11011		47 Huguenot				<u> </u>									
Chesterfield Co	ounty 1.79	51000	Α	99%	0%	0%	0%	0%	0%	С	0.100	Α	0.506	54000	Α
To: From:		675 Robius R		2221											
Chesterfield Co	ounty 1.12	62000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.529	66000	G
To: From:			_			<u> </u>									
Chesterfield Co	ounty 0.95	50000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.535	53000	G
To: From:						<u> </u>									
Chesterfield Co	ounty 1.30	53000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.511	5/000	G
To: From:						<u> </u>									
City of Richmo	ond 0.38	42000	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.538	45000	F
To: From:				2221	1.27	\Box						_			
City of Richmo	ond 1.78	21000	G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.584	22000	G
To From:				2221	1.27	\Box								.=	
City of Richmo			G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.5/4	1/000	G
From:			e												
City of Richmo	ond 0.45	7500	G	98%	1%	1%	0%	0%	0%	С	0.113	F	0.501	8100	G
To:			2												
City of Richmo			G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.621	24000	G
To:				0070	. , 0		0,0	0 70	0,0	•	0	•	0.02.		<u> </u>
From:															
City of Richmo	ond 1.13	20000	G	98%	1%	0%	0%	0%	0%	С	0.101	F	0.643	21000	G
To: From:															
City of Richmo				98%	1%	0%	0%	0%	0%	F	0.118	F	0.838	14000	G
From:			ge												
City of Richmo		17000	G	96%	1%	2%	1%	1%	0%	С	0.121	F	0.601	18000	G
To:		9th St													
City of Richmo				98%	1%	0%	0%	0%	0%	F	0 147	F		8500	G
-										F	-	-	0.641		G
To:	•			00 /0	. /0			- 70 			<u> </u>		J.J-1		
From:				0051	461	061	001	001	061	_	0.65=	_		0600	
,			-							F		F			G
				98%	1%	0%	0%	0%	0%	F	NA			16000	G
	Chesterfield Co City of Richme Chesterfield County 0.95	Chesterfield County 0.95 50000 G 99% 0% 0% 0% 0% 0% 0% 0	Chesterfield County 0.95 50000 G 99% 0% 0% 0% 0% 0% 0% 0	Chesterfield County											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K	011	Dir		011
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	US 360 14th												
60 (360) 14th St	City of Richmond	0.08 <b>14000</b>	N 97%	2%	1%	0%	0%	0%	N	0.096	N	0.670	15000	Ν
<del></del>	To:	RT 360/MAIN ST	FREET											
Main St	City of Richmond	0.30 <b>21000</b>	<b>G</b> 97%	2%	1%	0%	0%	00/	F	0.079	F	0.560	22000	G
60 360 Main St	City of Alcrimond	0.30 <b>21000</b> RT 360	<b>G</b> 97%	270	1 70	0%	0%	0%	Г	0.079	Г	0.560	22000	G
	From:	US 360, 18th	St											
60 Main St	City of Richmond	0.18 <b>18000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.078	F	0.615	19000	G
00)	-		<b>G</b> . 3373				• , •	-,-			-			-
~~	To:	21st St	• 000/	40/		00/	00/	00/		0.000		0.000	00000	_
60) Main St	City of Richmond	0.25 <b>18000</b>	<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.083	F	0.629	20000	G
~	To: From:	25th St												
60 5 Main St	City of Richmond	0.30 <b>15000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.099	F	0.663	17000	G
50	To:	Williamsburg	Rd											
	From:	Main St												
60 Williamsburg Ave	City of Richmond	0.46 <b>9200</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.087	F	0.602	9800	G
~	To:	Stoney Run I												
~~	From:	Williamsburg							_		_			_
60 Stoney Run Dr	City of Richmond	0.50 <b>1600</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.106	F	0.579	1700	G
~	To:	Government I												
Covernment Dd	City of Dishmand	Stoney Run I		10/	1%	00/	00/	00/	F	0.006	F	0.606	E000	_
Government Rd	City of Richmond	0.73 4900	<b>G</b> 98%	1%	170	0%	0%	0%	Г	0.096	Г	0.606	5200	G
	From:	Williamsburg Government I												
60 Williamsburg Rd	City of Richmond	0.39 <b>9100</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.098	F	0.577	9700	G
60 Williamsburg Rd	Oity of Filenmena			0 70	1 /0	1 /0	1 /0	0 70	•	0.000	•	0.077	0700	u
~~	To: From:	ECL Richmon												
60 Williamsburg Rd	Henrico County	0.57 <b>17000</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.086	F	0.519	18000	F
~	To	Charles City I	Rd											
60 Williamsburg Rd	Henrico County	1.54 <b>14000</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	С	0.083	F	0.503	15000	F
35)	Tor	*												
Milliamaka ma Dd	From:	Laburnum Av		10/	10/	10/	00/	00/		0.000		0.571	17000	F
60) Williamsburg Rd	Henrico County	1.23 <b>16000</b>	<b>F</b> 94%	1%	1%	1%	3%	0%	С	0.082	F	0.571	17000	F
<u> </u>	To: From:	SR 156 Airport												
60 (156) Williamsburg Rd	Henrico County	1.48 <b>13000</b>	<b>F</b> 94%	1%	1%	1%	3%	0%	F	0.082	F	0.552	14000	F
$\sim$	To	SR 33 Nine Mil	a Pd		—									
60 (33) (156) Williamsburg Rd	Henrico County	1.40 <b>13000</b>	<b>F</b> 95%	1%	1%	1%	1%	0%	С	0.083	F	0.532	14000	F
60) (33) (156) Williamsburg Rd	Tierineo County		1 95/6	1 /0	1 /0	1 /0	1 /0	0 /6	O	0.000	•	0.552	14000	١
~	To: From:	I-295												
(33) (156) Williamsburg Rd	Henrico County	2.24 <b>13000</b>	<b>A</b> 94%	1%	1%	1%	3%	0%	С	0.124	Α	0.693	14000	Α
$\sim$ $\sim$	To:	SR 156; Elko												
~~	From:	SR 156 Elko 1			45,	461	061	061	_	0.151	_	0.61=	0=00	_
60 (33) Williamsburg Rd	Henrico County	1.85 <b>9100</b>	<b>F</b> 94%	1%	1%	1%	3%	0%	F	0.101	F	0.647	9700	F
~ ~	To: From:	New Kent County	-											
Pacabantas Tuell		Henrico County		10/	10/	10/	20/	00/	_	0.007	_	0.500	11000	^
60 (33) Pocahontas Trail	New Kent County	0.91 <b>11000</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.087	F	0.563	11000	G
~ ~	To:	SR 33 New Kent	t Hwy											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	Leader Western	1		4.7.	D		Tru	ıck		00	K	014	Dir	A A \ A \ C T	
Route	Jurisdiction	Length AAD	I QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~	From:	SR 33 Botton				<u> </u>								0.705	
Opposition Pocahontas Trail	New Kent County	4.03 <b>930</b>	0 G	95%	0%	1%	1%	3%	0%	F	0.091	F	0.626	9500	
~	To: From:	SR 10	)6												
Pocahontas Trail	New Kent County	2.62 <b>540</b>	0 G	95%	0%	1%	1%	3%	0%	F	0.094	F	0.504	5500	
~	To	63-615 Moun	tcastle Rd			$\neg$ $\vdash$									
Pocahontas Trail	New Kent County	2.88 610		95%	0%	1%	1%	3%	0%	С	0.09	F	0.596	6200	
	To	SR 155 Provid	lamaa Famaa			—									
Pocahontas Trail	New Kent County	8.58 <b>460</b>		95%	0%	1%	1%	3%	0%	F	0.091	F	0.515	4700	
200 1 Oddriomas Train	To:	James City Co		0070	0 / 0		1 70	0 /0	0 70	•	0.001	•	0.010	4700	
	From:	New Kent Co													
Richmond Rd	James City County	5.05 <b>590</b>	0 F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.678	6000	
	To	SR 30 North	of Toons			—									
Richmond Rd	James City County	3.12 <b>1500</b>		98%	1%	1%	0%	0%	0%	F	0.090	F	0.594	15000	
200				0070	. 70		0 /0	J /U	0 /0	•	0.000	•	0.004		
~ 5:1	From:	47-607 Cro		000/	40/					_	0.000		0.500	10000	
Richmond Rd	James City County	2.85 <b>1800</b>	00 F	98%	1%	1%	0%	0%	0%	С	0.092	F	0.530	19000	
	To: From:	47-614 Cente	erville Rd			$\Box$ $\vdash$									
Richmond Rd	James City County	0.15 <b>210</b> 0	00 F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.514	22000	
~ [_]	To	SR 19	99												
Richmond Rd	James City County	1.81 1300		98%	1%	1%	0%	0%	0%	F	0.088	F	0.508	13000	
50)	T-1														
So Richmond Rd	James City County	47-658 Olde 7		99%	0%	1%	0%	0%	0%	N	0.083	N	0.500	21000	
Richmond Rd	James City County	0.43 <b>2000</b>	00 N	99%	0%	170	0%	0%	0%	IN	0.083	IN	0.500	21000	
~	Tro: From:	WCL Willia													
Richmond Rd	City of Williamsburg	1.37 <b>2000</b>	00 F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.500	21000	
<del>~</del>	To	Ironbour	nd Rd			$\neg$ $\vdash$									
Richmond Rd	City of Williamsburg	0.30 <b>2600</b>		99%	0%	1%	0%	0%	0%	С	0.077	F	0.551	28000	
	To:	Bypass	Rd												
~	From:	Richmon	ıd Rd												
Bypass Rd	City of Williamsburg	0.11 <b>230</b> 0	00 F	99%	0%	0%	0%	0%	0%	С	0.077	F	0.541	24000	
~	To: From:	NCL Willia	amsburg			$\neg$ $\vdash$									
60 ∫ Bypass Rd	York County	1.12 <b>230</b> 0		99%	0%	0%	0%	0%	0%	Ν	0.077	Ν	0.541	24000	
39 71	To					_									
60 Bypass Rd	City of Williamsburg	NCL Willia 0.50 <b>1400</b>		99%	0%	1%	0%	0%	0%	С	0.087	F	0.539	15000	
Bypass Rd	City of Williamsburg	0.30 1400	<i>τ</i> υ Γ	<b>33</b> %	U%	1 70	U%	0%	U%	U	0.087	٢	0.539	15000	
~	Tron:	Parkwa													
Bypass Rd	City of Williamsburg	0.16 <b>110</b> 0	00 F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.523	11000	
~ <u></u>	T _O	SR 5 Capitol I	anding Rd			$\neg$ $\vdash$									
60 5 Page St	City of Williamsburg	0.31 <b>2000</b>		99%	0%	0%	0%	0%	0%	F	0.08	F	0.677	22000	
	, ,														
	To:	0 14	Ttunnt												_
50 Page St	City of Williamsburg	Second 9 0.25 <b>130</b> 0		99%	0%	0%	0%	0%	0%	С	0.084	F	0.579	14000	
JU ( 15 ) raye oi	City of Williamsburg			JJ 70	U 70	U 7/0	U /o	U /o	U /o	r	0.06	15	0.077	22000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .	1		4	_		Tru	ck		00	K	014	Dir	A A) A/C=	
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~~	From:	SR 5 Lafayette St; Page S						• • •	_		_			
60 York St	City of Williamsburg	0.60 <b>12000 F</b>	97%	1%	1%	0%	0%	0%	С	0.089	F	0.523	12000	ı
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	ECL Williamsburg												
60 Pocahontas Trail	James City County	1.34 8100 F	97%	1%	1%	0%	0%	0%	F	0.09	F	0.541	8600	
~	To: From:	SR 199												
60 Pocahontas Trail	James City County	0.04 17000 G	90%	1%	2%	3%	4%	0%	С	0.09	Ν	0.541	17000	
~	To:	York County Line												
60 Pocahontas Trail	York County	James City County Line 0.31 8100 N	97%	1%	1%	0%	0%	0%	N	0.09	N	0.541	8600	
Pocahontas Trail	Tork County			1 /0	1 /0	0 /6	0 /0	0 /6	IN	0.03	IN	0.541	8000	
~~~	To: From:	Entrance to Busch Garder		20/		101	00/	00/	_	0.000		0.540	11000	
Pocahontas Trail	York County	2.22 <b>11000 F</b>	95%	0%	1%	1%	3%	0%	С	0.090	F	0.549	11000	
	From:	James City County Line York County Line												
60 Pocahontas Trail	James City County	3.10 <b>8700</b> F	92%	1%	1%	1%	4%	0%	С	0.1	F	0.566	9300	
35)	To:	NCL Newport News												
~~	From:	James City County Line												
60 Warwick Blvd	City of Newport News	1.70 <b>10000 F</b>	92%	1%	1%	1%	4%	0%	F	0.099	F	0.546	11000	
~	To: From:	Yorktown Rd												
60 Warwick Blvd	City of Newport News	1.61 <b>15000 F</b>	93%	1%	2%	2%	2%	0%	С	0.103	F	0.642	16000	
~	To	SR 105 Ft Eustis Blvd			$\neg$ $\vdash$									
60 Warwick Blvd	City of Newport News	1.68 <b>28000 F</b>	97%	1%	1%	0%	0%	0%	С	0.09	F	0.605	30000	
<del>**</del>	To	Snidow Blvd			—									
60 Warwick Blvd	City of Newport News	1.66 <b>42000</b> F	98%	1%	1%	0%	0%	0%	С	0.084	F	0.534	44000	
00)	To								_					
60 Warwick Blvd	City of Newport News	Denbigh Blvd 0.78 <b>36000 F</b>	98%	1%	1%	0%	0%	0%	С	0.086	F	0.533	38000	
60 Warwick Blvd	Only of Newport News		30 78	1 /0	1 70	0 70	0 70	0 70	O	0.000	•	0.555	30000	
~~	From:	Bland Blvd	000/	40/		00/	00/	00/		0.000	_	0.500	00000	
60) Warwick Blvd	City of Newport News	1.45 <b>34000 F</b>	98%	1%	1%	0%	0%	0%	F	0.088	F	0.529	36000	
~~	To: From:	Oyster Point Rd												
60 Warwick Blvd	City of Newport News	2.39 <b>32000 F</b>	98%	1%	1%	0%	0%	0%	С	0.092	F	0.542	34000	
<del></del>	To: From:	Deep Creek Road												
60 Warwick Blvd	City of Newport News	0.89 <b>39000 F</b>	98%	1%	1%	0%	0%	0%	F	0.092	F	0.571	42000	
~	To	J Clyde Morris Blvd			$\neg$ $\vdash$									
60 Warwick Blvd	City of Newport News	1.07 <b>28000 F</b>	99%	0%	0%	0%	0%	0%	С	0.1	F	0.599	29000	
<del></del>		Harpersville Rd												
60 Warwick Blvd	City of Newport News	1.49 <b>28000</b> F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.639	29000	
00)	T., G. Homport Howo					0,0	0 /0	5 / 0	•	0.000	•	0.000	_0000	
60 Warwick Blvd	City of Newport News	Main Street 1.08 <b>23000 F</b>	98%	1%	1%	0%	0%	0%	С	0.110	F	0.711	24000	
60 Warwick Blvd	City of Newport News		90%	I 70	I 70	U 70	U-76	U 7/0	U	0.110	Г	0.711	24000	
~~	Toc From:	Mercury Blvd						• • •	_					
60 Warwick Blvd	City of Newport News	0.61 <b>24000 F</b>	98%	0%	1%	0%	0%	0%	С	0.126	F	0.855	26000	
~	10:	Huntington Ave												

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# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .								Tru	ck			K	<b>01</b>	Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		Warwick Bly		000/	00/	10/	00/	00/	00/		0.001	_		11000	F
Huntington Ave	City of Newpor		11000	F	98%	0%	1%	0%	0%	0%	F	0.201	F		11000	
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	23000	F	98%	1%	1%	0%	0%	0%	г	NA			24000	ı
~	To: From:		50th St		000/	40/		00/	201	201		0.400			10000	_
60 Huntington Ave	City of Newpor		12000	F	98%	1%	1%	0%	0%	0%	С	0.162	F	0.054	13000	
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	F	98%	1%	1%	0%	0%	0%	F	0.139	F	0.651	26000	
~~	To:		39th St				<del> </del>									_
60 Huntington Ave	City of Newpor		12000	F	98%	1%	1%	0%	0%	0%	F	0.195	F		13000	
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	98%	1%	1%	0%	0%	0%	F	0.194	F	0.759	17000	
	To: From:		29th St													
60 Huntington Ave	City of Newpor		5700	F	98%	1%	1%	0%	0%	0%	F	0.202	F		6100	
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	98%	1%	1%	0%	0%	0%	F	0.202	F	0.605	10000	
	To:	71	25th St													
60 25th St	City of Newpor		luntington A  2300	ve N	95%	2%	2%	0%	0%	0%	N	0.171	N		2400	
60) 25th St	Oity of Newpor	0.25		IN	33 /6	2.70	2 /6	0 /6	0 /6	0 /6	IN	0.171	14		2400	
~~ OF!!- O!	From:	1 N	I-664		050/	00/		00/	00/	00/	_	0.474			0.400	
60 25th St	City of Newpor		2300	F	95%	2%	2%	0%	0%	0%	С	0.171	F		2400	
•	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA				<u>.</u>					NA			NA	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Jefferson Av				<u> </u>									_
60) 25th St	City of Newpor		2100	F	95%	2%	2%	0%	0%	0%	F	0.099	F		2200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3600	F	95%	3%	2%	0%	0%	0%	F	NA			3800	
~~	To: From:		Roanoke Av	e												
60 25th St	City of Newpor		2100	G	95%	2%	2%	0%	0%	0%	F	NA			2300	(
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3300	G	94%	4%	2%	0%	0%	0%	F	NA			3600	•
	To: From:		26th St				\neg \vdash									
60 25th St	City of Newpor	t News 0.53	4400	F	95%	2%	2%	0%	0%	0%	F	0.088	F	0.581	4700	
~	To:		VCL Hampto													
Vanasijahan Dal	From:		L Newport N		000/	00/	10/	00/	00/	00/	_	0.100	_	0.500	F000	
60 Kecoughtan Rd	City of Ham	pton 1.18	4700	F	96%	3%	1%	0%	0%	0%	С	0.106	F	0.508	5000	
<u></u>	To:		owhatan Pky													_
60 Kecoughtan Rd	City of Ham	pton 1.03	5900	F	97%	1%	1%	0%	0%	0%	С	0.103	F	0.522	6300	
~			Lasalle Ave	;												
60 Kecoughtan Rd	City of Ham	oton 1.04	7800	F	97%	2%	1%	0%	0%	0%	С	0.1	F	0.505	8300	
~	To	SR	143 Victoria	Blvd			—									
60 (143) Kecoughtan Rd	City of Ham		9600	F	97%	2%	1%	0%	0%	0%	F	0.095	F	0.512	10000	
	To:		tlers Landing	g Rd												
~ _	From:	K	Kecoughtan F	Rd												
60 143 Settlers Landing I	Rd City of Ham	oton 0.13	13000	F	97%	1%	1%	1%	0%	0%	С	0.098	F	0.526	14000	
\sim \sim	To:	SR 1	34 Armistea	d Ave												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	_	_		QC		QK		AAWDT	QW
	From:	SR 13	34 Armistea	d Ave			27 1210	OTTIAL	TTTUI	Ziiuii		1 40101		1 40101		
Settlers Landing Rd	City of Hampton	0.46		F	97%	1%	1%	1%	0%	0%	F	0.099	F	0.527	12000	F
3	To															
Settlers Landing Rd	City of Hampton	0.67			97%	10/_	10/-	10/-	Nº/-	0 %	F	0.100	F	0 501	15000	F
60 (143) Settlers Landing Fid	Oity of Hampton	0.07	14000		31 /6	1 /0	1 /6	1 /0	0 /6	0 /6	•	0.100	'	0.551	13000	
~~~-	From:		I-64										_			
(60) (60) Ramp	· · · · · · · · · · · · · · · · · · ·						1%	1%	3%	0%	F	0.124	F		6200	G
<del></del>	To: From:				RS LAND	)										
Hampton Boads Beltway	City of Hampton (Maint: 99)		) SK 143 Ty	yler St	9,	oo I-64	for dire	ctional tr	affic vo	luma as	timat	ac for this	coa	ment		
			05000	_							ППак		_		07000	_
Combined Trai	ic Estimates for 2 Parallel Roadways	on this Route.	85000	Г	90%	176	1%	0%	2%	0%	Г	0.072	Г	0.527	87000	Г
~~~ ~~~	To: From:		169 Mallor	y St												
					S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
Combined Traf	fic Estimates for 2 Parallel Roadways	on this Route:	86000	F	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.540	88000	F
	To:															
SR																
	,			_									s segi	ment.		_
Combined Traf	fic Estimates for 2 Parallel Roadways	on this Route:	86000	F	97%	1%	1%	0%	2%	0%	С	NA			88000	F
	To: From:		Bayville St													
60 (64) Hampton Roads Beltway	City of Norfolk (Maint: 64)	1.74			S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
Combined Traf	fic Estimates for 2 Parallel Roadways	on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.069	F	0.54	88000	G
	To:		4th View St	t												
\sim	From:		TO 4TH VI	EW ST												
(60) (64) Ramp	City of Norfolk (Maint: 64)	0.17			S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
$\stackrel{\smile}{\smile}$	To:															
Adda Missau Cd	City of Nievfells (Meints CA)	0.05			000/	10/	10/	00/	00/	00/	_	0.001	_	0.000	10000	_
60 4th view St	City of Norrolk (Maint: 64)				98%	1%	1%	0%	0%	0%	C	0.081	г	0.628	13000	G
	From:															
Go Ocean View Ave Fast	City of Norfolk				98%	0%	1%	0%	0%	0%	С	0.12	F	0.525	14000	G
(80) 33341 11311 1113 2431	- Tenent				0070	0,0		0 / 0	0,0	0 / 0	Ū	0		0.020		O .
~~~ A F :	From			_	000/	00/		00/	001	00/		0.004	_	0.500	10000	_
60 Ocean View Ave East	City of Norfolk	0.47	17000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.598	18000	G
~	To: Fron:	SR 194	l Chesapeak	ke Blvd												
Ocean View Ave East	City of Norfolk	1.41	14000	G	98%	0%	1%	0%	0%	0%	С	0.095	F	0.587	15000	G
$\searrow$	To	122 96	18 Cana Vi	ew Ave												
Go Ocean View Ave Fast	City of Norfolk				98%	0%	1%	0%	0%	0%	F	0.088	F	0.53	17000	G
(BU) 333411 1131 113 Eddt	Sity of Norton				0070	0 /0	. /0	0 /0	J /0	0 /0	•	0.000	•	0.00	.,000	G
	From:				0000	461		061	001	051		0.65:	_	0.505	0.4000	
60 Shore Dr	City of Norfolk	0.88	22000	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.525	24000	G
<u> </u>	Too From:	SR 17	0 Little Cre	ek Rd												
Shore Dr	City of Norfolk				99%	0%	0%	0%	0%	0%	F	0.09	F	0.729	33000	G
	To:	WO	W::	11-												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
<i>~</i> ~ □ □	From:	ECL Norfolk							_		_			_
60 Shore Dr	City of Virginia Beach	0.22 <b>31000</b> (	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.092	F	0.544	32000	G
~~ a	From:	SR 166 Diamond Spring									_			
60) Shore Dr	City of Virginia Beach	1.81 <b>25000</b> (	<b>G</b> 97%	0%	1%	2%	1%	0%	С	0.089	F	0.518	27000	G
~~	From:	SR 225 Independence F												
60) Shore Dr	City of Virginia Beach	1.05 <b>17000</b> (	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.088	F	0.599	18000	G
~	To: From:	US 13 Northampton B												
(60) Shore Dr	City of Virginia Beach	0.66 <b>36000</b>	<b>A</b> 99%	0%	0%	0%	0%	0%	С	0.103	Α	0.595	38000	Α
~	To: From:	Bay Lake Rd												
(60) Shore Dr	City of Virginia Beach	2.60 <b>32000</b> (	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.095	F	0.593	34000	G
<u></u>	To: From:	SR 279 Great Neck R	Rd											
60 Shore Dr	City of Virginia Beach	1.18 <b>14000</b> (	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.083	F	0.514	14000	G
<u> </u>	To- From:	Seashore State Park Entr	rance		$\neg$ $\vdash$									
60 Shore Dr	City of Virginia Beach	3.58 <b>10000</b> (	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.087	F	0.531	11000	G
$\bigcirc$	To:	Atlantic Ave												
Atlantic Ave	City of Virginia Beach	83rd St 2.07 <b>13000</b> (	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.081	F	0.527	14000	G
60 Atlantic Ave	Only of Virginia Beach		G 9976	0 /6	<u> </u>	0 /6	0 /6	0 /6	'	0.001	'	0.527	14000	ч
60 Atlantic Ave	City of Virginia Dooch	50th St	069/	0%	2%	20/	1%	0%	С	0.078	F	0.534	10000	G
(60) Atlantic Ave	City of Virginia Beach	0.59 <b>17000</b> (	<b>G</b> 96%	0%	2%	2%	170	0%	C	0.078	Г	0.534	18000	G
	From:	Atlantic Ave												
60 Pacific Ave	City of Virginia Beach	0.73 <b>20000</b> (	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.078	F	0.556	21000	G
<u> </u>	To	US 58 Laskin Rd												
Pacific Ave	City of Virginia Beach		<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.075	F	0.554	16000	G
$\bigcirc$	To: From:	22nd St												
Pacific Ave	City of Virginia Beach		<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.076	F	0.637	18000	G
	To	21st St												
Pacific Ave	City of Virginia Beach		<b>G</b> 95%	1%	2%	1%	1%	0%	С	0.072	F	0.5	17000	G
	To	17th St												
60 Atlantic Ave	City of Virginia Beach		<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.085	F	0.52	7400	G
(60)	To:	5th St	<u> </u>	0,0		0,0	0,70	0,0	•	0.000	•	0.02	, 100	<b>O</b> .
	From:	US 60 TO I-64 EAS	Т											
Ramp	Alleghany County		G							0.096	F		980	G
	To:	I-64-E FROM RT 60WEST & EA	AST AND RT											
	From:	US 60 TO I-64 WES	T											
60 60 Ramp	Alleghany County	0.11 <b>470</b> (	G							0.15	F		470	G
$\smile$	To:	I-64-W FROM RT 60WEST A	ND RT 159											
~	From:	US 60												
(60) Ramp to I-64 W at Exit 16	Alleghany County		G							0.092	F		1800	G
<del>\</del>	To:	I-64 W												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction		4Tire B	LIS	Truckle 3+Axle 1Trail 2Trail	QC K Factor	QK	Dir Factor	AAWDT	QW
60 (220) Ramp to I-64 E at Exit 16	Alleghany County	US 60 E 0.28 <b>4800 G</b> I-64 E				0.084	F		4800	G
60 Ramp	Rockbridge County	7US 60-P; 81-623 I-64-W0: 0.20 <b>190 F</b> I-64-W FROM RT 60WEST & EAS				0.126	F		190	F
60 Ramp	Rockbridge County	7US 60-P US 60 I-64-E050 0.26 <b>810 F</b> I-64-E FROM RT 60 WEST &				0.141	F		810	F
Ramp to I-81 S at Exit 188	Rockbridge County	Ramps US 60 E060A; US 60 V 0.21 <b>1400 F</b> I-81 N	V060A			0.100	F	0.65	1400	F
Ramp to I-81 N at Exit 188	Rockbridge County	Ramps US 60 E060B; US 60 V 0.16 <b>3200 F</b> I-81 N	V060B			0.092	F	0.851	3200	F
60 Ramp	City of Newport News (Maint: 99	US 60 25th; 26th St Spli 0.10 <b>3900 F</b> I-664-E				0.298	F		3900	F
60 Ramp	City of Newport News (Maint: 99	4US 60-P000B FROM HU 0.18 <b>5000 F</b> I-664-W FROM 23RD & 26TH S				0.156	F		5000	F
60 Ramp	City of Norfolk (Maint: 64)	US 60 Settlers Landing R 0.13 6100 G I-64 East		% 1%	. 1% 3% 0%	F 0.124	F		6200	G
60 Ramp	City of Hampton (Maint: 99)	SR 143; 2US 60-P I-64-W2 0.17 <b>8300 G</b> -64-W FROM RT 60 & 143SETTL				NA			8300	G
60 Ramp	City of Norfolk (Maint: 64)	I-64-E273A US 60 FROM & T 0.17 <b>2500 G</b> I-64-E FROM 4TH VIEW ST				0.12	F		2500	G
60 Ramp	City of Norfolk (Maint: 64)	US 60 I-64-W273A FROM & T 0.18 <b>6800 G</b> I-64-W FROM 4TH VIEW STRE				0.136	F		6800	G
East 60 Ramp toward I-81 S at Exit 188	Rockbridge County	US 60 E 0.04 <b>770 F</b> Ramp US 60 60 A				NA			770	F
East 60 Ramp toward I-81 N at Exit 188	Rockbridge County	US 60 E 0.05 <b>530 F</b> Ramp US 60 60 B				NA			530	F
East 60 Ramp	Henrico County To:	US 60 TO RT 295 EAST 0.42 <b>800 F</b> I-295-E028X FROM RT 60 F	90% 1	% 2%	2% 5% 0%	C 0.104	F		800	F

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# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Trι	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		RTS 295 W			00/	00/	00/	00/	00/		0.100	_		1100	_
(60) Ramp	Henrico Cou		1100 3X FROM F	F 2T 60 E.	92%	0%	2%	2%	3%	0%	С	0.160	F		1100	F
East	From:		O ROUTE 6													
60 Ramp	City of Newport News		NA	70 1 L2 15	•							NA			NA	
	To:	US 60- 267A; 4	US 60-P000	OA FRO	M HUN											
East	From:		ROUTE 6	64 WES	T											
(60) Ramp	City of Newport News		NA									NA			NA	
<del></del>	To:	4US 60-	P000B FRC	OM HUN	N .											
West Ramp toward I-81 S a	at Exit 188 Rockbridge C	ounty 0.03	US 60 W	F								NA			600	F
Ramp toward I-81 S a	To:		mp US 60 6									INA			000	'
West	From:		US 60 W													
Ramp toward I-81 N a	at Exit 188 Rockbridge C	ounty 0.07	2700	F								NA			2700	F
	To:	Ra	mp US 60 6	0 B												
West	From:		TO RT 295													
(60) Ramp	Henrico Cou		1600	F	93%	1%	1%	1%	4%	0%	С	0.115	F		1600	F
	10.	I-295-E028														
West 60 Ramp	Henrico Cou		RTS 295 W 4900	VEST &	94%	1%	1%	2%	3%	0%	С	0.142	F		4900	F
(60) Hamp	To:	I-295-W028		_		170		270	070	0 / 0	J	0.142	•		4000	•
	From:	Ma	nchester Bri	idge												
(60) 8th St	City of Richm		8000	G	98%	1%	0%	0%	0%	0%	F	0.142	F		8600	G
(P)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	98%	1%	0%	0%	0%	0%	F	0.114	F	0.641	17000	G
	To: From:		Canal St													
60 8th St	City of Richm		8600	G	98%	1%	0%	0%	0%	0%	F	0.130	F		9700	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	1%	0%	0%	0%	0%	F	NA			18000	G
	From:		Main St 8th St													
(60) Main St	City of Richm	nond 0.37	7700	G	98%	1%	0%	0%	0%	0%	F	0.106	F	0.575	8700	G
(P)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	98%	1%	0%	0%	0%	0%	F	NA			16000	G
	To:		14th St													
~~ ~ _D	From:	I-64-W FROM OCE			PARALLE	EL						0.404	_		070	
(60) (60) Ramp	City of Norfolk (M	Maint: 64) 0.03	970	G								0.124	F		970	G
Occan Missin Avia	Tex From:	iolly 4.00	I-64 W		000/	10/		00/	00/	00/		0.104		0.070	6600	
Ocean View Ave	City of Norf		4th View St	G	98%	1%	1%	0%	0%	0%	С	0.124	F	0.876	6600	G
	From:	2US 60-P I-64			TEW A		<u> </u>									
Ramp	City of Norfolk (N		970	G G	IEW A							0.124	F		970	G
	2, 2	, 0.00										- · · · - ·				

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		US 60													
60 Warwick Blvd	City of Newpor	t News 1.21	12000	F	98%	1%	1%	0%	0%	0%	С	0.201	F		13000	F
<del>-</del> F)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	F	98%	1%	1%	0%	0%	0%	F	NA			24000	F
	To		50Th St				<b>—</b> —									
Warwick Blvd	City of Newpor	t News 0.59	12000	F	98%	1%	1%	0%	0%	0%	F	0.177	F		13000	F
₽)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	F	98%	1%	1%	0%	0%	0%	F	0.139	F	0.651	26000	F
	To		38Th St													
60 Warwick Blvd	City of Newpor	t News 0.77	3700	F	98%	1%	1%	0%	0%	0%	С	0.219	F		4000	F
<b>(</b>	Combined Traffic Estimates for 2 Parallel		16000	F	98%	1%	1%	0%	0%	0%	F	0.194	F	0.759	17000	F
	To:	,	25Th St													
	From:		US 60													
(50) 26th St	City of Newpor	t News 1.39	1500	F	95%	3%	1%	0%	0%	0%	С	0.083	F		1600	F
<b>P</b> )	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3600	F	95%	3%	2%	0%	0%	0%	F	NA			3800	F
	To	(	Chestnut Av	/e.												
60 26th St	City of Newpor		1200	G	92%	6%	1%	1%	0%	0%	С	NA			1300	G
\$°)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3300	G	94%	4%	2%	0%	0%	0%	F	NA			3600	(
	To:	•	25th St													
	From:	4US 60-P	TO ROUTE	E 664 EA	.ST											
Ramp	City of Newport New	s (Maint: 99) 0.29	NA									NA			NA	
<u></u>	To	US 60-E	267A FROI	M HUN	Γ											
	From:	4US 60-P T	O ROUTE	664 WI	EST											
Ramp	City of Newport New		NA									NA			NA	
<del></del>	To:	US 60-E267B U	JS 60- 267I	3 FROM	HUNT											
~ ~	From:	I-64-W FROM			RT 159											
₅ 0 } {60 } Ramp	Alleghany Co		470	G								0.15	F		470	(
<i>&gt; &gt;</i>	To:	US 6	0 TO I-64 V	WEST												
Bus Bus	From:		I-64, SR 38													
60 ] (220 ]	Alleghany Co	ounty 0.44	8900	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.619	9200	G
us Bus		WC	L Clifton F	orge												
Ridgeway St	Town of Clifton	Forge 0.27	7900	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.607	8200	G
30) (220) 3 ,	To															
Bus Bus	From:	_	6th St													
Ridgeway St	Town of Clifton	Forge 0.61	8600	G	98%	1%	0%	0%	0%	0%	С	0.084	F	0.610	8900	(
us Bus			Roxbury St	t												
Ridgeway St	Town of Clifton	Forge 0.14	4700	G	98%	1%	0%	0%	0%	0%	F	0.097	F		4900	C
220)	Combined Traffic Estimates for 2 Parallel	•	8700	G	98%	0%	0%	0%	0%	0%	F	0.087	F	0.568	9100	
	Tanana Ta							0,0	0,0	0,0	•	3.007	•	2.223	0.00	`
Bus Bus	From:		ommercial A													
(220) (188) (188) Ridg	geway St Town of Clifton	Forge 0.07	4900	G	97%	1%	2%	0%	1%	0%	С	0.097	Ν		4900	C
~~~	Combined Traffic Estimates for 2 Parallel		9100	G	97%	1%	1%	0%	1%	0%	С	NA			9300	G
	To	Bus	US 220 Ma	nin St	-											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	n Ler	gth AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:		us US 220 Ridg													_
60 (220) Main St	Town of Clifton	Forge 0.3	26 8000	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.571	8300	G
Bus Bus	To: From:		B St													
60) (220) Main St	Town of Clifton	Forge 0.0	06 6700	G	96%	1%	2%	0%	1%	0%	С	0.085	F	0.531	6900	G
\sim	Τα		Bus US 22													
Bus	From: Town of Clifton	Forge 0.8	US 220 B 37 5700	us G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.556	6000	G
60)	Town of Chiton	Torge 0.			JJ /0	0 /6	1 /0	0 /6	0 /6	0 /6	C	0.093	'	0.550	0000	G
Bus	Trail From:		ECL Clifton l	Forge												
Main St	Alleghany Co	unty 0.3	5300	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.554	5500	G
	To: From:		US 220 Marke	et Ave												
Bus 60 (220) (42)	Alleghany Co	unty 0.	47 8100	G	87%	1%	1%	1%	10%	0%	С	0.081	F	0.519	8400	G
00 (220) (42)	To		70 Longdale Fu		o.d											
Bus	From:										_		_			
Market Ave	Alleghany Co ™	unty 0.	19 7700	G	87%	1%	1%	1%	10%	0%	F	0.076	F	0.505	8000	C
•	From:				_											
us 60 (Ramp	Alleghany Co		34 C1US 60 I-6 14 3000	64-W024 <i>E</i> G	A F							0.098	F		3000	(
Ramp	Talegrany Go		M BUS RT 60\		JD RT 384	!						0.030	'		3000	•
us	From:		I-64-E024A F													
Ramp	Alleghany Co			G	IO KI							0.136	F		430	(
,	Tα		M BUS RT 60E	EAST AN	D RT 384											
us	From:	C1US 60-I	E003A C1US 6	0-W003A	FROM											
Ramp	Alleghany Co	unty 0.	14 1000	G								0.106	F		1000	(
~ <u></u>	Tα:	I-64-E FR	OM BUS RT 6	OWEST &	& EAST											
us ~~~	From:		9 C1US 60 I-6	4-W027	F											
60) (220) Ramp	Alleghany Co			G								0.094	F		3100	(
<i>~ ~</i>	Τα:		M BUS RT 60													
us	From:		JS 60 Gap TO		Т							0.400	_		0000	,
Ramp	Alleghany Co		O3 2000 -W003A C1US	G 3A 1	EDOM							0.108	F		2000	(
D	From	C103 00			ROM											
Sus Bus SQ (220 Roxbury St	Town of Clifton	Forge 0.0	Ridgeway	G G	98%	1%	1%	0%	1%	0%	С	0.083	F	0.878	5500	(
220) 1000019 01	Combined Traffic Estimates for Parallel	-		ŭ	0070	1 /0	170	0 / 0	1 /0	0 / 0	Ü	NA	•	0.070	NA	`
	To:	Todawayo on ano rio	Kesswick	St								107				
us Bus	From:	_	Roxbury								_		_			
(220) Kesswick St	Town of Clifton	•		G	98%	0%	0%	0%	1%	0%	C	0.081	F		4200	(
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro		G	98%	0%	0%	0%	0%	0%	F	0.087	F	0.568	9100	(
us Bus	To: From:		Main St Kesswick													
50 (220) (188) (188) Main S	ں St Town of Clifton	Forge 0.0		G	98%	0%	1%	0%	1%	0%	С	0.089	F		4400	(
\$ (750) (180)	Combined Traffic Estimates for 2 Parallel I	•		G	97%	1%	1%	0%	1%	0%	С	NA			9300	(
	Tα:	,	Ridgeway S	treet											_	

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Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				_		Truck-			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus			ail 2Trail	()(;	Factor	QK	Factor	AAWDT	QV
Bus _	From:	C1US 60 I-64-E027A FROM &	TO RT										
60 Ramp	Alleghany County	0.03 130 G							0.191	F		130	G
~	To:	C1US 60-E003A C1US 60- 3A	FROM										
	From:	SR 16 Tazewell Ave											
61) E Riverside Dr	Town of Tazewell	0.86 3900 G	98%	0%	1%	0% 1	% 0%	С	0.099	F	0.601	4000	G
<u> </u>	To: From:	US 19, US 460											
61	Town of Tazewell	0.06 6400 G	97%	0%	1%	0% 1	% 0%	F	0.096	Ν	0.514	6400	G
<u> </u>	Tec From:	ECL Tazewell											
61 E Riverside Dr	Town of Tazewell	0.63 6000 G	97%	0%	1%	0% 1	% 0%	F	0.096	Ν	0.514	6200	G
\smile	Tec	NCL Tazewell											
61 E Riverside Dr	Town of Tazewell	0.60 5800 G	97%	0%	1%	0% 1	% 0%	С	0.096	F	0.514	6000	G
	To	US 19 BUS, US 460 BUS Fincas	tla Tulra										
61) Ben Bolt Ave	Town of Tazewell	0.48 4400 G	95%	1%	1%	2% 1	% 0%	С	0.112	F	0.525	4500	G
61) 2011 2011 7110	10001 01 142000		0070	1 70	. 70	270 .	70 070	Ŭ	0.112	•	0.020	1000	ŭ
Ole suferile Del	From	SCL Tazewell	000/	00/	10/	00/ 4	·/ 00/		0.007	_	0.044	0000	_
61) Clearfork Rd	Tazewell County	4.43 2800 G	98%	0%	1%	0% 1	% 0%	С	0.097	F	0.611	2900	G
$\overline{}$	To: From:	92-623 Burkes Garden Ro											
61) Clearfork Rd	Tazewell County	7.31 910 G	98%	0%	1%	0% 1	% 0%	F	0.102	F	0.507	950	C
<u> </u>	To- From:	92-662 Cove Creek											
61) Clearfork Rd	Tazewell County	1.65 430 G	98%	0%	1%	0% 1	% 0%	F	0.115	F	0.523	450	C
\smile	To:	Bland County Line											
Olasa Fault Grandt Hann	From:	Tazewell County Line	000/	00/	10/	00/ 1	00/	_	0.405	_	0.500	400	,
61) Clear Fork Creek Hwy	Bland County	10.53 420 G	98%	0%	1%	0% 1	% 0%	F	0.105	F	0.582	430	C
	From:	US 52 North Scenic Hwy SR 61 Clear Fork Creek Hy											
61) (52)	Bland County	0.06 480 N	96%	0%	1%	2% 1	% 0%	Ν	0.135	Ν	0.677	500	١
\mathcal{O}	To:	I-77 West of Rocky Gap											
61) (52) Clear Fork Creek Hwy	Bland County	0.40 1900 G	95%	1%	2%	1% 1	% 0%	С	0.123	F	0.559	2000	(
,	To:	SR 61 Wolf Creek Hwy											
	From:	US 52 Clear Fork Creek H	wy										
61) Wolf Creek Hwy	Bland County	7.42 360 G	97%	1%	0%	1% 1	% 0%	С	0.109	F	0.581	380	C
<u> </u>	To:	Giles County Line											
Walf Orests Bal	From:	Bland County Line	000/	40/	40/	00/	00/	_	0.400	_	0.557	070	,
61) Wolf Creek Rd	Giles County	5.11 260 G	96%	1%	1%	2% 1	% 0%	F	0.129	F	0.557	270	C
	From:	35-724 Chapel, Old Wolf Cred 35-724 Chapel	ек ка										
61) Wolf Creek Rd	Giles County	4.60 520 G	96%	1%	1%	2% 1	% 0%	С	0.123	F	0.672	540	C
01)	To:	35-724 Shumate, Old Wolf Cre		.,.					****				
	From:	35-724 Shumate											
61) Wolf Creek Rd	Giles County	2.49 1200 G	96%	1%	1%	2% 1	% 0%	F	0.102	F	0.597	1300	G
\smile	To	WCL Narrows											
61) Park Dr	Town of Narrows (Maint: 35)	0.67 2500 G	98%	1%	1%	0% 0	% 0%	F	0.095	F	0.630	2500	G
···	To:	Monroe St											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .	1				4	_		Tru	ıck		0.0	K	014	Dir	A A14/5-T	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		Park St													
Monroe St	Town of Narrows (Maint: 35)	0.17	4000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.553	4200	(
<u> </u>	To: From:	Kin	nberling S	t												
61) Monroe St	Town of Narrows (Maint: 35)	0.13	4700	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.536	4900	
<u> </u>	Tæ	SR 1	100 Main S	St												
61) McArthur Ln	Town of Narrows (Maint: 35)		5600	G	99%	1%	1%	0%	0%	0%	С	0.094	F	0.55	5800	
01)	To															
61 Fleshman St	Town of Narrows (Maint: 35)		of New R 4600	G	99%	1%	1%	0%	0%	0%	F	0.091	F	0.502	4800	
61) Fleshman St	Town of Narrows (Maint. 33)		O Virginia		99%	170	170	0%	0%	0%	Г	0.091	Г	0.302	4000	
	-															
	From:		rolina Stat		000/	20/		40/	5 0/	201	_	0.000	_	0.550	0000	
62)	Pittsylvania County		3200	G	93%	0%	1%	1%	5%	0%	С	0.093	F	0.550	3300	
<u> </u>	1α	US 58 E	East of Da	nville												
	From:		LT US 58													_
63) Wise St	Town of Saint Paul (Maint: 97)	1.46	4900	G	90%	0%	1%	1%	7%	0%	F	0.082	F	0.525	5100	
~	To: From:	NCI	L Saint Par	ul			\neg \vdash									
53	Wise County	0.14	4900	N	90%	0%	1%	1%	7%	0%	Ν	0.082	Ν	0.525	5100	
	To	Duggal	ll County I	Lina												
G3 Wise St	Castlewood (Maint: 83)		5100	G	90%	0%	1%	1%	7%	0%	С	0.087	F	0.563	5300	
53) Wise St	Gastiewood (Maint: 66)				0070	0 70	170	1 /0	1 /0	0 70	Ü	0.007	•	0.000	0000	
	From:		Castlewo		000/	20/		00/	00/	201	_	0.000	_	0.504	0.1.0.0	
Dante Rd	Russell County	4.11	2000	G	86%	0%	1%	3%	9%	0%	F	0.088	F	0.524	2100	
<u> </u>	To- From:	83-	608 Dante	2			_									
₆₃) Dante Rd	Russell County	3.22	1200	G	86%	0%	1%	3%	9%	0%	С	0.099	F	0.542	1300	
	To:	Dickenson C														
	From:	Russell Co									_		_			
63 Dante Mountain Rd	Dickenson County	4.02	1300	G	86%	0%	1%	3%	9%	0%	F	0.082	F	0.519	1300	
<u> </u>	To: From:	25-656 F	Roaring Fo	rk Rd			\neg \vdash									
63) Dante Mountain Rd	Dickenson County	7.83	1300	G	84%	0%	1%	8%	7%	0%	С	0.101	F	0.533	1400	
\mathcal{I}	To	25 714 1	N, Ritter (Tirole												
63) Dante Mountain Rd	Dickenson County		2500	G	72%	1%	1%	4%	22%	0%	С	0.088	F	0.510	2600	
barre Wountain Ha	Diokenson Geanty				7270	1 70	170	470	<i>LL</i> 70	0 70	Ü	0.000	•	0.010	2000	
	To: From:		83 Fremor								_		_			
83 Dickenson Hwy	Dickenson County		2900	G	89%	0%	2%	1%	7%	0%	С	0.104	F	0.538	3000	
<u> </u>	From:		CLINCH 82 Clinch													
Big Ridge Rd	Dickenson County	3.51	83 Clinche 850	G G	96%	1%	3%	1%	1%	0%	F	0.092	F	0.506	880	
Big Ridge Rd	Dickerison County				JU /6	1 /0	J /6	1 /0	1 /0	0 /0	'	0.032		0.500	000	
	To: From:		The Lake				J_									
₆₃) Big Ridge Rd	Dickenson County	2.70	450	G	96%	1%	3%	1%	1%	0%	С	0.097	F	0.575	470	
<u> </u>	To: From:		lanngan D													
Big Ridge Rd	Dickenson County	25-614 Fl			069/	10/	20/	10/	10/	00/	F	0.102	F	0.610	1100	
CO I DIO BIODE BO	Dickenson County	3.01	1100	G	96%	1%	3%	1%	1%	0%	г	0.103	Г	0.619	1100	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								т	1 .			17		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trι 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
$\overline{}$	From:		WCL Haysi		000/	40/		40/	10/	00/		0.400		0.010	4400	
63	Town of Haysi (Maint: 25)	0.79	1100	N	96%	1%	3%	1%	1%	0%	N	0.103	N	0.619	1100	N
	10.		R 80 & SR 8													
	From:	I-64-E099A I-		FROM R	RT 6											
64 Ramp	Augusta County	0.08	NA	T 0 XX	nom.		_					NA			NA	
	10.	US 250 FRO		T& WE	ST											
D	From:	0.17	I-64 East	_								0.450	_		0000	_
64 Ramp	Henrico County ™	0.17	3000	F								0.156	F		3000	F
			E, Staples Mi													
	From:	I-64 E243A .		A To US	60							NIA			NIA	
64 Ramp	York County	0.30	NA									NA			NA	
	To: From:		TO RT 60													
64) Ramp	York County	0.12	NA									NA			NA	
<u> </u>	To: From	F	ROM RT 60													
64) Ramp	York County	0.04	NA									NA			NA	
<u> </u>	To:	99-	99025-N000	A												
	From:	I-64-E	243B Gap To	'ermi												
Ramp	York County	0.13	NA									NA			NA	
<u> </u>	To:	SR 143	Gap FROM	RT 64												
East	From:	West V	/irginia State	Line												
64) (60)	Alleghany County	1.83	5000	G	78%	1%	1%	1%	19%	0%	F	0.081	F		4600	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	10000	G	77%	1%	1%	1%	20%	0%	F	0.089	F	0.590	9500	G
	To	FR-19	8 Jerrys Run	ı Rd			\neg \vdash									
ast (Alleghany County	5.33	5400	G	78%	1%	1%	1%	19%	0%	_	0.104	F		4900	G
64 (60)					70% 77%	1%	1%	1%	20%	0%	F	0.104	F	0.599	9400	G
	Combined Traffic Estimates for 2 Parallel Roadway	/s on this Houte.	10000	G	11%	176	170	1%	20%	0%	Г	0.066	Г	0.599	9400	G
East	To: From:	03-661 Midlar	nd Trail; Ogle	es Creek	c Rd											
64) (60)	Alleghany County	2.85	4800	G	78%	1%	1%	1%	19%	0%	F	0.083	F		4400	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	9700	G	77%	1%	1%	1%	20%	0%	F	0.078	F	0.508	9000	G
	To:		59 Midland T													
East	From:	· · · · · · · · · · · · · · · · · · ·	R 159 Midlar								_		_			_
64)	Alleghany County	4.62	5200	G	78%	1%	1%	1%	19%	0%	F	0.080	F		4800	G
~	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	11000	G	77%	1%	1%	1%	20%	0%	F	0.075	F	0.51	9900	G
act	Tre From:	Wo	CL Covington	n			-									
East 64)	City of Covington (Maint: 03	3) 0.21	5200	G	78%	1%	1%	1%	19%	0%	F	0.080	F		4800	G
07)	Combined Traffic Estimates for 2 Parallel Roadway	•			77%	1%	1%	1%	20%	0%	F	NA	•		9900	G
	- Tamber Todaway					. 70	- ,,,	. , 0	_5/5	0,0	•	, .			2300	_
ast	From:		154 Durant R	₹d												
East 64)	City of Covington (Maint: 03	3) 1.19	6100	G	78%	1%	1%	1%	19%	0%	F	0.086	F		5600	G
\smile	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	12000	G	77%	1%	1%	1%	20%	0%	F	0.080	F	0.508	11000	G
	Tα	EC	CL Covington	n												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			d Intersta					Trι	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	EC	CL Covingto	n												
64)	Alleghany County	0.65	6100	G	78%	1%	1%	1%	19%	0%	F	0.086	F		5600	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	12000	G	77%	1%	1%	1%	20%	0%	F	NA			11000	G
East	To- From:	U	S 60, US 22	0												
East (60) (220)	Alleghany County	4.81	7900	G	78%	1%	1%	1%	19%	0%	F	0.083	F		7300	G
04) (00) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	17000	G	77%	1%	1%	1%	20%	0%	F	0.078	F	0.506	15000	G
	To		03-696													
East	Alleghany County	2.37	7900	G	78%	1%	1%	1%	19%	0%	_	0.086	F		7200	G
64 60 220	Combined Traffic Estimates for 2 Parallel Roadways on this		16000	G	70% 77%	1%	1%	1%	20%	0%	F	0.086	F	0.527	15000	G
	Combined Tranic Estimates for 2 Farallel Hoadways of this				11/0	1 /0	1 /0	1 /0	20 /0	0 /6	'	0.076	•	0.527	13000	G
East	From		S 60, Bus U													
64 (60) (220)	Alleghany County	1.11	6600	G	78%	1%	1%	1%	19%	0%	F	NA			6200	G
V	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	14000	G	77%	1%	1%	1%	20%	0%	F	NA			13000	G
East	To: From:	WC	L Clifton Fo	rge												
(64) (60) (220)	Town of Clifton Forge (Maint: 03)	1.55	6600	G	78%	1%	1%	1%	19%	0%	F	NA			6200	G
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	14000	G	77%	1%	1%	1%	20%	0%	F	NA			13000	G
Cost	To From	ECI	L Clifton For	rge												
East (64) (60) (220)	Alleghany County	0.97	6600	G	78%	1%	1%	1%	19%	0%	F	NA			6200	G
04) (00) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this			G	77%	1%	1%	1%	20%	0%	F	NA			13000	G
	To		220, Bus US	60												
East	Alleghany County	1.78	4800	G	78%	1%	1%	1%	19%	0%	_	0.088	F		4400	G
64 (60)	Combined Traffic Estimates for 2 Parallel Roadways on this		9600	G	70% 77%	1%	1%	1%	20%	0%	F	0.083	F	0.521	8900	G
	To		R 42; SR 26		11/0	1 /0		1 /0	20 /6	0 /6	'	0.003	'	0.521	0300	u
East	From:	SI	R 42, SR 26	9												
(64) (60)	Alleghany County	6.38	3900	G	78%	1%	1%	1%	19%	0%	F	0.087	F		3600	G
V ~	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	7700	G	77%	1%	1%	1%	20%	0%	F	0.08	F	0.502	7100	G
East	To: From:	SR 269; 03	8-850, N Mo	untain l	Rd											
(64) (60)	Alleghany County	5.34	3700	F	78%	1%	1%	1%	19%	0%	F	0.084	F		3400	F
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	7400	F	77%	1%	1%	1%	20%	0%	F	NA			7000	F
Fast	To:		ridge County													
64) 60)	Rockbridge County	1.92	nany County 3700	F	78%	1%	1%	1%	19%	0%	F	0.084	F		3400	F
04) (00)	Combined Traffic Estimates for 2 Parallel Roadways on this	-		F	77%	1%	1%	1%	20%	0%	F	0.08	F	0.503	7000	F
	та		780 Scenic		, -			,-			·					-
East	Poolsbridge Country				700/	10/	10/	10/	100/	00/	_	0.140	^		2000	۸
64 (60)	Rockbridge County Combined Traffic Estimates for 2 Parallel Roadways on this	7.38	4100	A	78%	1%	1%	1%	19%	0% 0%	C	0.149	A	0.64	3800	Α
	Combined Trainic Estimates for 2 Parallel Roadways on this	81-623	8300	Α	77%	1%	1%	1%	20%	U%	U	0.131	Α	0.64	7700	Α

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		· · ·						Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	US 60; 81-	623 Frederic	cksburg	Rd		2, 0.10	017100	· · · · · ·	Liian		1 40101		- 40101		
(64)	Rockbridge C		4000	F	78%	1%	1%	1%	19%	0%	F	0.077	F		3700	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8700	F	77%	1%	1%	1%	20%	0%	F	0.081	F	0.571	8100	F
	Tor	119	S 11 Lee Hy	X/V												
East (64)	From:				700/	10/	10/	10/	100/	00/	_	0.001	F		FC00	_
64)	Rockbridge C	•	6100	F	78%	1%	1%	1%	19%	0%		0.091	•	0.500	5600	-
_	Combined Traffic Estimates for 2 Parallel		12000 South Intercl	F	77%	1%	1%	1%	20%	0%	F	0.082	F	0.532	11000	F
East	From:	1-01 5	I-64 East	nange												
Ramp from I-64 E Exit 5	56 to 81 N at Exit 191 Rockbridge C	ounty 0.57	3700	F	78%	1%	1%	1%	19%	0%	F	0.09	F		3400	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7300	F	77%	1%	1%	1%	20%	0%	F	0.082	F	0.554	6800	F
	To:		I-81 North													
East North	From:		West Interch		000/	40/	40/	40/	070/	00/	_	0.407			00000	
64 81	Rockbridge C	•	21000	Α	69%	1%	1%	1%	27%	2%	F	0.127	A	0.545	20000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	70%	1%	1%	1%	26%	2%	F	0.114	Α	0.515	40000	Α
East North	To: From:		US 11													
(64) (81)	Rockbridge C	Sounty 5.57	21000	F	69%	1%	1%	1%	27%	2%	F	0.085	F		20000	F
<u> </u>	Combined Traffic Estimates for 2 Parallel	•	42000	F	70%	1%	1%	1%	26%	2%	F	0.086	F	0.505	39000	F
	To	<u> </u>	81-710													
East North	From:															
(64) (81)	Rockbridge C		21000	Α	69%	1%	1%	1%	27%	2%	F	0.125	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	70%	1%	1%	1%	26%	2%	F	0.114	Α	0.618	39000	Α
East North			81-606													
(64) (81)	Rockbridge C	ounty 0.59	21000	Α	69%	1%	1%	1%	27%	2%	С	0.13	Α		19000	Α
04) 01)	Combined Traffic Estimates for 2 Parallel	•		Α	70%	1%	1%	1%	26%	2%	С	0.116	Α	0.552	39000	Α
	To:		usta County			.,.	Ť				_					
East North	From:		ridge Count	ty Line												
(64) (81)	Augusta Cou	,	21000	Α	69%	1%	1%	1%	27%	2%	С	0.13	Α		19000	Α
\circ	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	70%	1%	1%	1%	26%	2%	С	NA			39000	Α
Cost North	From:		US 11													
East North (81)	Augusta Coi	untv 4.74	21000	Α	69%	1%	1%	1%	27%	2%	F	0.126	Α		20000	Α
64) (81)	Combined Traffic Estimates for 2 Parallel	,		A	70%	1%	1%	1%	26%	2%	F	0.114	Α	0.533	40000	Α
	Combined Traine Estimates for 2 Taraner	rioddwdyd dir tillo riodte.			7070	1 /0		1 /0	2070	270	•	0.114	,,	0.000	40000	,,
East North	From:		07-654													
	Augusta Cou	unty 2.47	23000	Α	69%	1%	1%	1%	27%	2%	F	0.122	Α		22000	Α
(64) (81)	Combined Traffic Estimates for 2 Parallal	Roadways on this Route:	46000	Α	70%	1%	1%	1%	26%	2%	F	0.109	Α	0.517	44000	Α
(64) (81)	Combined Trainic Estimates for 2 Faraner															
	To The Terminal Committee of the Terminal Co		SR 262				_									
East North	Tav From:	unty 1 21		_	60%	10/.	19/	10/_	27%	20/-	F	0.074			28000	F
	Augusta Col Combined Traffic Estimates for 2 Parallel	•	30000	F F	69% 70%	1% 1%	1% 1%	1% 1%	27% 26%	2% 2%	F F	0.074 0.084	F F	0.588	28000 54000	F F

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar			4100			Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	Q'
ast	From:		I-81 North				27 (XI)	O TANC	1 11 an	Liiuii		1 40101		1 40101		
	Exit 221 to 64 E at Exit 87 Augusta Cou	inty 0.31	7800	Α	88%	1%	1%	1%	9%	0%	F	0.135	Α		7800	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	Α	88%	1%	1%	1%	9%	0%	F	0.116	Α	0.59	18000	
	Τα:	•	I-64 East													
ast	From:		North Interch		000/	40/		40/	00/	00/	_	0.405			45000	
54	Augusta Cou	,	15000	Α	88%	1%	1%	1%	9%	0%	F _	0.125	A		15000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	35000	Α	88%	1%	1%	1%	9%	0%	F	0.11	Α	0.691	36000	
ast	To: From:	SR 285	Tinkling Sp	ring Rd												
4)	Augusta Cou	inty 3.11	18000	F	88%	1%	1%	1%	9%	0%	F	0.084	F		17000	
9	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	88%	1%	1%	1%	9%	0%	F	0.087	F	0.523	36000	
	To		CL Waynesb	oro												
<u>st</u>	From:				000/	40/	40/	40/	00/	00/	_	0.004	_		47000	
4)	City of Waynesboro	'	18000	F	88%	1%	1%	1%	9%	0%	-	0.084	F		17000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	88%	1%	1%	1%	9%	0%	F	NA			36000	
st	To: From:	US 340	Stuarts Dra	ft Hwy												
4)	City of Waynesboro	(Maint: 07) 1.95	18000	Α	88%	1%	1%	1%	9%	0%	С	0.107	Α		18000	
9	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	В	88%	1%	1%	1%	9%	0%	С	0.107	Α	0.532	37000	
	To	-	ne Ave, To (77 624												
ist	From:	-			2021	40/	40/	40/	00/	00/	_	0.400			40000	
4	City of Waynesboro	'	17000	Α	88%	1%	1%	1%	9%	0%	F -	0.109	Α		16000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	Α	88%	1%	1%	1%	9%	0%	F	NA			32000	
ıst	To: From:	EC	L Waynesbo	oro												
4	Augusta Cou	inty 2.31	17000	Α	88%	1%	1%	1%	9%	0%	F	0.109	Α		16000	
7	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	Α	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.581	32000	
	To	-	Rockfish Ga	n Taka												
ast	From:						<u> </u>				_					
4	Augusta Cou	-	14000	Α	88%	1%	1%	1%	9%	0%	F -	0.116	Α		14000	
	Combined Traffic Estimates for 2 Parallel	-		Α	88%	1%	1%	1%	9%	0%	F	NA			28000	
ast	From:		son County I													
ast 4	Nelson County (M		14000	A	88%	1%	1%	1%	9%	0%	F	0.116	Α		14000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	Α	88%	1%	1%	1%	9%	0%	F	NA			28000	
	To:	Alber	narle County	Line												
ast	Fron:		son County I													
4	Albemarle Co	,	14000	Α	88%	1%	1%	1%	9%	0%	F	0.116	Α		14000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	Α	88%	1%	1%	1%	9%	0%	F	0.122	Α	0.566	28000	
net .	To: From:	US 250	Rockfish Ga	ap Tpke												
ast 64	Albemarle Co	unty 6.91	18000	G	88%	1%	1%	1%	9%	0%	F	0.122	F		18000	
	Combined Traffic Estimates for 2 Parallel	•		G	88%	1%	1%	1%	9%	0%	F	0.094	F	0.654	36000	
	z z		3.000	•	00,0	. , 5	. , 0	. , .	0,0	0,0	•	5.55		3.00	00000	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		and interst					Tru	ıok			K		Dir		
Route	Jurisdiction Lengt	h AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	From: 02-	537 Dick Wo	ods Rd			ZAXIE	3+Axie	IIIaii	ZIIali		i actor		i actor		
(64)	Albemarle County 4.25		A	88%	1%	1%	1%	9%	0%	F	0.129	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 38000	Α	88%	1%	1%	1%	9%	0%	F	0.108	Α	0.61	38000	Α
	To US	29 Monacan 7	Frail Rd			_									
East 64	Albemarle County 1.49	23000	Α	89%	1%	1%	1%	9%	0%	F	0.116	Α		24000	Α
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	89%	1%	1%	1%	9%	0%	F	0.111	Α	0.507	48000	Α
	Ta	02-631 5th 3	St												
East (64)	Albemarle County 1.73		Α	89%	1%	1%	1%	9%	0%	F	0.171	Α		16000	Α
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	89%	1%	1%	1%	9%	0%	F	0.178	Α	0.518	32000	Α
	<u></u>	R 20 Scottsvil					.,,		• , •						
East 64	Albemarle County 0.55		G	89%	1%	1%	1%	9%	0%	_	NA			20000	G
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	89%	1%	1%	1%	9% 9%	0%	F	NA			41000	G
				03 /6	1 /0	1 /0	1 /0	3 /6	0 /6	•	INA			41000	u
East 64	From:	CL Charlotte													
64	City of Charlottesville (Maint: 02) 0.17		G	89%	1%	1%	1%	9%	0%	F	NA			20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	89%	1%	1%	1%	9%	0%	F	NA			41000	G
East	To: From:	CL Charlottes	sville												
64)	Albemarle County 2.00		G	89%	1%	1%	1%	9%	0%	F	NA			20000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 42000	G	89%	1%	1%	1%	9%	0%	F	NA			41000	G
East	Too Prom:	250 Richmo	nd Rd												
64)	Albemarle County 5.42	21000	G	89%	1%	1%	1%	9%	0%	F	NA			19000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 41000	G	89%	1%	1%	1%	9%	0%	F	NA			39000	G
Fact	Tax From:	-616 Black C	at Rd			\Box \vdash									
East 64	Albemarle County 1.42	16000	G	89%	1%	1%	1%	9%	0%	F	0.114	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 33000	G	89%	1%	1%	1%	9%	0%	F	0.089	F	0.626	31000	G
		ıvanna Count													
East 64	Fluvanna County (Maint: 54) 1.51	emarle Count 16000	ty Line G	89%	1%	1%	1%	9%	0%	F	0.114	F		15000	G
64	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	89%	1%	1%	1%	9%	0%	F	NA	•		31000	G
		ouisa County			.,,	ΞĹ	.,.		* / *						
East	·	vanna Count		89%	1%	10/	40/	00/	00/	_	0.114	F		15000	_
64	Louisa County 4.06 Combined Traffic Estimates for 2 Parallel Roadways on this Route		G G	89% 89%	1%	1% 1%	1% 1%	9% 9%	0% 0%	F	0.114 NA	Г		15000 31000	G G
	<u></u>				I 70	I 70	I 70	370	U 70	Г	INA			31000	G
East 64)	r(dii.)	James Madi													
(64)	Louisa County 6.32 Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	89%	1%	1%	1%	9%	0%	С	0.125	Α		15000	Α
	Combined Trattic Ectimates for 2 Darallel Deadways on this Doub	· 22000	Α	89%	1%	1%	1%	9%	0%	С	0.114	Α	0.620	29000	Α

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		and intersi					Tri	ıck			K		Dir		
Route	Jurisdiction Leng	th AADT	QA	4Tire	Bus	2Axle	3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	From: SI	208 Courtho	use Rd			27 (XIC	OTTIAL	TTTUI	ZIII		1 40101		1 40101		
East 64	Louisa County 4.6		Α	89%	1%	1%	1%	9%	0%	F	0.129	Α		13000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: 28000	Α	89%	1%	1%	1%	9%	0%	F	NA			26000	Α
Fact	To From M	aintenance Bo	undary												
East 64	Goochland County 1.1	14000	Α	89%	1%	1%	1%	9%	0%	F	0.129	Α		13000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		A	89%	1%	1%	1%	9%	0%	F	0.118	Α	0.505	26000	Α
F	To From: 37	605 Shannon	Hill Rd												
East (64)	Goochland County 3.9	14000	Α	89%	1%	1%	1%	9%	0%	F	0.129	Α		13000	Α
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		A	89%	1%	1%	1%	9%	0%	F	0.117	Α	0.703	26000	Α
		Old Frederic	ksburg R	ld.											
East 64	Goochland County 5.2		A	89%	1%	1%	1%	9%	0%	E	0.126	Α		13000	Α
64	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		A	89%	1%	1%	1%	9%	0%	F	0.115	Α	0.521	27000	A
		ouisa County		0070	1 /0		1 /0	0 /0	070	•	0.110	,,	0.021	27000	,,
East	From: Go	ochland Coun	ty Line												
East 64	Louisa County (Maint: 37) 1.4	15000	Α	89%	1%	1%	1%	9%	0%	F	0.126	Α		13000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: 29000	Α	89%	1%	1%	1%	9%	0%	F	NA			27000	Α
East	From: US	522 Cross Co	unty Rd												
(64)	Louisa County (Maint: 37) 3.0	16000	Α	89%	1%	1%	1%	9%	0%	F	0.118	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: 33000	Α	89%	1%	1%	1%	9%	0%	F	NA			31000	Α
		ochland Coun													
East	<u> </u>	ouisa County		000/	1%	10/	10/	00/	00/	_	0.110	۸		15000	۸
64	Goochland County 4.8		A	89%		1%	1%	9%	0%	F	0.118	A	0.550	15000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		Α	89%	1%	1%	1%	9%	0%	г	0.111	Α	0.556	31000	Α
East	Front.	37-617 Oilvill	e Rd												
64)	Goochland County 6.5		Α	89%	1%	1%	1%	9%	0%	F	0.114	Α		20000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: 41000	Α	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.57	40000	Α
East	To: From:	7-623 Ashlan	d Rd												
(64)	Goochland County 1.1	24000	Α	89%	1%	1%	1%	9%	0%	F	0.119	Α		25000	Α
04	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: 49000	Α	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.553	49000	Α
	To From	SR 288													
East 64	Goochland County 0.6		Α	89%	1%	1%	1%	9%	0%	F	0.145	Α		36000	Α
64	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		A	89%	1%	1%	1%	9%	0%	, E	NA	^		72000	A
		enrico County		00/0	1 /0		1 /0	J /0	0 /0	'	1 1/7			12000	^
East		ochland Coun													
East 64	Henrico County 2.2		Α	89%	1%	1%	1%	9%	0%	F	0.145	Α		36000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	e: 6500 0	Α	89%	1%	1%	1%	9%	0%	F	0.129	Α	0.57	72000	Α
	To:	I-295													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction L	ength AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
East 64	From:	I-295													
64	•	0.67 31000		97%	0%	0%	1%	1%	0%	F	0.145	Α		35000	Α
•	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 64000	Α	97%	0%	0%	1%	1%	0%	F	0.132	Α	0.551	71000	Α
East	To: From:	US 250 Near Sh	ort Pump												
East (64)	Henrico County	1.43 37000	Α	97%	0%	0%	1%	1%	0%	F	0.126	Α		41000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 75000	Α	97%	0%	0%	1%	1%	0%	F	0.119	Α	0.539	83000	Α
Foot	Toy From:	Gaskins I	ld			\Box \vdash									
East 64	Henrico County	1.39 47000	Α	97%	0%	0%	1%	1%	0%	С	0.128	Α		53000	Α
O +)	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 93000	Α	97%	0%	0%	1%	1%	0%	С	0.117	Α	0.563	104000	Α
	To	Parham F	d												
East 64	Henrico County	2.03 4900 0		97%	0%	0%	1%	1%	0%	F	0.129	Α		55000	Α
64	Combined Traffic Estimates for 2 Parallel Roadways on this F			97%	0%	0%	1%	1%	0%	F	0.123	Α	0.574	111000	
	To	US 250; Glens		07 70	0 70		170	170	070	•	0.110		0.07 1	111000	,,
East 64	From:														
64)		2.03 52000		97%	0%	0%	1%	1%	0%	-	0.109	A	0.540	58000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this F			97%	0%	0%	1%	1%	0%	F	0.114	Α	0.518	120000	Α
East	To: From:	US 33 Staples	Mill Rd												
East 64	•	1.19 66000	Α	97%	0%	0%	1%	1%	0%	F	0.115	Α		73000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this F			97%	0%	0%	1%	1%	0%	F	0.111	Α	0.506	152000	Α
Fact	To: From:	WCL Richn Henrico Coun													
East 64	City of Richmond (Maint: 43)	0.15 66000		97%	0%	0%	1%	1%	0%	F	0.115	Α		73000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 13500) A	97%	0%	0%	1%	1%	0%	F	NA			152000	Α
	Тα	I-95; I-19													
East (64) I-64 E Ramp	City of Richmond (Maint: 43)	Ramp to I-195 0.24 44000	South F	97%	0%	0%	1%	1%	0%	E	0.088	E		49000	E
64) 1-04 L Hamp	Combined Traffic Estimates for 2 Parallel Roadways on this F		-	97%	0%	0%	1%	1%	0%	F	0.000	F	0.591	105000	, E
	Tree			01 /0	0 70		1 /0	1 /0	0 /0	•	0.001		0.001	100000	•
East	From:	Ramp To I-19:													
64 I-64 E Ramp	,	0.15 33000		97%	0%	0%	1%	1%	0%	F	0.088	F		37000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 73000	F	97%	0%	0%	1%	1%	0%	F	NA			81000	F
East	To: From:	Ramp From I-19	5 North												
(64) I-64 E Ramp	, , , , ,	0.20 36000	F	97%	0%	0%	1%	1%	0%	F	0.087	F		40000	F
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this F			97%	0%	0%	1%	1%	0%	F	0.088	F	0.524	82000	F
East South	To: From:	I-95 Sou I-95; I-19													
East South (95)	City of Richmond (Maint: 43)	0.48 69000		91%	1%	1%	1%	6%	0%	F	0.096	Α		72000	Α
1	Combined Traffic Estimates for 2 Parallel Roadways on this F			92%	1%	1%	1%	5%	0%	F	0.092	Α	0.538	142000	Α
	Та:	SR 161 Boul												- , -	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
East South	Fron:		161 Boulev	ard												
64) (95)	City of Richmond (I	,	62000	Α	91%	1%	1%	1%	6%	0%	С	0.096	Α		65000	Α
\circ	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	123000	Α	92%	1%	1%	1%	5%	0%	С	NA			128000	Α
East South	To: From:	Lei	gh St, Gilme	er St												
64) (95)	City of Richmond (I	Maint: 43) 0.28	56000	Α	91%	1%	1%	1%	6%	0%	F	0.094	Α		58000	Α
5.7 6.9	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	109000	Α	92%	1%	1%	1%	5%	0%	F	0.096	Α	0.509	112000	Α
	To	US 1, U	JS 301 Belvi	idere St			<u> </u>									
East South 95	City of Richmond (I	Maint: 43) 0.25	70000	Α	91%	1%	1%	1%	6%	0%	F	0.093	Α		73000	Α
64) (95)	Combined Traffic Estimates for 2 Parallel	•		A	92%	1%	1%	1%	5%	0%	F	0.091	Α	0.537	142000	
	To:	· · · · · · · · · · · · · · · · · · ·	East Interch		0270	1 70		1,0	070	070	•	0.001	,,	0.007		
East	From:	14 1 1 10	I-95 S													
64 I-64 E Ramp	City of Richmond (I	Maint: 43) 0.15	NA									NA			NA	
East	To: From:	R	amp to 3rd S	St												
64) I-64 E Ramp	City of Richmond (I	Maint: 43) 0.38	22000	G	93%	1%	1%	1%	5%	0%	F	0.101	F		23000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G								NA			NA	
	To:		mp from I-95													
ast 64)	City of Richmond (I		East Interch 45000	nange A	96%	1%	1%	0%	2%	0%	F	0.115	Α		48000	Δ
64)	Combined Traffic Estimates for 2 Parallel	,		Ā	96%	1%	1%	0%	2%	0%	F	0.094	Α	0.619	97000	A
	To.		Mechanicsvi			. , ,		0,0		0,70	•	0.00		0.0.0		
ast 54	From:					40/	40/	00/	00/	00/	_	0.440			07000	
64)	City of Richmond (I	•	35000	A	96%	1%	1%	0%	2%	0%	F	0.112	A	0.500	37000	A
	Combined Traffic Estimates for 2 Parallel			Α	96%	1%	1%	0%	2%	0%	F	0.092	Α	0.596	76000	Α
ast	To: From:		ECL Richmo	ond												
64)	Henrico Cou	•	35000	Α	96%	1%	1%	0%	2%	0%	F	0.112	Α		37000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	Α	96%	1%	1%	0%	2%	0%	F	NA			76000	A
ast	To: From:	MV	VCL Richmo	ond												
64)	City of Richmond (I	Maint: 43) 0.24	35000	Α	96%	1%	1%	0%	2%	0%	F	0.112	Α		37000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	Α	96%	1%	1%	0%	2%	0%	F	NA			76000	Α
	To	Е	CL Richmor	nd			<u> </u>									
64)	Henrico Cou		35000	Α	96%	1%	1%	0%	2%	0%	F	0.112	Α		37000	Д
04)	Combined Traffic Estimates for 2 Parallel	•		A	96%	1%	1%	0%	2%	0%	, E	NA	^		76000	A
	Tallocal Trains Estimates for 2.1 at affect				00 /0	1 /0	- 70	0 /0	£ /0	0 /0	•	1.4/~\			, 5000	
ast	From:		33 Nine Mile													
64)	Henrico Cou	,	29000	Α	96%	1%	1%	0%	2%	0%	F	0.116	Α		30000	Α
	Combined Traffic Estimates for 2 Parallel	Doodyyaya on this Daytor	FOOO	Α	96%	1%	1%	0%	2%	0%	_	0.095	Α	0.622	61000	Α

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			nd intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q
East	From:	L	aburnum Ave	e			1									
ast 64)	Henrico County	1.88	22000	Α	96%	1%	1%	0%	2%	0%	С	0.121	Α		23000	1
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	45000	Α	96%	1%	1%	0%	2%	0%	С	0.095	Α	0.64	47000	A
ast	To: From:	SR	156 Airport	Dr												
(4)	Henrico County	4.07	16000	Α	90%	1%	1%	1%	7%	0%	С	0.121	Α		17000	,
9	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	33000	Α	91%	1%	1%	1%	7%	0%	С	0.096	Α	0.618	33000	
st	To: From:		I-295													
1	Henrico County	2.84	34000	G	91%	1%	1%	0%	7%	0%	F	NA			31000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	70000	G	91%	1%	1%	0%	7%	0%	F	NA			62000	
	To:		Kent County													
t 1	New Kent County	1.30	rico County I 34000	Line G	91%	1%	1%	0%	7%	0%	F	NA			31000	
st D	Combined Traffic Estimates for 2 Parallel Roadways			G	91%	1%	1%	0%	7%	0%	F	NA			62000	
	To-		R 33, SR 249		0.70	. , •		0,0	. , ,	0,0	•				02000	
t A	Now Koat County		,		010/	10/	10/	00/	70/	00/	_	0.100	Α		07000	
33)	New Kent County Combined Traffic Estimates for 2 Parallel Roadway	5.32	31000	A A	91% 91%	1% 1%	1% 1%	0% 0%	7% 7%	0% 0%	C	0.109	A	0.529	27000 54000	
	Combined Traffic Estimates for 2 Farallel hoadways	5 OII (IIIS HOULE.		Α	9170	1 70	1 70	076	1 70	076	C	0.103	А	0.529	34000	
t C	From:		SR 106													
(33)	New Kent County	3.47	31000	Α	91%	1%	1%	0%	7%	0%	F -	0.11	Α		27000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:		Α	91%	1%	1%	0%	7%	0%	F	0.103	Α	0.505	55000	
t	To: From:		SR 155													
33)	New Kent County	5.69	30000	Α	91%	1%	1%	0%	7%	0%	F	0.110	Α		27000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	61000	Α	91%	1%	1%	0%	7%	0%	F	0.105	Α	0.501	53000	
t	To: From:	SR	33 Eltham F	Rd												
T	New Kent County	4.29	27000	Α	91%	1%	1%	1%	6%	0%	F	0.115	Α		23000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	54000	Α	91%	1%	1%	1%	6%	0%	F	NA			46000	
	To:		City County Kent County													
st L	James City County	2.45	27000	A	91%	1%	1%	1%	6%	0%	F	0.115	Α		23000	
•)	Combined Traffic Estimates for 2 Parallel Roadways			Α	91%	1%	1%	1%	6%	0%	F	0.11	Α	0.518	46000	
	To:		30 Old Stage	Rd												
t A	James City County	4.28	30000	A	91%	1%	1%	1%	6%	0%	_	0.110	Α		26000	
)	Combined Traffic Estimates for 2 Parallel Roadways	_		A	91%	1%	1%	1%	6%	0% 0%	F	0.110	A	0.547	52000	
	Tollion Tamo Estimates for 21 drailer hodoways				J 1 /0	1 /0	1 /0	1 /0	U /0	U /0	'	0.104	_^	0.547	J2000	
st	From:		607 Croaker						•		_					
st 4	James City County	1.97	33000	Α	91%	1%	1%	1%	6%	0%	F	0.104	A	0.500	30000	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	65000	Α	91%	1%	1%	1%	6%	0%	F	0.099	Α	0.520	59000	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	14 11101010	210 110				Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
East	From:	James	City Count	y Line												
East 64	York Count	ty 0.87	33000	Α	91%	1%	1%	1%	6%	0%	F	0.104	Α		30000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	Α	91%	1%	1%	1%	6%	0%	F	NA			59000	Α
East	To: From:	SR 199 W, Humels	sine Pkwy; 9	9-646 N	Vewman R	d										
64)	York Count	ty 4.71	31000	Α	91%	1%	1%	1%	6%	0%	С	0.103	Α		28000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	Α	91%	1%	1%	1%	6%	0%	С	0.099	Α	0.524	56000	Α
ast	Too From:	SR 14	3 Camp Pea	ary Rd												
54)	York Count	ty 3.44	31000	F	91%	1%	1%	1%	6%	0%	F	0.076	F		29000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	59000	F	91%	1%	1%	1%	6%	0%	F	NA			57000	F
aet	Tac From:	SR 199	E, Humelsin	ne Pkwy	,											
ast 64	York Count	ty 1.62	41000	F	92%	0%	1%	1%	5%	0%	С	0.08	F		38000	F
34)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	78000	F	92%	0%	1%	1%	5%	0%	С	0.076	F	0.543	75000	F
ant .	To: Front	US 60 Pocahontas	Trail; SR 1	43 Meri	rimac Trail	l										
ast 64)	York Count	ty 0.59	39000	F	95%	0%	1%	1%	3%	0%	F	0.071	F		40000	F
14)	Combined Traffic Estimates for 2 Parallel	,		F	96%	0%	1%	1%	3%	0%	F	NA	•		81000	
	Tα:		City Count	y Line												
ast	From:		rk County L		050/	00/	40/	40/	00/	00/	_	0.074	_		40000	
54	James City County	,	39000	F	95%	0%	1%	1%	3%	0%	F	0.071	F		40000	
	Combined Traffic Estimates for 2 Parallel	<u> </u>			96%	0%	1%	1%	3%	0%	г	NA			81000	ı
ast	From:		43 Merrimac	Trail												
<u>34</u>)	James City County	(Maint: 99) 0.30	39000	F	95%	0%	1%	1%	3%	0%	F	0.079	F		40000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	79000	F	96%	0%	1%	1%	3%	0%	F	NA			81000	
ast	To: From:	WCI	L Newport N	News												
54)	City of Newport News	s (Maint: 99) 1.32	39000	F	95%	0%	1%	1%	3%	0%	F	0.079	F		40000	ı
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	79000	F	96%	0%	1%	1%	3%	0%	F	0.070	F	0.516	81000	ı
	To:	SR 2	38 Yorktow	n Rd												
ast 64)	City of Newport News	s (Maint: 99) 2.04	42000	F	95%	0%	1%	1%	3%	0%	F	0.080	F		43000	
04)	Combined Traffic Estimates for 2 Parallel	,		F	96%	0%	1%	1%	3%	0%	F	0.070	F	0.507	87000	
	To		05 Ft Eustis	Rlvd				. , ,								
ast	From:			DIVU	050/	00/	40/	40/	00/	00/	_	0.070	_		50000	
54	City of Newport News	,	51000	+	95%	0%	1%	1%	3%	0%	F	0.076	F		52000	
	Combined Traffic Estimates for 2 Parallel	<u> </u>		F	96%	0%	1%	1%	3%	0%	F	NA			99000	F
ast	To: From:		43 Jefferson													
ast 64	City of Newport News	,	58000	F	95%	0%	1%	1%	3%	0%	F	NA			59000	F
	Combined Traffic Estimates for 2 Parallel			F	96%	0%	1%	1%	3%	0%	F	NA			102000	F
	To:	SR 17	1 Oyster Po	int Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
East	From:	SR 17	1 Oyster Poi	int Rd			2, 0.10	01700	TTTQII	Ziiaii		1 40101		- 40101		
East 64	City of Newport News		65000	Α	95%	0%	1%	1%	3%	0%	С	0.091	Α		66000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	128000	Α	96%	0%	1%	1%	3%	0%	С	0.087	Α	0.544	131000	Α
	Too	US 17 J	I Clyde Morr	is Blvd												
64)	City of Newport News	s (Maint: 99) 1.06	77000	F	95%	0%	1%	1%	3%	0%	F	0.074	F		78000	_
64)	Combined Traffic Estimates for 2 Parallel	,		F	96%	0%	1%	1%	3%	0%	· -	0.074 NA	'		156000	F
	Tollow Traine Estimates for 2 Faraner		VCL Hampto		90 /6	0 /6	1 /0	1 /0	3 /0	0 /6	'	INA			130000	'
ast	From:		Newport No													
64)	City of Hampton (N	Maint: 99) 1.97	77000	F	95%	0%	1%	1%	3%	0%	F	0.074	F		78000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	153000	F	96%	0%	1%	1%	3%	0%	F	0.076	F	0.528	156000	F
not .	To: From:	Hampton 1	Roads Center	r Parkw	ay											
ast 64)	City of Hampton (N	Maint: 99) 1.33	67000	G	95%	0%	1%	1%	3%	0%	F	NA			69000	(
	Combined Traffic Estimates for 2 Parallel	,		G	96%	0%	1%	1%	3%	0%	F	NA			139000	
	T-	<u> </u>			0070	0 70	- 70	1 70	070	0 70	•	100			100000	•
ast	From:	SR 13	34 Magruder	Blvd												
34) (134 <i>)</i>	City of Hampton (N	,	81000	F	95%	0%	1%	1%	3%	0%	F	0.076	F		83000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	162000	F	96%	0%	1%	1%	3%	0%	F	0.078	F	0.537	165000	
not .	To: From:	US 258,	SR 134 Merc	cury Blv	'd											
ast $\overline{64}$	City of Hampton (N	Maint: 99) 1.19	73000	F	95%	0%	1%	1%	3%	0%	F	0.081	F		74000	
94)	Combined Traffic Estimates for 2 Parallel	,		F	96%	0%	1%	1%	3%	0%	F	0.079	F	0.578	148000	i
	To:		mpton Roads			0 70		. , 0	0,0	0,0	•	0.0.0	•	0.07.0		
ast	From:		I-664													
(54) Hampton Roads Beltway	, ,		56000	F	96%	1%	1%	0%	2%	0%	F	0.072	F		58000	ı
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	113000	F	96%	1%	1%	0%	2%	0%	F	0.070	F	0.524	116000	
ast	To: From:	SR	167 LaSalle	Ave												
Hampton Roads Beltway	City of Hampton (M	Maint: 99) 0.68	47000	F	96%	1%	1%	0%	2%	0%	F	0.078	F		49000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	96000	F	96%	1%	1%	0%	2%	0%	F	NA			98000	1
	To	-	Rip Rap Rd													
ast	From:			_	200/	40/	401	201	00/	00/	_	0.075	_		44000	
Hampton Roads Beltway	• • • •	•	40000	F	96%	1%	1%	0%	2%	0%	F -	0.075	F		41000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	88000	F	96%	1%	1%	0%	3%	0%	F	NA			90000	
ast	To: From:	US 60, SR	143 Settlers 1	Landing	Rd											
(60) Hampton Roads Be	eltway City of Hampton (N	Maint: 99) 0.33	40000	F	96%	1%	1%	0%	2%	0%	F	0.075	F		41000	
/ ()	Combined Traffic Estimates for 2 Parallel	,	85000	F	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	87000	
	то		169 Mallory	St												
ant.	From:				000/	10/	40/	00/	00/	00/	С	0.083	Α		45000	
								/10/		110/		11 (10.3			45000	
64 60 Hampton Roads Bi	ridge Tunnel City of Hampton (N Combined Traffic Estimates for 2 Parallel	,	43000 86000	F F	96% 97%	1% 1%	1% 1%	0% 0%	2% 2%	0% 0%	С	0.003	A	0.540	88000	F

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdicti	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
East	Fro		ECL Hampto													
64 (60) Hampton Road	ds Bridge Tunnel City of Norfolk (•	43000	F	96%	1%	1%	0%	2%	0%	С	0.083	Α		45000	F -
~	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	86000	F	97%	1%	1%	0%	2%	0%	С	NA			88000	F
East	Fro	m:	Bayville St													
64) 60 Hampton Road	,	,	43000	G	96%	1%	1%	0%	2%	0%	F	0.072	F		44000	G
$\circ \circ$	Combined Traffic Estimates for 2 Paralle	l Roadways on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.069	F	0.54	88000	G
Fact	T Fro	io: m:	4th View St													
East 64	City of Norfolk (Maint: 64) 1.30	42000	G	96%	1%	1%	0%	2%	0%	F	0.072	F		43000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	80000	G	96%	1%	1%	0%	2%	0%	F	0.07	F	0.547	82000	G
	n Pro	or m:	Bay Ave													
East 64	City of Norfolk (Maint: 64) 1.09	47000	G	96%	1%	1%	0%	2%	0%	F	0.069	F		49000	G
(04)	Combined Traffic Estimates for 2 Paralle	,		G	96%	1%	1%	0%	2%	0%	F	0.071	F	0.519	93000	G
-			New Gate Ro	1												
East 64)	City of Norfolk (47000	G	96%	1%	1%	0%	2%	0%	_	0.07	_		49000	G
64)	Combined Traffic Estimates for 2 Paralle	,		G	96%	1%	1%	0%	2%	0%	F	0.07	, F	0.538	88000	G
	Combined Traine Estimates for 21 arang				30 /0	1 /0	1 70	0 70	270	0 /0	•	0.072	'	0.550	00000	u
East 64)	Fro		US 460 Gra		2221				221							
64	City of Norfolk (,	48000	Α	96%	0%	1%	1%	2%	0%	С	0.118	Α		52000	A
	Combined Traffic Estimates for 3 Paralle			G	98%	0%	0%	0%	1%	0%	F	NA			130000	G
East	Pro	SR SR	168 Tidewate	er Dr												
64)	City of Norfolk (,	54000	G	97%	0%	1%	1%	2%	0%	F	NA			58000	G
\smile	Combined Traffic Estimates for 3 Paralle	el Roadways on this Route:	131000	G	98%	0%	0%	0%	1%	0%	F	NA			142000	G
East	T Fro	SR 19	4 Chesapeak	e Blvd												
(64)	City of Norfolk (Maint: 64) 1.00	62000	G	97%	0%	0%	1%	1%	0%	С	NA			62000	G
\bigcirc	Combined Traffic Estimates for 3 Paralle	l Roadways on this Route:	146000	G	98%	0%	0%	1%	1%	0%	F	NA			154000	G
Fact	T Fro	SR :	247 Norview	Ave												
East 64	City of Norfolk (Maint: 64) 1.26	65000	G	97%	0%	1%	1%	2%	0%	F	NA			71000	G
64)	Combined Traffic Estimates for 3 Paralle	,	153000	G	98%	0%	0%	0%	1%	0%	F	NA			165000	G
		SR SR	165 Military	Hwv												
East 64	City of Norfolk (55000	G	97%	0%	1%	1%	2%	0%	F	0.089	F		60000	G
04)	Combined Traffic Estimates for 3 Paralle	•		G	97%	0%	0%	0%	1%	0%	, F	NA	'		155000	G
		-	166 Northan			0,0		0 / 0	. , ,	0 / 0					100000	
East 64	Pro City of No. of No. of No.	,		•		00/	10/	10/	00/	00/		0.070	_		75000	
(64)	Combined Traffic Estimates for 3 Paralla	•	69000	G	97%	0% 0%	1%	1%	2%	0% 0%	F	0.078	F		75000	G
	Combined Traffic Estimates for 3 Paralle	n noauways on this Houte:	1/5000 I-264	G	97%	0%	0%	0%	1%	0%	Г	NA			187000	G
-		1	1-204													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From	r.	I-264													
64)	City of Norfolk (N	,	69000	Α	97%	0%	1%	1%	2%	0%	С	0.111	Α		74000	Α
<u> </u>	Combined Traffic Estimates for 2 Parallel				97%	0%	1%	1%	2%	0%	С	NA			146000	Α
East	From		L Virginia E ECL Norfol													
64)	City of Virginia Beac		69000	<u> </u>	97%	0%	1%	1%	2%	0%	С	0.111	Α		74000	Α
	Combined Traffic Estimates for 2 Parallel	• •	136000	Α	97%	0%	1%	1%	2%	0%	С	NA			146000	Α
	To		dian River	Rd												
East 64	City of Virginia Beac		63000	G	97%	0%	1%	1%	2%	0%	F	NA			69000	G
64	Combined Traffic Estimates for 2 Parallel	,			97%	0%	0%	1%	2%	0%	F	NA			134000	G
	To		CL Chesape		31 /6	0 76		1 /0	2/0	0 /6	•	INA			134000	ч
East	From	WC.	L Virginia E													
East (64)	City of Chesapeake		63000	G	97%	0%	1%	1%	2%	0%	F	NA			69000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	124000	G	97%	0%	0%	1%	2%	0%	F	NA			134000	G
Foot	To From	Gre	enbrier Park	cway			\Box \vdash									
East 64	City of Chesapeake	e (Maint: 64) 2.13	43000	G	97%	0%	1%	1%	2%	0%	F	0.089	F		47000	G
64	Combined Traffic Estimates for 2 Parallel	'		G	97%	0%	1%	1%	2%	0%	F	NA	•		92000	G
	To To				0.70			. , 0	_,,	0 / 0	•				02000	<u>.</u>
East	From		8 Battlefiel													
64)	City of Chesapeake	,	55000	G	93%	1%	1%	1%	4%	0%	С	0.084	F		60000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	108000	G	95%	0%	1%	1%	3%	0%	F	NA			116000	G
East		r.	I-464													
(64) (17)	City of Chesapeake	e (Maint: 64) 4.31	43000	F	92%	1%	1%	1%	5%	0%	F	0.094	F		41000	F
	Combined Traffic Estimates for 2 Parallel		83000	F	92%	0%	1%	1%	5%	0%	F	0.089	F	0.511	82000	F
	То	_	orge Washi	ngton H	WV											
East	From					10/	10/	10/	F0/	00/	_	0.000	F		40000	_
64	City of Chesapeake	,	36000	G	92%	1%	1%	1%	5%	0%	r	0.088	F	0.500	40000	G
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	71000	G	92%	0%	1%	1%	5%	0%	F	0.09	Г	0.506	77000	G
East	To From	US 13, US	460 Milita	ry Highv	vay											
64)	City of Chesapeake	e (Maint: 64) 2.31	37000	Α	92%	1%	1%	1%	5%	0%	С	0.102	Α		40000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	Α	92%	0%	1%	1%	5%	0%	С	0.101	Α	0.51	76000	Α
	То	x	I-264, I-664	1												
East	From	I-64-E TO F-1	98 NORTH		OUTH											
(64) Ramp	Alleghany Co		90	G								0.125	F		90	G
	То	FR-198 FR-														
East	From		t to Welcon			0.57		061	061	061		0.615			000	
64 Jerrys Run Welcome Ce	nter Alleghany Co		400	N Davidais a	96%	0%	1%	0%	2%	0%	N	0.213	N		330	N
East	From		ome Center													
(64) Jerrys Run Welcome Ce	nter Alleghany Co		400	A	96%	0%	1%	0%	2%	0%	С	0.213	Α		330	Α
,	To		from Welco													
								_								_

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire	Ruc	Truck xle 3+Axle 1Trail 2Trail	QC K	gK r	Dir Factor	AAWDT	QW
East 64 Ramp	From: Alleghany County Tro	I-64-E TO RT 661 EAST AND WEST 0.14 190 G 03-661 FROM I-64 EAST			0.135	5 F		190	G
East 60 Ramp	Alleghany County	I-64 CALLAGHAN 0.22 1100 G W SR 159			0.078	3 F		1100	G
East 64 Ramp	From: City of Covington (Maint: 03)	I-64-E TO RT 154NORTH & SOUTH 0.18 980 G 107-3605 SR 154; 107-3605-N001A G			0.095	5 F		980	G
East 64 Ramp	From: Alleghany County Tre	I-64-E TO RTS 60WEST @ RT 648SOUTH 0.28 1400 G US 60; 03-648 US 60- 17B FRO			0.096	6 F		1400	G
East 64 Ramp	Alleghany County	I-64-E TO RT 696 WEST & EAST 0.10 2300 G 03-696; 03-696- B FROM & TO I-64			0.124	l F		2300	G
East 64 Ramp	Alleghany County	I-64-E TO BUS RT 60EAST AND RT 384 0.15			0.099) F		3200	G
East 64 Ramp	Alleghany County	I-64-E TO BUS RT 60WEST & RT 629EAS 0.27 2300 G C1US 60 C1US 60-W003A FROM & TO R			0.095	5 F		2300	G
East 64 Ramp	Alleghany County	I-64-E TO RTS 42NORTH & RT 269SOUTH 0.24 1100 G SR 42 SR 269 SR 42- 152A FRO			0.116) F		1100	G
East 64	Alleghany County	I-64-E TO TRUCK REST AREA 0.04 250 G			0.091	F		250	G
East 64	Alleghany County	TO TRUCK PARKING AREA 0.08 NA Gap WEST END REST AREA			NA			NA	
East 64	Alleghany County	Gap EAST END REST AREA 0.18 NA FROM TRUCK PARKING AREA			NA			NA	
East 64	Alleghany County	0.03 NA 1-64-E FROM TRUCK REST AREA			NA			NA	
East 64 Ramp	Alleghany County	I-64-E TO RT 269WEST & EAST 0.23 30 G SR 269 RAMP FROM I-64 & 60 FROM RT 6			0.32	F		30	G
East 64 Ramp	Rockbridge County	I-64 East 0.20 NA Scenic Dr			NA			NA	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

									Tru	ıck			K	011	Dir		014
Route	Jurisdiction	1	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		I-64-E TO I		T & EAS	ST											
(64) (60) Ramp	Rockbridge Co	ounty	0.18	NA									NA			NA	
	To:			US 60 US													
East	From:		I-64-E TO US	S 11SOUTH	H & NOI	RTH											
(64) Ramp	Rockbridge Co		0.19	NA									NA			NA	
<u> </u>	To:	Ţ	US 11 US 11-	205A FRO	M & TO	I-64											
East	From:			I-64 East													
Ramp from I-64 E Exit 56 to I-81 S at Exit 19	Rockbridge Co	ounty	0.37	2400	F	78%	1%	1%	1%	19%	0%	F	NA			2200	F
$\overline{}$	To:			I-81 South													
East	From:			I-64 East													
East (64) Ramp	Augusta Coul	nty	0.24	5800	G	94%	0%	1%	1%	3%	1%	С	NA			5800	G
	To:		SR 285	Tinkling Sp	ring Rd												
East	From:		I-64-E TO RT	340SOUT	H & NO	RTH											
(64) Ramp	Augusta Coul		0.22	NA									NA			NA	
	To		I-64-E094B	EDOM DT	F 6 4 F A 6	T											
East	From:				1 04 EAG	0.1											
(64) Ramp	Augusta Cou		0.03	NA									NA			NA	
<u> </u>	To:	US	340 US 340-S														
East	From:		I-64-E094		64 EAS	T											
64) Ramp	Augusta Cou	nty	0.04	NA									NA			NA	
<u> </u>	To:		US 340	FROM I-64	4 EAST												
East (64) Ramp	From:		TO DELPHIN		JESOUT.	H & NOR	RT										
(64) Ramp	City of Waynesboro ((Maint: 07)	0.22	NA									NA			NA	
<u> </u>	To:		136-5118	FROM I-6	64 EAST												
East	From:		I-64-E TO U	IS 250WES	ST & EA	ST											
East (64) Ramp	Augusta Cou	nty	0.32	NA									NA			NA	
$\overline{}$	To:		I-64-W099A	I-64- 99A I	FROM R	Т 6											
East	From:			I-64 East													
Ramp	Nelson County (Ma	aint: 02)	0.02	NA				-					NA			NA	
$\overline{}$	To:			of Parking													
East	From:			of Parking	Lot; Gap												
64 Ramp	Nelson County (Ma	aint: 02)	0.04	NA									NA			NA	
	10.			OM SCENI	IC VIEW	/											
East	From:			I-64 East													
(64) Ramp	Albemarle Cou	unty	0.07	NA									NA			NA	
Foot	To:			End Parking and Parking													
East (64) Ramp	Albemarle Cou	untv	0.05	NA Parking	Area								NA			NA	
64) Папр	To:	unity		OM SCENI	IC VIEW	I							INA			INA	
	T																
East Charletteeville Poet Area Pomp	A II- a II- O	untu		ast to Rest		750/	00/	00/	10/	010/	00/	0	NIA			740	0
64 Charlottesville Rest Area Ramp	Albemarle Cou	unty	0.19	740	G	75%	2%	2%	1%	21%	0%	С	NA			740	G
	10.		Enter Re	st Area Parl	King Lot												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bu		Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	Exit Rest Area Parking Lot	2/1/	de 3+Axie	IIIaii	ZIIali		i actor		acioi		
64 Charlottesville Rest Area Ramp	Albemarle County	0.06 1500 G 79% 1%	6 19	6 1%	18%	0%	С	0.131	F		1200	G
$\overline{}$	To:	I-64 East from Rest Area										
East	From:	I-64 East										
(64) I-64 East Exit 107	Albemarle County	0.14 NA						NA			NA	
	To:	US 250 Rockfish Gap Trnpk										
East	From:	I-64 East										
(64) Ramp	Albemarle County	0.17 540 G						0.396	F		540	G
$\overline{}$	То:	02-637 Dick Woods Rd										
East	From:	I-64 East										
(64) Ramp	Albemarle County	0.21 490 G						0.107	F		490	G
	Τo:	US 29 S, Monacan Trail Rd										
East	From:	I-64 East										-
(64) Ramp	Albemarle County	0.19 6200 G						0.165	F		6200	G
	To:	US 29 N, Monacan Trail Rd										
East	From:	I-64 East	1									
(64) Ramp	Albemarle County	0.16 5300 G						0.109	F		5300	G
	To:	5th Street Ext										
East	From:	I-64 East										
(64) Ramp	Albemarle County	0.20 5800 G						0.144	F		5800	G
(04)	To:	SR 20 Scottsville Rd						•	-			-
East	From:	I-64-E TO RT 20NORTH	1									
East (64) Ramp	Albemarle County	0.21 NA						NA			NA	
64) 1 12111	To:	SR 20 FROM I-64 EAST	1									
F1	From:	I-64 East										
East (64) I-64 E Exit 124	Albemarle County	0.21 3300 A						0.2	Α		3800	Α
64) 1 04 E EXIL 124	To:	US 250 Richmond Rd						0.2	^		3000	^
	From:											
East (64) I-64 East Exit 129	Albemarle County	I-64 East 0.22 2800 G						0.176	F		2800	G
64) 1-04 Last Lxit 129	To:	02-616 Black Cat Rd	1					0.170	'		2000	а
F. J.	From:											
East	Louisa County	I-64 East 0.27 4000 G						0.139	F		4000	G
Ramp	To:	US 15 James Madison Hwy	1					0.139	'		4000	G
	From											
East		I-64 East						0.140	F		0400	_
64 Ramp	Louisa County	0.31 2400 F	1					0.146	F		2400	F
		SR 208 Courthouse Rd										
East	Fron:	I-64-E TO RT 605WEST & EAST						0 1 11	_		F00	_
Ramp	Goochland County	0.19 590 G						0.141	F		590	G
	10.	37-605; 37-605- 7A FROM & TO I-64										
East (64) Ramp	From:	I-64-E TO RT 629WEST & EAST				-						
64 Ramp	Goochland County	0.18 370 G						0.161	F		370	G
\sim	To:	37-629; 37-629- 1A FROM & TO I-64										

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Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

East Goochland County	Route	Jurisdiction	Length AADT QA 4Ti	re Bus				QC	K	QK _ Dii	AAWDT	QW
Goochland County		From:			2Axle 3-	+Axle 1	rail 2Trail		Factor	Fact	or	
Second County Cook Coo		Goochland County							0 118	F	880	G
	64) 1 141119	To:			\neg				0.110	•	000	u
Goochland County	Fact	From:										
Total Stratus Stratu	Ramp	Goochland County							0.108	F	520	G
Goochland Rest Area Ramp	(04) · · · · · · · · · ·											-
Goochland Rest Area Ramp	Fast	From:	I-64 Fast to Rest Area									
East		Goochland County			-				NA		NA	
Goochland Rest Area Ramp Goochland County 0.13 1200 G 77% 1% 1% 1% 20% 0% C 0.099 F 1200 G		To:	Enter Rest Area Parking Lot									
Fig.		From:								_		_
Fame	Goochland Rest Area Ramp			% 1%	1%	1% 2	0% 0%	С	0.099	F	1200	G
Second County C	<u> </u>	To:	I-64 East from Rest Area									
To		From:				00/	۰٬ ۰۶٬	_	-	_	0700	_
Fast	64 Ramp	Goochland County		% 1%	2%	2% 2	% 0%	C	0.1	F	2/00	F
SR 288 S		10.										
SR 288 From I-64 E Exit 178A to US 250 Henrico County 0.17 5000 G 98% 0% 1% 0% C NA 5300 G G G G G G G G G		From:		4. 40/		00/	00/	_	0.447		F700	•
Final 1-64 East 178A to US 250 Henrico County 0.17 5000 G 98% 0% 1% 0% C NA 5300 G	64) Hamp From 1-64 E to SR 288			% 1%	1%	2% 9	1% 0%	C	0.117	А	5700	А
Ramp from I-64 E Exit 178A to US 250 Henrico County 0.17 5000 G 98% 0% 1% 0% C NA 5300 G		10.										
Trans		From		/ 00/	10/	00/	0/ 00/	0	NIA		5000	0
Free 1-64 East	64) Ramp Irom 1-64 E Exit 176A to 05 250	To:		⁄o U%	1%	U% I	% 0%	C	NA		5300	G
Ramp from I-64 E Exit 178B to US 250 Henrico County 0.21 3100 G 97% 0% 0% 1% 1% 0% C NA 3200 G	_											
Too		Honrigo County		/ 00/	09/	10/	0/ 00/	_	NΙΛ		2200	G
From	64 Hamp Hom 1-04 L Exit 1765 to 03 230	To:		/o U/o		1/0	/0 0 /0	C	INA		3200	G
Henrico County 0.31 4300 F 4300	F	From										
Columbia East Ramp	Henrico County							0 100	E	4300	F	
From	64) Hamp	To:							0.103	'	4300	'
Henrico County 0.24 3400 F 0.128 F 3400 F To	Foot	From:										
Columbia East CA Bamp	Henrico County							0.128	F	3400	F	
East	(64) Tamp				\neg				0.120	•	0400	•
64 Ramp Henrico County 0.19 8400 F 0.099 F 8400 F To Parham Rd East I-64 East Collector Rd	Fact	From:			1							
To: Parham Rd East From: I-64 East Collector Rd		Henrico County							0.099	F	8400	F
East I-64 East Collector Rd	(04) · · · · · · · · · · ·	To:										
	Fast	From:										
F Ramp Henrico County 0.18 8500 F 0.126 F 8500 F	(64) Ramp	Henrico County	0.18 8500 F						0.126	F	8500	F
To: 43-7536 S, Glenside Dr												
East From: I-64 East Collector Rd	East	From:	I-64 East Collector Rd									
(64) Ramp Henrico County 0.17 4300 F 0.172 F 4300 F		Henrico County							0.172	F	4300	F
To: US 250 E, Broad St		To:	US 250 E, Broad St									
East I-64-E COLLECTOR RD TO GLENSIDE DR & R	East	From:	I-64-E COLLECTOR RD TO GLENSIDE DR	. & R								
(64) Ramp Henrico County 0.16 10000 A 0.166 A 12000 A	Ramp			*					0.166	Α	12000	Α
To: I-64-E183A TO GLENSIDE DRIVESOUTH & N			I-64-E183A TO GLENSIDE DRIVESOUTH	& N								

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Truck		K		Dir		
Route	Jurisdiction			QA 4T			Axle 1Trail	QC F	actor	QK I	Factor	AAWDT	QW
East	From:	I-64-E183A TO GL		RIVESOUT	H & N		<u> </u>		N.1.0			N.1.0	
64 Ramp	Henrico County	0.13	NA						NA			NA	
East	To: From:	43-7536-S001A FRC	M GLENSI	IDE DRIVES	SOUTH								
(64) Ramp	Henrico County	0.19	NA						NA			NA	
$\overline{}$	To: From:	43-7536-N001A FRC	M GLENSI	IDE DRIVE	NORTH								
East (64) Ramp	Henrico County	0.16	NA						NA			NA	
64) · · · · · · · · · · ·	Tra			AD CEDEEN	E A CIT								
East	From:	I-64-E183B TO RT		AD STREET	EAST								
64 Ramp	Henrico County	0.24	NA						NA			NA	
East	From:	US 250-W159B FRO	M RT 250-E	BROAD STR	EETWE								
Ramp	Henrico County	0.07	NA						NA			NA	
	To:	I-64-E COLLECT	OR FR GLE	ENSIDE Dr &	& RT								
East	From:		I-64 East										
East (64) Ramp	Henrico County	0.11	2900	F				0).112	F		2900	F
<u> </u>	To:	43-7:	546 Dickens	s Rd									
East	From:	0.11	I-64 East						107			0000	
64 Ramp from I-64 E Exit 185B to SR 33	Henrico County	0.14	1800 Staples Mi	A				U).197	А		2200	Α
	From	SK 33		III Ku									
East (64) Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Maint:	43) 0.16	I-64 East 26000	F				(0.12	F		26000	F
64) = mt 100 1 tamp 1 0 1 = to 1 100 0	Tree	•							···=	•			•
East	From:	•	to Laburnun							_			_
64 Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Maint:		21000	F				0).126	F		21000	F
	10.		I-195 South										
East	City of Richmond (Maint:		East Exit 18 4600	86A F				0	0.097	F		4600	F
64 Ramp	To:		55 Laburnui					·).031	'		4000	'
East	From:		I-64 East										
(64) Ramp	City of Richmond (Maint:	43) 0.14	11000	F				0).157	F		11000	F
	To:		I-195 North										
East	From:	I-64 I	East Collecto	or Rd									
(64) Ramp	City of Richmond (Maint:	43) 0.17	2300	F				0	0.087	F		2300	F
\smile	To:	US 360 W	, Mechanics	sville Tpke									
East	From:		East Collecto										
64 Ramp	Henrico County		13000	F				(0.12	F		13000	F
	ron:		Mechanics										
East Pamp		I-64-E BEGII		TOR ROAD F				0	100	F		15000	F
64 Ramp	City of Richmond (Maint:	43) 0.10 I-64-E192A TO RT	15000		CSVI			U).109	F		15000	Ĺ.
	L	1-07-L172A 10 K	LOUNT	. MILCHAINI	CD 11	<u> </u>							

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length A	ADT QA	4Tire E	Ruc	Truxle 3+Axle			QC	K Factor	QK	Dir Factor AAWD	T Q
ast		-64-E192A TO RT 360		IANICSVI									
Ramp	City of Richmond (Maint: 43)	0.08 13	3000 F							0.117	F	13000) F
ast	From: US	360-W143A FROM R	T 360WEST-N	/IECHANICS		<u> </u>							
Ramp	City of Richmond (Maint: 43)	0.07	NA							NA		NA	
	To:	IR-127 FCI	L RICHMOND										
ast Domn	From:					1				NA		NA	
Ramp	Henrico County		NA			=				INA		INA	
ast	To: From:	-64-E192B TO RT 36	0EAST-MECH	IANICSVI		<u> </u>							
A Ramp	Henrico County	0.08	NA							NA		NA	
<u>/</u>	To US	360-E143A FROM R	T 360EAST-M	IECHANICS									
ist 4 Ramp	Henrico County	0.04 15								0.109	N	15000)
4) Hamp	To:	I-64-E END COLLE		-RT 360		1				0.103	11	15000	,
ct	From		4 East	111 500		<u></u>							
st 1 Ramp	Henrico County		700 F			1				0.084	F	1700	1
	To:		Nine Mile Rd			1							
t	From:	I-6	4 East			<u> </u>							
Ramp	Henrico County		300 F			1				0.099	F	8300	
<u> </u>	To:	SR 33 E, 1	Nine Mile Rd			<u> </u>							
st	From:	I-6-	4 East										
Ramp	Henrico County	0.23 11	1000 F			_				0.091	F	11000)
/	To:	43-7555 La	aburnum Ave			<u> </u>							
st	From:		4 East										
Ramp from I-64 E Exit 197A to SR 156 S	Henrico County		500 F	95%	1% 19	% 1%	2%	0%	С	0.092	F	5800	
,	To:		S, Airport Dr			<u> </u>							
st 	From:		4 East	070/	20/ 1]	40/	00/	_	0.440	_	4400	
Ramp from I-64 E Exit 197B to SR 156 N	Henrico County		900 F N, Airport Dr	97% (0% 19	% 0% 1	1%	0%	С	0.116	F	4100	1
	From												
st Ramp from I-64 E Exit 200A to I-295 E	Henrico County		Collector Rd 300 F	90%	1% 1	】 % 1%	7%	0%	С	0.133	F	3200	
1 Tramp from 1 04 E Exit 200A to 1 200 E	To:		Collector Rd	30 /0	70 1	1	1 70	0 70	O	0.100		0200	
st .	From:		Collector Rd										
Ramp from I-64 E Exit 200B to I-295 W	Henrico County		680 F	81%	1% 29	』 % 2%	15%	0%	С	0.119	F	670	
<i>'</i>	To:	I-295 West	t Collector Rd			<u></u>							
t	From:	I-6	4 East										
Ramp	Henrico County		700 F	88%	1% 19	% 2%	8%	0%	С	0.13	F	3700	1
/	Tox	I-64-E200A TO I	RT 295 EAST	& 60									
$\frac{\text{st}}{4}$ Ramp	Henrico County		650 F							0.124	F	650	
4 Naiiiv	Henrico County	U.Z/ 0	/JU							0.124	Г	650	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT			Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 64 Ramp	Henrico County	1-295-E028E FROM RT 295 0.23 1000	EASTO	LD LOOP							0.125	F		1000	F
East (64) Ramp	Henrico County	I-64-E200B TO RT 2	95 WES	Т							0.136	F		340	F
East (64) Ramp	Henrico County	I-295-E028C I-295-W028	C FROM	1 RT 2							NA			NA	
East	Te:	I-64-E COLLECTOR ROAD I		TS 295 &	6										
64 Ramp	Henrico County	0.10 NA Gap WEST END	SCALE								NA			NA	
East 64 Ramp	Henrico County	Gap EAST END (0.11 NA I-64-E FROM SO									NA			NA	
East (64) Ramp	New Kent County	I-64 East 0.25 5900		97%	0%	1%	0%	1%	0%	С	0.153	F		5900	G
East 64 Ramp	New Kent County	Ramp Spli				_					NA			NA	
<u> </u>	To:	SR 33 New Kent F													
East 64 Ramp	New Kent County	0.08 2600 SR 33 New Kent H	G	96%	0%	1%	0%	2%	0%	С	NA			2600	G
East 64 Ramp	New Kent County	I-64 East 0.19 1000 SR 106 Emmaus C	G nurch Rd								0.091	F		1000	G
East 64 New Kent Welcome Center	Front: New Kent County	I-64 East to Res 0.09 2400 Enter Rest Area Pa	Α	91%	1%	1%	0%	7%	0%	F	0.145	Α		2000	Α
East 64 New Kent Welcome Center	From: New Kent County	Exit Rest Area Par 0.18 2500 I-64 East from Re	king Lot G	76%	1%	1%	0%	21%	0%	С	NA			2500	G
East (64) Ramp	From: New Kent County	I-64 East 0.22 1900	G								0.12	F		1900	G
East (64) (33) Ramp	From: New Kent County	SR 155 I-64 East 0.49 4000	G								0.122	F		4000	G
East 64 Ramp	To: From:	SR 33 I-64 East													
Ramp	James City County	0.33 1500 I-64 East Exit 227B to	F SR 30 E	ast							0.102	F		1500	F

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir Factor	AAWDT	QW
East 64 Ramp	James City County	I-64-E227B TO RT 30 EAST 0.03 NA SR 30 FROM RT 64 EAST	NA NA		NA	
East 64 Ramp	James City County	I-64-E227A TO RT 30 EAST 0.04 NA SR 30 FROM I-64 EAST	NA NA		NA	
East 64 Ramp	James City County	I-64 East 0.33 610 F SR 30 W, Croaker Rd	0.102	F	610	F
East 64 Ramp	James City County	I-64 East 0.20 450 F SR 30 E, Croaker Rd	0.104	F	450	F
East 64 Ramp	York County	I-64 East 0.19 6900 F SR 199	0.097	F	6900	F
East 64 Ramp	From York County	I-64 East 0.16 3000 F SR 143 Merrimac Trail	0.109	F	3000	F
East 64 Ramp	York County	I-64 East 0.31 1800 F SR 199 West	0.134	F	1800	F
East 64 Ramp	York County	I-64 East 0.21 1100 F SR 199 East	0.11	F	1100	F
East 64 Ramp	York County	I-64 East 0.30 1500 F US 60	0.091	F	1500	F
East 64 Ramp	York County	I-64 East 0.11 210 F I-64 West Exit 243B to SR 143 North	0.307	F	210	F
East 64 Ramp	James City County	I-64 East 0.25 2200 F SR 143 Merrimac Trail	0.093	F	2200	F
East 64 Ramp	City of Newport News (Maint: 99	I-64 East	0.114	F	4000	F
East 64 Ramp	City of Newport News (Maint: 99	I-64 East 9) 0.19 4600 F SR 105 E, Ft Eustis Blvd	0.088	F	4600	F
East 64 Ramp	City of Newport News (Maint: 99	I-64 East Collector Rd	0.077	F	6500	F

8/4/2014

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck	QC _ K	QK ,	Dir AAWDT	QW
East	From:	I-64 East Collector Rd		2Axle 3+Axle 1Trail 2Trail	Factor		Factor	
(64) Ramp	City of Newport News (Maint: 99)				0.085	F	2400	F
<u> </u>	To:	SR 143 N, Jefferson Ave						
East	From:	I-64 East				_		_
64 Ramp	City of Newport News (Maint: 99)	0.27 9200 F			0.075	F	9200	F
East	To: From:	I-64 East Exit 255A to SR 143 Sou	ıth					
64 Collector Rd	City of Newport News (Maint: 99)	0.07 2700 F			0.079	F	2700	F
East	To: From:	Ramp from SR 143 South						
64) Collector Rd	City of Newport News (Maint: 99)	0.21 18000 F			NA		18000	F
\smile	To	I-64 East Exit 255B to SR 143 Nor	th					
East 64) Collector Rd	City of Newport News (Maint: 99)				NA		16000	F
64) 55/165/5/10	Trail						10000	·
East	From: (AA : 1 CO)	Ramp from SR 143 North					10000	
64 Collector Rd	City of Newport News (Maint: 99)	0.33 19000 G I-64 East		_	NA		19000	G
Eact	From:	I-64 East						
East 64) Ramp	City of Newport News (Maint: 99)				0.108	F	2000	F
	To:	SR 171 W, Victory Blvd						
East	From:	I-64 East						
64 Ramp	City of Newport News (Maint: 99)				0.110	F	4400	F
<u> </u>	From	SR 171 E, Victory Blvd						
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.30 5900 F			0.097	F	5900	F
04)	Tα	US 17 S, J Clyde Morris Blvd				-		
East	From:	I-64 East						
Ramp	City of Newport News (Maint: 99)				0.111	F	1900	F
<u> </u>	10:	US 17 N, J Clyde Morris Blvd						
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.21 5500 F			0.107	E	5500	F
64) Hamp	To:	114-7026 W, Hampton Rds Ctr Pky	wy		0.107	'	3300	'
East	From:	I-64 East	•					
64) Ramp	City of Hampton (Maint: 99)	0.33 9500 F			0.119	F	9500	F
\smile	Tα	114-7026 E, Hampton Rds Ctr Pkw	vy					
East	From:	I-64 East			0.455	_	17000	_
64 (134) Ramp	City of Hampton (Maint: 99)	0.10 17000 F			0.102	F	17000	F
East	Toc From:	I-64 East Exit 263B						
64 Ramp	City of Hampton (Maint: 99)	0.13 8500 F			0.100	F	8500	F
\sim	To:	US 258 W, Mercury Blvd						

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	OC	K actor QK	Dir Factor AAWDT	QW
East (134) Ramp	City of Hampton (Maint: 99)	I-64 East Exit 263A 0.32 8900 F US 258 E, Mercury Blvd).11 F	8900	F
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.24 6300 F 114-7035 Lasalle Ave	0.	.101 F	6300	F
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.11 8100 F Rip Rap Rd	0.	.116 F	8100	F
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.07 6600 F US 60 Settlers Landing Rd	0.	.113 F	6600	F
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.13 3000 F 114-7057 Mallory St	0.	.091 F	3000	F
East 64 Ramp	City of Hampton (Maint: 99)	I-64-E TO INSPECTION STATION 0.04 NA		NA	NA	
East 64 Ramp	City of Hampton (Maint: 99)	114-7057- T INSPECTION BOOTH AREA 0.04 NA 114-7057- A TO RT 64 EAST		NA	NA	
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO BAYVILLE STREET 0.03 1600 G 98% 1% 122-99001- A BAYVILLE STREET FROM &	1% 0% 0% 0% F 0	.133 F	1800	G
East 60 Ramp	City of Norfolk (Maint: 64)	I-64-E TO 4TH VIEW ST 0.17 5500 G US 60 US 60-281A FROM & TO I-64	C).13 F	5500	G
East 64 Ramp	City of Norfolk (Maint: 64)	1-64-E TO US 460-GRANDBY ST & RT 564 N 0.14 14000 G		0.1 F	14000	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276B TO RT 460 GRANDBY ST 0.15 8300 G I-564-N FROM RT 64 EAST	0.	.109 F	8300	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E276A TO US 460 GRANDBY ST 0.06 NA US 460 FROM I-64 EAST		NA	NA	
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E TO H.O.V. LANE 0.04 6300 G I-64-R I-64-R000A FROM 64 EAST	0.	.282 F	6300	G
East 64 Ramp	City of Norfolk (Maint: 64)	I-64-E RAMP TO RT 168 TO RT 16800- T 0.35 8000 G SR 168 FROM I-64 EAST	0	.117 F	8000	G

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route Jurisdiction Length AADT QA 4Tire Bus AADT QA 4Tire Bus AADT AADT	$\Delta \Delta M DT \Omega M$
City of Norfolk (Maint: 64) 0.13 1800 G 0.090 F	2900 G
City of Norfolk (Maint: 64) 0.18 2900 G 0.094 F	
64 Ramp City of Norfolk (Maint: 64) 0.17 3500 G 98% 0% 1% 0% C 0.082 F SR 247 FROM I-64 EAST	3500 G
For: LCLE TO DODRI MOOD DO LD	
East	2800 G
East	7700 G
East	11000 G
East I-64-E TO I-264	38000 G
East	4500 G
East	NA
East 64 From: 1-64-E284A TO RT 264 EAST264 WEST G4 Ramp City of Norfolk (Maint: 64) 0.45 26000 G G 0.08 F Tα I-264-E From RT 64 East I-264-E	26000 G
East	7300 G
East From: I-64-E TO RT 407 EAST	17000 G
East	6500 G
East	15000 G

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction		QA 4Tire	Bus 2	Tru			K Factor	QK	Dir Factor	AAWDT	QW
East 64 Ramp	City of Chesapeake (Maint: 64)		G		_			0.101	F		25000	G
East 64 Ramp	City of Chesapeake (Maint: 64)		G		_			0.092	F		19000	G
East 64 Ramp	City of Chesapeake (Maint: 64)	0.23 29000	G	? W	_			0.082	F		29000	G
East 64 Ramp	City of Chesapeake (Maint: 64)	4-E289B TO GREENBRIEF 0.13 13000	R PARKWAY G					0.087	F		13000	G
East (64) Ramp	City of Chesapeake (Maint: 64)	0.22 NA	IER PARKWAY	EA]			NA			NA	
East 64 Ramp	City of Chesapeake (Maint: 64)	0.40 NA END COLL RD FROM GR		₹]——— 1			NA			NA	
East 64 Ramp		E TO RT 168 NORTH-BAT	TLEFIELD PAR G 94%		1% 2%	3% 0%	, C	0.092	F		4100	G
East 64 Ramp	City of Chesapeake (Maint: 64)	E TO RT 168 SOUTH-BAT	TLEFIELD PAR G 98%	0%] 0% 0%	1% 0%	. C	0.102	F		11000	G
East 1-64 E Exit 290	City of Chesapeake (Maint: 64)		G					0.104	F		20000	G
East (64) I-64 E Exit 290	City of Chesapeake (Maint: 64)		G		_			0.107	F		16000	G
East (64) I-64 E Exit 290	City of Chesapeake (Maint: 64)		G		_			0.096	F		25000	G
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)		G		_			0.097	F		14000	G
East 64 I-64 E Exit 290	City of Chesapeake (Maint: 64)	0.20 NA I-64 E	efield Blvd S		J ¬			NA			NA	
East 64 Ramp	City of Chesapeake (Maint: 64)	I-64 East 0.25 9700 I-464 North	G					0.084	F		9700	G
East (64) Ramp	City of Chesapeake (Maint: 64)	I-64-E TO RT 104 VIA	G					0.088	F		21000	G

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary at	ia intorotat													
Route	Jurisdictio	n Length	AADT	QΔ	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	OW
	00.100.100.10	<u> </u>					2Axle	3+Axle	1Trail	2Trail	۵0	Factor	۵. ۱	Factor	, , , , , , ,	٠
East	From:		TO RT 17 NO													
(64) $\{17\}$ Ramp	City of Chesapeake	,	6200	G								0.074	F		6200	G
	To:	US 17	FROM I-64 I	EAST												
East	From:	I-64-E	TO RT 17 SC	DUTH												
East (64) Ramp	City of Chesapeake	(Maint: 64) 0.21	5000	G								0.100	F		5000	G
	To:	US 17 US 17-1	N014B FROM	M I-64	EAST											
East	From:	I-64-E TO RT 13	00- MILITAI	RY HI	GHWAY											
(64) Ramp	City of Chesapeake		4600	G								0.142	F		4600	G
	To:		8599 FROM	I-64 E	AST											
Rev	From:	Regin Rev	versible Lane	Δt I_56	54											
Rev 64	City of Norfolk (M		21000	F	100%	0%	0%	0%	0%	0%	С	NA			24000	F
64)	Combined Traffic Estimates for 3 Parallel	/		G	98%	0%	0%	0%	1%	0%	F	NA			165000	G
	Combined Trainic Estimates for 3 Faraner				30 /6	0 /6	<u> </u>	0 /6	1 /0	0 /6	•	INA			103000	u
Rev	To: From:	Ran	mp To I-64 E	В												
(64)	City of Norfolk (M	laint: 64) 2.18	26000	G	100%	0%	0%	0%	0%	0%	С	NA			26000	G
0 4)	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	175000	G	97%	0%	0%	0%	1%	0%	F	NA			187000	G
	To:	•	nd Reversible		0.70	0,70		0,0	. , 0	0,0	•				.0.000	<u> </u>
Rev	From:	I-64-E276C	I 64 P EDON	4 64 E	A ST		1									
(64) Ramp	City of Norfolk (M		3300	G	131							0.301	F		3300	G
(64) Hamp	To:	<u> </u>	OM H.O.V. I		PM							0.001	•		0000	ď
	From:															
Rev 64 Ramp	City of Norfolk (M		2100 2100	AS1 G								0.193	F		2100	G
64 Hallip	City of Notion (W		ROM HOV									0.193	'		2100	G
Rev	From:	I-64-R I-64-V			1 RT							0.050	_		0000	_
64 Ramp	City of Norfolk (M		6300	G								0.259	F		6300	G
	10.	I-64-E FROM	I H.O.V.LAN	NEMEL	DIAN											
West	From:		Virginia State													
(64) (60)	Alleghany Co	•	5200	G	77%	1%	1%	1%	21%	0%	F	0.105	F		4800	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	10000	G	77%	1%	1%	1%	20%	0%	F	0.089	F	0.590	9500	G
	To	FR-19	98 Jerrys Rur	ı Rd												
West	From:				770/	40/	40/	40/	0.10/	00/	_		_		4.400	_
(64) (60)	Alleghany Co	•	4800	G	77%	1%	1%	1%	21%	0%	F	0.082	F		4400	G
$\lor \lor$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	10000	G	77%	1%	1%	1%	20%	0%	F	0.088	F	0.599	9400	G
West	Ter From:	03-661 Ogles	Creek Rd; M	1idland	Trail											
West	Alleghany Co	ounty 3.23	5000	G	77%	1%	1%	1%	21%	0%	F	0.094	F		4600	G
64 (60)											F		F	0.500		
	Combined Traffic Estimates for 2 Parallel			G	77%	1%	1%	1%	20%	0%	۲	0.078	г	0.508	9000	G
West	From:		59 Midland T R 159 Midlar		1											
West 64	Alleghany Co		5500	G	77%	1%	1%	1%	21%	0%	F	0.086	F		5100	G
04)	Combined Traffic Estimates for 2 Parallel			G	77%	1%	1%	1%	20%	0%	F	0.075	F	0.51	9900	G
	Tallet Traille Estillates for 2 Parallet				1170	1 70	1 70	1 70	2070	0 %	Г	0.075	1-	0.51	5300	G
	10.	W	CL Covingto	11												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Vest	From:		CL Covingto													
64)	City of Covington (Maint: 03)	0.28	5500	G	77%	1%	1%	1%	21%	0%	F	0.086	F		5100	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	11000	G	77%	1%	1%	1%	20%	0%	F	NA			9900	G
Vest	Toc Front	SR	154 Durant	Rd												
64)	City of Covington (Maint: 03)	1.08	6200	G	77%	1%	1%	1%	21%	0%	F	0.083	F		5700	G
04)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	12000	G	77%	1%	1%	1%	20%	0%	F	0.080	F	0.508	11000	G
	To		CL Covingto													
Vest	From:				770/	40/		40/	040/	00/	_		_		5700	,
64	Alleghany County	0.64	6200	G	77%	1%	1%	1%	21%	0%	F _	0.083	F		5700	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	12000	G	77%	1%	1%	1%	20%	0%	F	NA			11000	(
/est	To. From:	Ur	ban Bounda	ıry												
64	Alleghany County	0.13	6200	G	77%	1%	1%	1%	21%	0%	F	0.083	F		5700	(
	To	U	S 60, US 22	20												
/est	Alleghany County	4.98	8600	G	77%	1%	1%	1%	21%	0%	F	0.08	F		8000	(
64 (60) (220)	Combined Traffic Estimates for 2 Parallel Roadways			G	77%	1%	1%	1%	20%	0%	F	0.078	F	0.506	15000	(
	Tame Estimates for 21 araner rioadways	on this rioute.		<u> </u>	7770	1 /0	170	1 70	20 /0	0 70	•	0.070	'	0.500	13000	`
est ~~~	From:		03-696													
64) (60) (220)	Alleghany County	2.34	8400	G	77%	1%	1%	1%	21%	0%	F	0.071	F		7800	(
J	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	16000	G	77%	1%	1%	1%	20%	0%	F	0.078	F	0.527	15000	(
/est	Toc From	Bus U	S 60, Bus U	IS 220												
60 (220)	Alleghany County	0.86	6900	G	77%	1%	1%	1%	21%	0%	F	NA			6500	(
04) (00) (220)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	14000	G	77%	1%	1%	1%	20%	0%	F	NA			13000	(
	To		L Clifton Fo	orge												
/est	From:				770/	10/	10/	10/	010/	00/	_	NIA			0500	,
64 (60) (220)	Town of Clifton Forge (Maint: 03 Combined Traffic Estimates for 2 Parallel Roadways of	,	6900	G G	77%	1%	1%	1%	21% 20%	0%	F	NA			6500	(
	Combined Trainic Estimates for 2 Parallel Roadways (77%	1%	1%	1%	20%	0%	Г	NA			13000	(
/est	To: From:	ECI	L Clifton Fo	rge												
64) (60) (220)	Alleghany County	1.06	6900	G	77%	1%	1%	1%	21%	0%	F	NA			6500	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	14000	G	77%	1%	1%	1%	20%	0%	F	NA			13000	(
14	To From	US	220, Bus US	S 60			<u> </u>									
(est 60)	Alleghany County	2.19	4800	G	77%	1%	1%	1%	21%	0%	F	0.079	F		4500	(
00)	Combined Traffic Estimates for 2 Parallel Roadways			G	77%	1%	1%	1%	20%	0%	F	0.083	F	0.521	8900	(
	Tol.		R 42, SR 26		,5	.,,										
Vest	From															
64 (60)	Alleghany County	6.52	3900	G	77%	1%	1%	1%	21%	0%	F	0.082	F		3600	(
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	7700	G	77%	1%	1%	1%	20%	0%	F	0.08	F	0.502	7100	(

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			u iiileisia					Trı	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West	From:	SR 269: 03	8-850. N M	ountain R	2d		271010	7 0171010	TTTUI	ZIII		1 40101		1 40101		
64) 60)	Alleghany Co		3800	F	77%	1%	1%	1%	21%	0%	F	0.078	F		3600	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7400	F	77%	1%	1%	1%	20%	0%	F	NA			7000	F
	To:		ridge Count	ty Line												
West	From:		nany County													
(64) (60)	Rockbridge Co	•	3800	F	77%	1%	1%	1%	21%	0%	F	0.078	F		3600	F
$\lor \lor$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7400	F	77%	1%	1%	1%	20%	0%	F	0.08	F	0.503	7000	F
West	To: From:	81-	780 Scenic	Dr			⊒⊢									
(64) (60)	Rockbridge Co	ounty 6.94	4200	Α	77%	1%	1%	1%	21%	0%	С	0.136	Α		3900	Α
04) (00)	Combined Traffic Estimates for 2 Parallel	•	8300	Α	77%	1%	1%	1%	20%	0%	С	0.131	Α	0.64	7700	Α
	To:		Frederickst													
West	From:	US 60; 81-6														
64	Rockbridge Co	•	4700	F	77%	1%	1%	1%	21%	0%	F	0.083	F		4400	F
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8700	F	77%	1%	1%	1%	20%	0%	F	0.081	F	0.571	8100	F
Most	To: From:	US	S 11 Lee Hy	vy												
West 64	Rockbridge Co	ounty 0.61	6000	F	77%	1%	1%	1%	21%	0%	F	0.083	F		5700	F
04	Combined Traffic Estimates for 2 Parallel	•		F	77%	1%	1%	1%	20%	0%	F	0.082	F	0.532	11000	F
	To:		outh Interc		7770	1 /0		1 /0	20 /0	0 70	'	0.002	'	0.552	11000	į
West	From:		I-64 West	8-												
(64) Ramp from I-81 S Exit	191 to I-64 W at Exit 56 Rockbridge Co	ounty 0.23	3600	Α	77%	1%	1%	1%	21%	0%	F	0.132	Α		3400	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7300	F	77%	1%	1%	1%	20%	0%	F	NA			6800	F
·	To:		I-81 South													
West South	Pookbridge C		West Intercl		71%	1%	1%	1%	24%	2%	_	0.118	Α		20000	Α
64 81	Rockbridge Combined Traffic Estimates for 2 Parallel	•	21000	A	71%	1%		1%	26%	2% 2%	г -	0.118	A	0.515		A
	Combined Trainic Estimates for 2 Parallel	Hoadways on this Houte.	42000	Α	70%	176	1%	170	20%	2%	Г	0.114	А	0.515	40000	А
West South	To: From:		US 11													
(64) (81)	Rockbridge Co	ounty 5.59	21000	F	71%	1%	1%	1%	24%	2%	F	0.119	Α		19000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	F	70%	1%	1%	1%	26%	2%	F	0.103	Α	0.529	39000	F
	Tax		81-710													
West South	From:										_					
64 81	Rockbridge Co	•	21000	Α	71%	1%	1%	1%	24%	2%	F -	0.122	Α		19000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	70%	1%	1%	1%	26%	2%	F	0.114	Α	0.618	39000	Α
West South	To: From:		81-606													
64) (81)	Rockbridge Co	ounty 0.33	21000	Α	71%	1%	1%	1%	24%	2%	С	0.123	Α		19000	Α
61	Combined Traffic Estimates for 2 Parallel	•		Α	70%	1%	1%	1%	26%	2%	С	NA			39000	Α
	To:		ista County			.,,	\Box									
West South	From:		ridge Count	•						_		_				
(64) (81)	Augusta Cou		21000	Α	71%	1%	1%	1%	24%	2%	С	0.123	Α		19000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	70%	1%	1%	1%	26%	2%	С	NA			39000	Α
	To:		US 11													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary a	na interst	ate Ro	utes											
Route	Jurisdictio	on Length	AADT	ΩΔ	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	ΩV
Tiodio	our salone	Zongin	AADI	чл	71110	Das	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	7011101	α.
West South	From:		US 11													
64) (81)	Augusta Co	•	21000	Α	71%	1%	1%	1%	24%	2%	F	0.12	Α		20000	Α
\circ	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	Α	70%	1%	1%	1%	26%	2%	F	0.114	Α	0.533	40000	Α
West South	To: From:		07-654													
64) (81)	Augusta Co	unty 2.56	23000	Α	71%	1%	1%	1%	24%	2%	F	0.112	Α		22000	Α
04) (01)	Combined Traffic Estimates for 2 Parallel	•	46000	Α	70%	1%	1%	1%	26%	2%	F	0.109	Α	0.517	44000	Α
	To	·	SR 262													
/est South	From				740/	40/		40/	0.40/	00/	_	0.400	_		00000	_
64 (81)	Augusta Co		28000	F	71%	1%	1%	1%	24%	2%	-	0.106	F		26000	F
	Combined Traffic Estimates for 2 Parallel		59000 East Intercl	F	70%	1%	1%	1%	26%	2%	F	0.084	F	0.588	54000	F
est	From:	1-81	I-81 South													
~~~	rit 87 to I-81 S at Exit 221 Augusta Co	unty 0.68	10000	Α	89%	1%	1%	1%	9%	0%	F	0.120	Α		9900	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	Α	88%	1%	1%	1%	9%	0%	F	0.116	Α	0.59	18000	A
	To:		I-64 West													
/est	From:		North Interc		000/	40/	40/	40/	00/	00/	_	0.44		0.544	00000	,
34	Augusta Co	•	20000	Α	89%	1%	1%	1%	9%	0%	-	0.11	A	0.511	20000	F
	Combined Traffic Estimates for 2 Parallel			Α	88%	1%	1%	1%	9%	0%	F	0.11	Α	0.691	36000	ŀ
est	Tori From:	SR 285	Tinkling Sp	oring Rd												
54)	Augusta Co	unty 3.08	19000	F	89%	1%	1%	1%	9%	0%	F	0.09	F		19000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	88%	1%	1%	1%	9%	0%	F	0.087	F	0.523	36000	F
	Tor	W	CL Waynest	ooro												
est	City of Wayneshare	•			000/	10/	10/	10/	00/	00/	_	0.00	F		10000	F
54	City of Waynesboro	,	19000	F	89%	1%	1%	1%	9%	0%	F	0.09	г		19000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	88%	1%	1%	1%	9%	0%	Г	NA			36000	ı
est	To: From:	US 340	O Stuarts Dr	aft Hwy												
<u>54</u> )	City of Waynesboro	(Maint: 07) 2.15	19000	В	89%	1%	1%	1%	9%	0%	С	0.113	Α		19000	E
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	В	88%	1%	1%	1%	9%	0%	С	0.107	Α	0.532	37000	E
	To	Delph	ine Ave, To	07-624			<u> </u>									
est	City of Waynesboro		17000	Α	89%	1%	1%	1%	9%	0%	_	0.122	Α		16000	ļ
54	• •	,			88%	1%		1%	9% 9%			0.122 NA	А			,
	Combined Traffic Estimates for 2 Parallel			Α	00%	170	1%	170	9%	0%	Г	INA			32000	′
est	To From:	EC	CL Waynesb	oro												
<del>4</del> )	Augusta Co	unty 2.47	17000	Α	89%	1%	1%	1%	9%	0%	F	0.122	Α		16000	/
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	Α	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.581	32000	/
	_ Tex	US 250	Rockfish G	ap Tpke												
/est	To From		Rockfish G			10/	10/	10/	00/	00/	_	0.141			14000	,
Vest 64	Augusta Co Combined Traffic Estimates for 2 Parallel	unty 0.18	14000	ap Tpke  A  A	89% 88%	1% 1%	1% 1%	1% 1%	9% 9%	0% 0%	F	0.141 NA	Α		14000 28000	A

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	·	rimary ar	14 111101010	210 110				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
West	From:	Augi	usta County	Line				017.54.0				. 45151		. doto.		
<del>64</del>	Nelson County (Maint: 02)	1.36	14000	Α	89%	1%	1%	1%	9%	0%	F	0.141	Α		14000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on the			Α	88%	1%	1%	1%	9%	0%	F	NA			28000	Α
West	To: From:		narle County son County l				_									
West 64	Albemarle County	6.27	14000	A	89%	1%	1%	1%	9%	0%	F	0.141	Α		14000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	28000	Α	88%	1%	1%	1%	9%	0%	F	0.122	Α	0.566	28000	Α
	To	US 250	Rockfish G	ap Tpke			<b>—</b>									
West 64	Albemarle County	7.01	19000	G	89%	1%	1%	1%	9%	0%	F	0.123	F		18000	G
64	Combined Traffic Estimates for 2 Parallel Roadways on th	-		G	88%	1%	1%	1%	9%	0%	F	0.094	F	0.654	36000	G
	та		7 Dick Woo			.,,		. , 0	0,0	0,0	•	0.00	•	0.00		
West	Albarrania Carrett				000/	10/	10/	10/	00/	00/	_	0.10	^		10000	^
64	Albemarle County  Combined Traffic Estimates for 2 Parallel Roadways on th	3.76	19000	A A	89% 88%	1% 1%	1% 1%	1% 1%	9% 9%	0% 0%	F	0.13 0.108	A A	0.61	19000 38000	A A
	Combined Trainic Estimates for 2 Farallel Hoadways off th				00%	1 70	1 70	1 70	970	0%	Г	0.106	А	0.61	36000	A
West	From:		Monacan T	rail Rd												
64	Albemarle County	1.84	23000	Α	89%	1%	1%	1%	9%	0%	F	0.112	Α		25000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	46000	Α	89%	1%	1%	1%	9%	0%	F	0.111	Α	0.507	48000	Α
West	To: From:	0	02-631 5th S	t												
( <del>64</del> )	Albemarle County	1.52	16000	Α	89%	1%	1%	1%	9%	0%	F	0.214	Α		16000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	31000	Α	89%	1%	1%	1%	9%	0%	F	0.178	Α	0.518	32000	Α
West	To: From:	SR 2	20 Scottsville	e Rd												
(64)	Albemarle County	0.41	20000	Α	89%	1%	1%	1%	9%	0%	F	0.115	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	42000	G	89%	1%	1%	1%	9%	0%	F	NA			41000	G
	To	WCI	L Charlottes	ville			$\neg$ $\vdash$									
West 64	City of Charlottesville (Maint: 02)	0.20	20000	Α	89%	1%	1%	1%	9%	0%	F	0.115	Α		21000	Α
64	Combined Traffic Estimates for 2 Parallel Roadways on th			G	89%	1%	1%	1%	9%	0%	F	NA	, ,		41000	G
	To		Charlottes													
West	Albarrania Caustu				000/	10/	10/	10/	00/	00/	_	0.115	^		01000	^
64	Albemarle County  Combined Traffic Estimates for 2 Parallel Roadways on th	2.39	20000	A G	89% 89%	1% 1%	1% 1%	1% 1%	9% 9%	0% 0%		0.115 0.096	A A	0.503	21000 41000	A G
	Combined Trainic Estimates for 2 Faraner Hoadways on the				09 /6	1 /0	1 /0	1 /0	3 /0	0 /6	'	0.090	^	0.303	41000	G
West	From:		50 Richmon													
64	Albemarle County	5.37	20000	Α	89%	1%	1%	1%	9%	0%	F	0.135	Α		20000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	41000	G	89%	1%	1%	1%	9%	0%	F	NA			39000	G
West	T _C :	02-6	16 Black Ca	t Rd												
( <del>64</del> )	Albemarle County	1.08	17000	G	89%	1%	1%	1%	9%	0%	F	0.116	F		16000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	33000	G	89%	1%	1%	1%	9%	0%	F	0.089	F	0.626	31000	G
	Tα	Fluva	nna County	Line												

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
Vest	From:	Alberr	narle County	Line			2, 0.00	017100	TTTGII	Liian		1 40101		- 40101		
64)	Fluvanna County (Ma		17000	G	89%	1%	1%	1%	9%	0%	F	0.116	F		16000	(
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	33000	G	89%	1%	1%	1%	9%	0%	F	NA			31000	(
	To:	Loui	isa County L	Line												
/est	From:		nna County								_		_			
64)	Louisa County	•	17000	G	89%	1%	1%	1%	9%	0%	F -	0.116	F		16000	
•	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	33000	G	89%	1%	1%	1%	9%	0%	F	NA			31000	
/est	To: From:	US 15 Ja	ames Madiso	on Hwy												
64)	Louisa County	y 6.32	16000	Α	89%	1%	1%	1%	9%	0%	С	0.124	Α		15000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	32000	Α	89%	1%	1%	1%	9%	0%	С	0.114	Α	0.620	29000	
	To	<u> </u>	08 Courthous	o Dd			—									
est	From:										_					
54	Louisa County	•	14000	Α	89%	1%	1%	1%	9%	0%	F -	0.129	Α		13000	
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	28000	Α	89%	1%	1%	1%	9%	0%	F	NA			26000	
est	To: From:	Mainte	enance Bour	ndary												_
64)	Goochland Cour	nty 1.50	14000	Α	89%	1%	1%	1%	9%	0%	F	0.129	Α		13000	
34)	Combined Traffic Estimates for 2 Parallel Ro			Α	89%	1%	1%	1%	9%	0%	F	0.118	Α	0.505	26000	
	To															
/est	From:		5 Shannon H													
64)	Goochland Cour	,	14000	Α	89%	1%	1%	1%	9%	0%	F	0.126	Α		13000	
	Combined Traffic Estimates for 2 Parallel Ro	cadways on this Route:	28000	Α	89%	1%	1%	1%	9%	0%	F	0.117	Α	0.703	26000	
/est	To: From:	37-629 O	ld Fredericks	sburg R	d											_
64)	Goochland Cour	inty 4.75	15000	Α	89%	1%	1%	1%	9%	0%	F	0.124	Α		14000	
34)	Combined Traffic Estimates for 2 Parallel Ro	,		Α	89%	1%	1%	1%	9%	0%	F	0.115	Α	0.521	27000	
	To:		isa County L			.,,	T		- , -					****		
/est	From:		nland County	/ Line												
64)	Louisa County (Mair	,	15000	Α	89%	1%	1%	1%	9%	0%	F	0.124	Α		14000	
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	29000	Α	89%	1%	1%	1%	9%	0%	F	NA			27000	
Voot	To: From:	US 522	2 Cross Cour	nty Rd												
Vest 64)	Louisa County (Maii	int: 37) 2.61	16000	Α	89%	1%	1%	1%	9%	0%	F	0.123	Α		15000	
04)	Combined Traffic Estimates for 2 Parallel Ro	,		A	89%	1%	1%	1%	9%	0%	F	NA	,,		31000	
	To:	•	nland County		00 70	1 /0		1 /0	0 /0	070	•	1471			01000	
/est	Fron:	Loui	isa County L	ine												
64)	Goochland Cour	nty 5.02	16000	Α	89%	1%	1%	1%	9%	0%	F	0.123	Α		15000	
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	33000	Α	89%	1%	1%	1%	9%	0%	F	0.111	Α	0.556	31000	
I +	T _O .	37-6	617 Oilville	Rd			$\Box$ $\vdash$									
/est	Goochland Cour	inty 6.56	20000	Α	89%	1%	1%	1%	9%	0%	F	0.124	Α		20000	
<u>C4</u>			<b>20000</b>	~	00/0	1 /0	1 /0	1 /0	J /0	0 /0		0.124	77		20000	
64	Combined Traffic Estimates for 2 Parallel Ro	•		Α	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.57	40000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	- Interest		4100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	37-0	523 Ashland	Rd			ZAXIC	UTANIC	TTTAII	ZIIdii		1 actor		1 40101		
<del>(64)</del>	Goochland County	0.71	24000	Α	89%	1%	1%	1%	9%	0%	F	0.124	Α		25000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	49000	Α	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.553	49000	Α
Woot	T.c. From:		SR 288													
West 64	Goochland County	0.74	33000	Α	89%	1%	1%	1%	9%	0%	F	0.142	Α		36000	Α
<u>0</u>	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	65000	Α	89%	1%	1%	1%	9%	0%	F	NA			72000	Α
	To:		rico County l													
West 64	Henrico County	Goocl 2.57	nland County 33000	Line A	89%	1%	1%	1%	9%	0%	F	0.142	Α		36000	Α
64	Combined Traffic Estimates for 2 Parallel Roadwa			A	89%	1%	1%	1%	9%	0%	F	0.142	A	0.57	72000	A
	To Tourist Trains Lotting to To L T grants Tradewi	ayo on timo riodio.	I-295		0070	1 70		170	0 70	070	•	0.120		0.07	72000	
West	From:	0.70			070/	00/		40/	40/	00/	_	0.440			00000	
64	Henrico County  Combined Traffic Estimates for 2 Parallel Roadw	0.79	32000	A	97% 97%	0% 0%	0% 0%	1% 1%	1% 1%	0% 0%	F	0.146 0.132	A A	0.551	36000	A
	Combined Trainic Estimates for 2 Parallel Roadwi			Α	97%	0%	0%	170	170	0%	Г	0.132	А	0.551	71000	Α
West	From:	US 250	Near Short	Pump												
64	Henrico County	1.67	38000	Α	97%	0%	0%	1%	1%	0%	F	0.129	Α		42000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	75000	Α	97%	0%	0%	1%	1%	0%	F	0.119	Α	0.539	83000	Α
West	To: From:		Gaskins Rd													
(64)	Henrico County	1.33	46000	Α	97%	0%	0%	1%	1%	0%	С	0.132	Α		52000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	93000	Α	97%	0%	0%	1%	1%	0%	С	0.117	Α	0.563	104000	Α
Most	T.c. From:		Parham Rd													
West 64	Henrico County	2.35	50000	Α	97%	0%	0%	1%	1%	0%	F	0.132	Α		56000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	99000	Α	97%	0%	0%	1%	1%	0%	F	0.116	Α	0.574	111000	Α
	To	-	250; Glenside	e Dr												
West 64	Henrico County	1.53	55000	A	97%	0%	0%	1%	1%	0%	F	0.122	Α		62000	Α
64	Combined Traffic Estimates for 2 Parallel Roadwa			A	97%	0%	0%	1%	1%	0%	F	0.122	A	0.518	120000	A
	To	•	3 Staples Mi		01 70	0 70		170	1 70	070	·	0.111		0.010	120000	
West	From:				.=./					221						
64	Henrico County	0.71	69000	A	97%	0%	0%	1%	1%	0%	-	0.122	A	0.500	78000	A
	Combined Traffic Estimates for 2 Parallel Roadwa	•	CL Richmor	A nd	97%	0%	0%	1%	1%	0%	F	0.111	Α	0.506	152000	Α
West	From:		rico County l													
<del>64</del>	City of Richmond (Maint: 4	,	69000	Α	97%	0%	0%	1%	1%	0%	F	0.122	Α		78000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:		Α	97%	0%	0%	1%	1%	0%	F	NA			152000	Α
West	To: From:	Ramn	I-95; I-195 From I-195	North												
64 I-64 W Ramp	City of Richmond (Maint: 4		50000	F	97%	0%	0%	1%	1%	0%	F	0.101	F		56000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	94000	F	97%	0%	0%	1%	1%	0%	F	0.091	F	0.591	105000	F
	Τα:	•	From I-195	South												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary an	ia intersta	10 110	atos			Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West	From:	Ramp	From I-195	South			Z/ IXIC	OTTAKE	TTTUI	Liiuii		1 40101		1 40101		
(64) I-64 W Ramp	City of Richmond (N		39000	F	97%	0%	0%	1%	1%	0%	F	0.099	F		44000	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	73000	F	97%	0%	0%	1%	1%	0%	F	NA			81000	F
West	To: From:	Ramp From	SR 197 Lab	urnum .	Ave											
(64) I-64 W Ramp	City of Richmond (N	Maint: 43) 0.04	35000	F	97%	0%	0%	1%	1%	0%	F	0.096	F		39000	F
04)	Combined Traffic Estimates for 2 Parallel F	,	68000	F	97%	0%	0%	1%	1%	0%	F	NA			76000	F
	To	Ramp	To I-195 S	outh												
West 64 I-64 W Ramp	City of Richmond (M	Maint: 43) 0.45	38000	F	97%	0%	0%	1%	1%	0%	F	0.097	F		43000	F
64) 1 0 1 W Hamp	Combined Traffic Estimates for 2 Parallel F			F	97%	0%	0%	1%	1%	0%	F	0.088	F	0.524	82000	F
	To:		I-95 North					.,,	. , ,	* / *						
West North	From L City of Richmond (N		I-95; I-195	_	93%	1%	1%	1%	5%	0%	_	0.099	Α		70000	Α
64 95	Combined Traffic Estimates for 2 Parallel F	,	67000	A A	92%	1%	1%	1%	5% 5%	0%	F	0.099	A	0.538	142000	A
	Tallied Trailie Estimates for 21 drailer	<u> </u>			3Z /6	1 /0	1 /0	1 /0	J /6	0 /6	•	0.032	^	0.550	142000	^
West North	From:		161 Bouleva													
64 95	City of Richmond (N	,	60000	Α	93%	1%	1%	1%	5%	0%	С	0.097	A		63000	Α
	Combined Traffic Estimates for 2 Parallel F			Α	92%	1%	1%	1%	5%	0%	С	0.094	Α	0.514	128000	Α
West North	To: From:	US 1, U	S 301 Belvio	dere St												
<del>64</del> <del>95</del>	City of Richmond (N	,	53000	Α	93%	1%	1%	1%	5%	0%	F	0.099	Α		54000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	109000	Α	92%	1%	1%	1%	5%	0%	F	0.096	Α	0.509	112000	Α
West North	To: From:	Cha	mberlayne A	Ave												
64) (95)	City of Richmond (M	Maint: 43) 0.30	66000	Α	93%	1%	1%	1%	5%	0%	F	0.095	Α		69000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	136000	Α	92%	1%	1%	1%	5%	0%	F	0.091	Α	0.537	142000	Α
NA/	To:	I-95 l	East Intercha I-95 N	ange												
West 64 I-64 W Ramp	City of Richmond (N	Maint: 43) 0.23	1-95 N <b>NA</b>									NA			NA	
04)	Combined Traffic Estimates for Parallel F	,	NA									NA			NA	
	Tot		np From 4th	St												
West 64 I-64 W Ramp	City of Richmond (N		NA	, Gt								NA			NA	
64 I-64 W Ramp	Combined Traffic Estimates for Parallel F	,	NA NA									NA			NA	
	To To	•	to I-95 S; 5	th St								INA			INA	
West	From:		East Intercha													
64	City of Richmond (N	,	46000	Α	96%	1%	1%	0%	2%	0%	F -	0.107	Α		49000	Α
-	Combined Traffic Estimates for 2 Parallel F	<u> </u>		Α	96%	1%	1%	0%	2%	0%	F	0.094	Α	0.619	97000	Α
West	To: From:	ME	ECL Richmon	nd												
<del>64</del>	Henrico Cour	,	46000	Α	96%	1%	1%	0%	2%	0%	F	0.107	Α		49000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	91000	Α	96%	1%	1%	0%	2%	0%	F	NA			97000	Α
	Τα	US 360 N	Mechanicsvil	lle Tpke	e											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	Primary a						Tru	ıck			K		Dir		
Route	Jurisdiction Lengt	n <b>AADT</b>	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
West	From: US 36	) Mechanics v	ille Tpke	;		27.00	017100	- Trian			1 40101		1 40101		
<del>64</del>	Henrico County 0.71	37000	Α	96%	1%	1%	0%	2%	0%	F	0.113	Α		39000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	72000	Α	96%	1%	1%	0%	2%	0%	F	0.092	Α	0.596	76000	Α
West	Tor From:	WCL Richm	ond												
( <del>64</del> )	City of Richmond (Maint: 43) 0.24	37000	Α	96%	1%	1%	0%	2%	0%	F	0.113	Α		39000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	72000	Α	96%	1%	1%	0%	2%	0%	F	NA			76000	Α
West	Trr Front	ECL Richmo	nd												
<del>(64)</del>	Henrico County 0.43	37000	Α	96%	1%	1%	0%	2%	0%	F	0.113	Α		39000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: <b>72000</b>	Α	96%	1%	1%	0%	2%	0%	F	NA			76000	Α
West	Tor From SR	33 Nine Mile	Road												
( <del>64</del> )	Henrico County 2.18	29000	Α	96%	1%	1%	0%	2%	0%	F	0.114	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	58000	Α	96%	1%	1%	0%	2%	0%	F	0.095	Α	0.622	61000	Α
West	To: From:	Laburnum A	ve												
64)	Henrico County 1.99	23000	Α	96%	1%	1%	0%	2%	0%	С	0.122	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 45000	Α	96%	1%	1%	0%	2%	0%	С	0.095	Α	0.64	47000	Α
West	To: From:	R 156 Airpor	t Dr												
64)	Henrico County 3.62	16000	Α	91%	1%	1%	1%	6%	0%	С	0.124	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 33000	Α	91%	1%	1%	1%	7%	0%	С	0.096	Α	0.618	33000	Α
West	Toc From:	I-295													
64)	Henrico County 1.06	35000	Α	91%	1%	1%	0%	7%	0%	F	0.098	Α		32000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 69000	G	91%	1%	1%	0%	7%	0%	F	0.098	Α	0.506	62000	G
West	To: From:	Jrban Bounda	ary												
(64)	Henrico County 1.65	35000	G	91%	1%	1%	0%	7%	0%	F	NA			31000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	70000	G	91%	1%	1%	0%	7%	0%	F	NA			62000	G
NA .		Kent Count	-												
West 64	New Kent County 1.36	nrico County 35000	G	91%	1%	1%	0%	7%	0%	F	NA			31000	G
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	91%	1%	1%	0%	7%	0%	F	NA			62000	G
		SR 33, SR 24	19												
West	New Kent County 5.79	31000	A	91%	1%	1%	0%	7%	0%	С	0.106	Α		27000	Α
64 33	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	91%	1%	1%	0%	7%	0%	С	0.100	A	0.529	54000	A
	Ta	SR 106		/ •	. , 0		- / 0	. , •	- / 0					000	
West	New Kent County 3.44	31000	Α	91%	1%	1%	0%	7%	0%	F	0.108	Α		27000	Α
64 33	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	91%	1%	1%	0%	7% 7%	0%	' F	0.108	A	0.505	55000	A
	To	SR 155	А	J 1 /0	1 /0	1 /0	U /0	1 /0	0 /0	'	0.103	$\overline{}$	0.505	33000	^

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	1 11116	iry aric	d Intersta	alc 110	uios			Tru	ıalı			V		D: _*		
Route	Jurisdiction Le	ngth	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:		SR 155				ZAXIE	3+Axie	HHall	ZIIali		racioi		racioi		
(64) (33)	New Kent County 5	.52	30000	Α	91%	1%	1%	0%	7%	0%	F	0.110	Α		26000	Α
04) 00)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			Α	91%	1%	1%	0%	7%	0%	F	0.105	Α	0.501	53000	Α
	та		33 Eltham	Rd												
West 64	New Kent County 4		27000	Α	92%	1%	1%	1%	6%	0%	F	0.116	Α		23000	Α
64	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			A	91%	1%	1%	1%	6%	0%	F	NA	^		46000	A
	<b></b>		City Count		0170	1 /0		170	0 / 0	0 70	•	1471			40000	,,
West			ent County													
<del>64</del>	, ,		27000	Α	92%	1%	1%	1%	6%	0%	F	0.116	Α		23000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	54000	Α	91%	1%	1%	1%	6%	0%	F	0.11	Α	0.518	46000	Α
West	To: Front	SR 30	Old Stage	e Rd												
( <del>64</del> )	James City County 4	.35	29000	Α	92%	1%	1%	1%	6%	0%	F	0.11	Α		26000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	59000	Α	91%	1%	1%	1%	6%	0%	F	0.104	Α	0.547	52000	Α
	To: From	47-60	07 Croaker	Rd												
West 64	James City County 1	.44	32000	Α	92%	1%	1%	1%	6%	0%	F	0.104	Α		29000	Δ
64	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			A	91%	1%	1%	1%	6%	0%	F	0.099	Α	0.520	59000	Α
	To:		k County L		0.70	. , ,		.,0	0,0	0,70	•	0.000		0.020	00000	
West			City Count		2221					221						
64	· · ·	.43	32000	A	92%	1%	1%	1%	6%	0%	-	0.104	Α		29000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			Α	91%	1%	1%	1%	6%	0%	F	NA			59000	Α
West	From: SR 199 W, F	Iumelsii	ne Pkwy; 9	9-646 N	lewman R	d										
<del>64</del>	•		31000	Α	92%	1%	1%	1%	6%	0%	С	0.103	Α		28000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	61000	Α	91%	1%	1%	1%	6%	0%	С	0.099	Α	0.524	56000	Α
West	To: From:	SR 143	Camp Pea	ary Rd												
(64)	York County 3	.14	28000	F	92%	1%	1%	1%	6%	0%	F	0.093	F		28000	F
<b>6</b> 4)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	59000	F	91%	1%	1%	1%	6%	0%	F	NA			57000	F
			E, Humelsii	ne Pkwy												
West	riui:			F	92%	0%	10/	10/	E0/	00/	С	NIA			27000	_
64	York County 1 Combined Traffic Estimates for 2 Parallel Roadways on this Ro		37000	F	92% 92%	0%	1% 1%	1% 1%	5% 5%	0% 0%	С	NA NA			37000 75000	F
							1 70	1 70	3%	0%	C	INA			73000	Г
West	Tor- From: US 60 Poca															
64)	· · ·	.34	40000	F	96%	1%	1%	0%	3%	0%	F	NA			41000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			F	96%	0%	1%	1%	3%	0%	F	NA			81000	F
West	To: From:		City Count k County L	_												
(64)	James City County (Maint: 99) 2		40000	F	96%	1%	1%	0%	3%	0%	F	NA			41000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	79000	F	96%	0%	1%	1%	3%	0%	F	NA			81000	F
	Tα		Newport N	News			i									

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		·						Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	n <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
West	From:	W	CL Newport I	News			2, 500	01717110	TTTQII	Liian		1 40101		1 40101		
64)	City of Newport News		40000	F	96%	1%	1%	0%	3%	0%	F	NA			41000	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	79000	F	96%	0%	1%	1%	3%	0%	F	NA			81000	F
	To	SR	143 Jefferson	n Ave												
/est	City of Newport News		40000	F	96%	1%	1%	0%	3%	0%	F	0.074	F		41000	
64	Combined Traffic Estimates for 2 Parallel	'		F	96%	0%	1%	1%	3%	0%	· -	0.074	, F	0.516	81000	
	Combined Trainic Estimates for 2 Faraner				90 /6	0 /0	1 /0	1 /0	3 /0	0 /6	•	0.070	'	0.510	81000	
est	To: From:	SR	238 Yorktow	vn Rd												
64)	City of Newport News	s (Maint: 99) 2.32	43000	F	96%	1%	1%	0%	3%	0%	F	0.077	F		44000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: <b>85000</b>	F	96%	0%	1%	1%	3%	0%	F	0.070	F	0.507	87000	
ant	To: From:	SR 1	05 Fort Eusti	is Blvd			$\Box$									
est 64	City of Newport News	s (Maint: 99) 5.22	47000	F	96%	1%	1%	0%	3%	0%	F	0.077	F		47000	
04)	Combined Traffic Estimates for 2 Parallel	,		F	96%	0%	1%	1%	3%	0%	F	NA	•		99000	
	- F				0070	0 70		1 70	0 /0	0 70	•	1471			33000	
est	From:		143 Jefferson	n Ave												
54	City of Newport News	s (Maint: 99) 1.55	42000	F	96%	1%	1%	0%	3%	0%	F	NA			43000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	: 100000	F	96%	0%	1%	1%	3%	0%	F	NA			102000	)
ant	To: From:	SR 1	71 Oyster Po	oint Rd												
est 64	City of Newport News	s (Maint: 99) 1.50	63000	Α	96%	1%	1%	0%	3%	0%	С	0.097	Α		64000	
94)	Combined Traffic Estimates for 2 Parallel	'			96%	0%	1%	1%	3%	0%	C	0.087	Α	0.544	131000	
	Tro.	<u> </u>				0 / 0		. , 0	0,70	0,0		0.007	•	0.0	.0.000	
est	From:		J Clyde Mor													
54)	City of Newport News	, ,	76000	F	96%	1%	1%	0%	3%	0%	F	0.083	F		78000	
	Combined Traffic Estimates for 2 Parallel				96%	0%	1%	1%	3%	0%	F	NA			156000	)
est	To: From:		WCL Hampto													
<del>631</del>	ر City of Hampton (N		76000	F	96%	1%	1%	0%	3%	0%	F	0.083	F		78000	
	Combined Traffic Estimates for 2 Parallel I	,	: 153000	F	96%	0%	1%	1%	3%	0%	F	0.076	F	0.528	156000	)
	To	-	Roads Cente		1011											
est	From:	•									_		_			
54)	City of Hampton (N	,	68000	F	96%	1%	1%	0%	3%	0%	F _	0.082	F		69000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	: 136000	G	96%	0%	1%	1%	3%	0%	F	NA			139000	)
est	To: From:	SR 1	134 Magrude	er Blvd												_
4) (134)	City of Hampton (N	Maint: 99) 0.79	81000	F	96%	1%	1%	0%	3%	0%	F	0.082	F		82000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	: 162000	F	96%	0%	1%	1%	3%	0%	F	0.078	F	0.537	165000	)
	To	US 258	SR 134 Mer	rcury Bly	/d											
Vest	City of Llamaton /A					10/	10/	00/	20/	00/	_	0.000	_		74000	
64 <i>)</i>	City of Hampton (N Combined Traffic Estimates for 2 Parallel			F F	96% 96%	1% 0%	1% 1%	0% 1%	3% 3%	0% 0%		0.092 0.079	F	0.578	74000 148000	)

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillialy at		210 110	ules			Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Avlo	3+Axle	-		QC		QK	Factor	AAWDT	QW
West	Fron	n:	I-664				ZAXIE	3+Axie	IIIali	ZIIdli		Factor		racioi		
(64) Hampton Roads Beltwa	City of Hampton (	(Maint: 99) 1.05	57000	F	96%	1%	1%	0%	3%	0%	F	0.074	F		58000	F
04)	Combined Traffic Estimates for 2 Parallel	,		F	96%	1%	1%	0%	2%	0%	F	0.070	F	0.524	116000	F
	T		167 LaSalle							- , ,			-			
West	Fron	11.														
(64) Hampton Roads Beltwa		,	48000	F	96%	1%	1%	0%	3%	0%	F	0.071	F		49000	F
	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	88000	F	96%	1%	1%	0%	3%	0%	F	NA			90000	F
West	Te Fron	US 60, SR 1	143 Settlers	Landing	, Rd											
64 60 Hampton Roads	Beltway City of Hampton (	(Maint: 99) 0.38	45000	F	96%	1%	1%	0%	3%	0%	F	0.075	F		46000	F
	Combined Traffic Estimates for 2 Parallel		85000	F	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	87000	F
	Te	·	169 Mallory	v St												
West	Printers Transplant City of Household	11.	-		070/	00/	10/	00/	00/	00/	_	0.10	^		44000	
64 (60) Hampton Roads		,	43000	A	97%	0%	1%	0%	2%	0%	С	0.13	A	0.540	44000	A
	Combined Traffic Estimates for 2 Parallel		VCL Norfoll	F	97%	1%	1%	0%	2%	0%	С	0.078	Α	0.540	88000	F
West	From		CL Hampto													
(64) (60) Hampton Roads	Bridge Tunnel City of Norfolk (M		43000	Α	97%	0%	1%	0%	2%	0%	С	0.13	Α		44000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	F	97%	1%	1%	0%	2%	0%	С	NA			88000	F
	Te	US 60	Ocean View	w Ave												
West	Political City of Norfalls (N				069/	10/	10/	00/	20/	00/	_	0.070	_		44000	_
64 (60) Hampton Roads	,	*	43000	G	96%	1%	1%	0%	3%	0%	F	0.072	F	0.54	44000	G
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	86000	G	96%	1%	1%	0%	2%	0%	г	0.069	г	0.54	88000	G
West	Tr. From	n:	4th View St													
<del>64</del>	City of Norfolk (M	Maint: 64) 0.80	38000	G	96%	1%	1%	0%	3%	0%	F	0.069	F		39000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	80000	G	96%	1%	1%	0%	2%	0%	F	0.07	F	0.547	82000	G
NA	T/c From	2	Bay Ave													
West 64	City of Norfolk (N	Maint: 64) 0.90	43000	G	96%	1%	1%	0%	3%	0%	F	0.074	F		44000	G
64)	Combined Traffic Estimates for 2 Parallel	,		G	96%	1%	1%	0%	2%	0%	F	0.074	F	0.519	93000	G
	Tamo Loumatoo for E T draino				0070	1 /0	- 70	070	_,0	0 70	•	0.07 1	•	0.010	00000	ŭ
West	Fron	110	New Gate Ro	d												
(64)	City of Norfolk (M	· · · · · · · · · · · · · · · · · · ·	38000	G	96%	1%	1%	0%	3%	0%	F	0.078	F		39000	G
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	88000	G
West		I-564,	US 460 Gra	inby St												
(64)	City of Norfolk (N	Maint: 64) 0.92	50000	G	98%	0%	1%	0%	1%	0%	F	0.114	F		54000	G
<u></u>	Combined Traffic Estimates for 3 Parallel			G	98%	0%	0%	0%	1%	0%	F	NA	-		130000	G
		·	68 Tidewate						. , .							
West	From	11.									_		_			_
64)	City of Norfolk (N	,	56000	Α	98%	0%	1%	0%	1%	0%	С	0.111	Α		59000	Α
$\smile$	Combined Traffic Estimates for 3 Parallel			G	98%	0%	0%	0%	1%	0%	F	NA			142000	G
	To	SR 194	1 Chesapeak	e Blvd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K	Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	Factor	QK Factor	AAWDT	QW
From:		Chesapeak	e Blvd											
City of Norfolk (Maint	t: 64) 0.96	63000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	67000	G
Combined Traffic Estimates for 3 Parallel Roa	adways on this Route:	146000	G	98%	0%	0%	1%	1%	0%	F	NA		154000	G
To: From:	SR 24	47 Norview	Ave											
City of Norfolk (Maint	t: 64) 1.24	67000	F	99%	0%	0%	0%	0%	0%	С	0.096	Α	70000	F
Combined Traffic Estimates for 3 Parallel Roa	adways on this Route:	153000	G	98%	0%	0%	0%	1%	0%	F	NA		165000	G
Τα	SR 10	65 Military l	Hwy											
City of Norfolk (Maint	t: 64) 1.07	68000	F	97%	0%	1%	1%	1%	0%	F	0 094	Δ	71000	F
· · · · · · · · · · · · · · · · · · ·	•									F		А		G
To					0 70		0 70	1 70	070	•			100000	
From:					201		40/	40/	00/	_		_	00000	
,	,									-		F		G
Combined Traffic Estimates for 3 Parallel Roa	adways on this Route:	175000	G	9/%	0%	0%	0%	1%	0%	F	NA		187000	G
To: From:		I-264												
City of Norfolk (Maint	t: 64) 0.83	67000	Α	97%	0%	1%	1%	1%	0%	С	0.101	Α	72000	Α
Combined Traffic Estimates for 2 Parallel Roa	•		Α	97%	0%	1%	1%	2%	0%	С	NA		146000	Α
To: From:														
City of Virginia Beach (M				97%	0%	1%	1%	1%	0%	С	0.101	Α	72000	Α
	•		Α		0%				0%	C	NA			Α
To	Inc	dian River R	2d											
City of Virginia Roach (M				07%	00/		10/	10/	Ω9/	C	0.007	٨	65000	D
, i	· · · · · · · · · · · · · · · · · · ·									_		A		G
To:				31 /6	0 /6		1 /0	2 /0	0 /6	'	INA		134000	u
Fron:	WCL		each											
· · · · · · · · · · · · · · · · · · ·	,	61000	В				1%	1%	0%	С	0.097	Α	65000	В
Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	124000	G	97%	0%	0%	1%	2%	0%	F	NA		134000	G
To: From:	Gree	nbrier Parky	way											
City of Chesapeake (Ma	aint: 64) 2.10	42000	G	97%	0%	1%	1%	1%	0%	F	0.094	F	45000	G
Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	85000	G	97%	0%	1%	1%	2%	0%	F	NA		92000	G
To	SR 16	8 Battlefield	l Blvd											
City of Chasanaska (Ma				97%	0%	1%	1%	1%	0%	N	NΔ		56000	N
, , ,	,													
To:	zawaya on tina rioute.	US 17	- 14	JJ 70	0 /0	1 /0	1 /0	0 /0	0 /0	1 4	INA		110000	1 1
From:		8 Battlefield												
· · · · · · · · · · · · · · · · · · ·	,	53000	G	97%	0%	1%	1%	1%	0%	F	NA		56000	G
Combined Traffic Estimates for 2 Parallel Roa	adwavs on this Route:	108000	G	95%	0%	1%	1%	3%	0%	F	NA		116000	G
	City of Norfolk (Maint Combined Traffic Estimates for 3 Parallel Roa  City of Norfolk (Maint Combined Traffic Estimates for 3 Parallel Roa  City of Norfolk (Maint Combined Traffic Estimates for 3 Parallel Roa  City of Norfolk (Maint Combined Traffic Estimates for 3 Parallel Roa  City of Norfolk (Maint Combined Traffic Estimates for 3 Parallel Roa  City of Norfolk (Maint Combined Traffic Estimates for 2 Parallel Roa  City of Virginia Beach (Maint Combined Traffic Estimates for 2 Parallel Roa  City of Virginia Beach (Maint Combined Traffic Estimates for 2 Parallel Roa  City of Virginia Beach (Maint Combined Traffic Estimates for 2 Parallel Roa  City of Chesapeake (Maint Combined Traffic Estimates for 2 Parallel Roa  City of Chesapeake (Maint Combined Traffic Estimates for 2 Parallel Roa  City of Chesapeake (Maint Combined Traffic Estimates for 2 Parallel Roa  City of Chesapeake (Maint Combined Traffic Estimates for 2 Parallel Roa  City of Chesapeake (Maint) City of Chesapeake (Mai	City of Norfolk (Maint: 64) 0.96 Combined Traffic Estimates for 3 Parallel Roadways on this Route:    Record   SR 194	Norfolk (Maint: 64)   0.96   63000	SR 194 Chesapeake Blvd   City of Norfolk (Maint: 64)   0.96   63000   G	SR 194 Chesapeake Blvd	City of Norfolk (Maint: 64)   0.96   63000   G   98%   0%	SR 194 Chesapeake Bird	SR 194 Chesapeake Blvd   SR 247 Norview Ave   SR 247 No	Section   Length AADT   QA   ATTree   Bus   2Axle   3+Axle   1Trail	SR 194 Chesapeake Blvd   17rail   27rail   27rail   17rail   17r	SR 194 Chesapeake   SR 1	Length   AADT   AADT	St. 194 Chesapeake   River   St. 294 Chesapeake   River   Rive	Add   Add

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route   Survivalence   Legis   Aady   Table   Survivalence   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 71000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   F   NA   37000   G   S2%   0%   1%   1%   5%   0%   0%   F   0.089   F   0.511   80000   F   0.089   F   0.508   F			Filliary at						Tru	ck			K		Dir		
Part	Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
City of Chesapeake (Maint: 64)   0.41   35000   C   261   0.96   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196	\M/==4	From:		T 464				ZAXIE	3+Axie	TITAL	ZITali		Factor		Factor		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 7800   G   92%   0%   1%   1%   5%   0%   F   NA   79000   G   Route   State   Sta		City of Chasanaaka	(Maint: 64) 0.41		G	02%	Nº/-	1%	10/-	5º/-	<b>0</b> %	E	NΙΔ			37000	G
SR 1990 Groot Biodge Blood   SR 1990 Groot   SR 1990	64) (17)	· · · · · · · · · · · · · · · · · · ·	,									•					
City of Chesapeake (Maint: 64)   3.86   40000   F   92%   0%   1%   5%   0%   F   0.089   F   0.511   82000   F	Combined Tranic Estimates for 2 Parallel	Hoadways on this Houte.	78000	G	92%	0%	1 %	170	5%	0%	Г	INA			79000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 81000   F   25%   0%   1%   1%   5%   0%   F   0.089   F   0.080   F   0.000   F	West	To: From:	SR 190	Great Brid	lge Blvd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   83000   F   92%   9%   1%   1%   5%   0%   F   0.089   F   0.511   82000   F	~~~	City of Chesapeake	(Maint: 64) 3.86	40000	F	92%	0%	1%	1%	5%	0%	F	0.089	F		40000	F
City of Chesapeake (Maint: 64)   1.86   35000   G   92%   0%   1%   1%   5%   0%   F   0.093   F   0.7000   G   G   0.7000   G   0.70				83000	F	92%	0%	1%	1%	5%	0%	F	0.089	F	0.511	82000	F
City of Chesapeake (Maint: 64)   1.86   35000   G   92%   0%   1%   1%   5%   0%   F   0.093   F   0.7000   G   G   0.7000   G   0.70	-	Tor	US 17 Geo	orge Washi	ngton Hy	vv											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 71000   G   92%   0%   1%   1%   5%   0%   F   0.09   F   0.506   77000   G	West	City of Changanaka				•	00/	10/	10/	Eo/	00/	_	0.002	_		27000	C
City of Chesapeake (Maint: 64)   1.65   35000   A   92%   0%   1%   1%   5%   0%   C   0.103   A   37000   A   27000   A   2	(64)											_			0.500		
City of Chesapeake (Maint: 64)   1.65   35000   A   92%   0%   1%   1%   5%   0%   C   0.103   A   37000   A   27000   A   270000   A   27000   A		Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	71000	G	92%	0%	1%	1%	5%	0%	F	0.09	F	0.506	77000	G
City of Chesapeake (Maint: 64)   1.65   35000   A   92%   0%   1%   1%   5%   0%   C   0.101   A   0.51   76000   A	West	To: From:	US 13, U	IS 460 Mili	itary Hwy	1											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 7200   A 92%   0%   1%   1%   5%   0%   C 0.101   A 0.51   7600   A 0.51	64)	City of Chesapeake	(Maint: 64) 1.65	35000	Α	92%	0%	1%	1%	5%	0%	С	0.103	Α		37000	Α
	<b>6</b> 4)	•	,	72000	Α	92%	0%	1%	1%	5%	0%	С	0.101	Α	0.51	76000	Α
Alleghany County		To:								- , -	-,-						
Alleghany County	West	From:	I-64-W TO F-1	98 SOUTH	I AND N	ORTH											
FR-198 FR-198 FR TO 1-64 W   FR-198 FR TO		Alleghany Co				OKIII							0.181	F		90	G
Vest   Alleghany   County	04)	To:				4 W											-
Alleghany County   0.15   1100   G     110	Wost	From:					)	i									
Vest		Alleghany Co				D K1 133	,						0 127	F		1100	G
Vest   Final   Life   W TO RT   SANORTH & SOUTH   SANORTH & SOUTH   SR   SAN R   SAN	(04) · · · · · · · · · ·	To:											· · · _ ·	•			<u>.</u>
City of Covington (Maint: 03)   0.12   2500   G     0.086   F   2500   G	West	From:				MITH		<u> </u>									
SR 154 SR 154 B TO & FROM L64   SR 154 B TO & FROM L64   SR 154 B TO & FROM L64   SR 154 B TO & FROM L64 B TO   SR 154 SR 157 AT RT 64   SR 154 B TO & FROM L64 WEST   SR 154 B TO & FROM L64 B TO &		City of Covington (				JUIH							0.086	F		2500	G
Nest	64) Патр	To:				L-64							0.000	'		2300	a
Section   Sect	NAZ I	From						1									
Vest   From						1 K I 64							0.084	F		3400	G
Nest	64 Hamp	To:											0.004	•		3400	u
Alleghany County   0.05   1100   G     0.094   F   1100   G     G   G   G   G   G   G   G   G		F						_									
Vest   From		Alloghany Co				1104							0.004	_		1100	G
Frame	64 220 hallip	Allegiany Co				г							0.094	Г		1100	G
Alleghany County 0.12 1600 G  To 03-696; 03-696- A FROM & TO I-64  Vest 1644 Namp		-															
To	West	Allowhere				AST							0.110	г		1600	<u></u>
Vest	64 Hamp	Alleghany Co				1.64							0.113	Г		1600	G
Alleghany County 0.18 420 G  To SR 384 CIUS 60 CIUS 60- A    Vest		10.															
Vest   From	West	From:				RT 384							0.400	_		400	•
Vest     I-64-W TO BUS RT 60WEST & RT 629	(64) Hamp	Alleghany Co											0.132	۲		420	G
Alleghany County 0.14 1000 G  Tot 03-629 C1US 60 C1US 60- 3B  Vest 1-64-W TO RTS 42NORTH & 269SOUTH  Alleghany County 0.24 140 G  O.099 F 1000 G		10:															
Tot   03-629 C1US 60 C1US 60- 3B	West	From:				T 629								_			_
Vest   I-64-W TO RTS 42NORTH & 269SOUTH	(64) Ramp	Alleghany Co	•										0.099	F		1000	G
64 Ramp Alleghany County 0.24 140 G 0.148 F 140 G	$\overline{}$	To:	03-629 C	IUS 60 C11	US 60- 3	В											
	West	From:				SOUTH											
Te SR 42 SR 42-N152B FROM & TO I-64	(64) Ramp	Alleghany Co											0.148	F		140	G
	$\overline{}$	To:	SR 42 SR 42-1	N152B FR0	OM & TO	) I-64											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4Tire Bus	Tru 2Axle 3+Axle			C K Factor	QK Dir Factor	AAWDT	QW
Wort	From:	I-64-W TO MAINTENANCE AR	EAAIITHODIZED	ZAXIE 3+AXIE	TITAL 2	rall	Factor	Factor		
West 64	Alleghany County	0.03 <b>NA</b>	LIMONIZED				NA		NA	
	To:	ROAD UNUSE	D							
West 64	From:		D				NIA		N I A	
64)	Alleghany County	0.18 <b>NA</b> Gap EAST END PARKIN	NC ADEA				NA		NA	
	From:	Gap WEST END PARKI								
West 64	Alleghany County	0.14 <b>NA</b>					NA		NA	
	To	ROAD UNUSE	D							
West 64	Alleghany County	0.07 <b>NA</b>					NA		NA	
64)	To:	I-64-W FROM MAINTENANCE	AREA AUTHORIZ				INA		11/7	
West	From:	I-64-W TO RT 269WEST		İ						
(64) Ramp	Alleghany County	0.25 <b>90</b>	G				0.188	F	90	G
	To:	SR 269 SR 269- 6B FROM	1 & TO I-64							
West	From:	I-64-W TO RT 780SOUTH	H & NORTH							
Ramp	Rockbridge County	0.29 <b>NA</b>					NA		NA	
$\overline{\bigcirc}$	To:	81-780; 81-780- B FROM	& TO I-64							
West	From:	I-64-W TO RT 60WEST & EA	AST @ RT 623							
64 Ramp	Rockbridge County	0.20 <b>NA</b>					NA		NA	
	10:	7US 60-P; 81-623 US	60- 51A							
West	Rockbridge County	I-64 West 0.24 <b>NA</b>					NA		NA	
64 Ramp	To:	US 11 N Lee High	way	<del></del>			INA		INA	
West	From:	I-64 West	wuy							
(64) Ramp from I-64 W Exit 87A to I-81 N	Augusta County	0.33 <b>10000</b>	<b>A</b> 89% 1%	1% 1%	9%	0% F	0.106	Α	10000	Α
04)	To:	I-81 North								
West	From:	I-64 West								
Ramp from I-64 W Exit 91A to SR 285	Augusta County	0.23 <b>3200</b>	<b>F</b> 94% 0%	1% 1%	3%	1% C	NA C		3400	F
$\overline{}$	To:	SR 285 Tinkling Spri	ing Rd							
West	From:	I-64-W TO RT 340SOUTH	H & NORTH							
(64) Ramp	Augusta County	0.18 <b>NA</b>					NA		NA	
<u> </u>	To:	US 340 US 340-N012B FRO								
West	From:	I-64-W TO DELPHINE AVENUE	ESOUTH & NORT				<b>.</b>			
64 Ramp	City of Waynesboro (Main	136-5118; 136-5118- 1B FRO	OM % TO DT				NA		NA	
	France									
West (64) Ramp	Augusta County	I-64-W TO US 250WEST	1 & EAST				NA		NA	
04)	To:	I-64-E099A I-64- 99A FF	ROM RT 6				IN/A		1 1/-1	
West	From:	I-64 West	•	1						
(64) Ramp	Albemarle County	0.15 <b>3700</b>	G				0.14	F	3700	G
<u> </u>	To:	US 250 Rockfish Gap								

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	$\cap$ C	QK Dir Factor	AAWDT	QW
West 64 Charlottesville Rest Area Ramp	Albemarle County	I-64 West to Rest Area 0.12 NA Enter Rest Area Parking Lot		NA		NA	
West 64 Ramp	Albemarle County	I-64 West 0.17 <b>1600 G</b> 02-637 Dick Woods Rd		0.149	F	1600	G
West 64 Ramp	Albemarle County	I-64 West 0.22 <b>2200 G</b> US 29 S, Monacan Trail Rd		0.115	F	2200	G
West 64 Ramp	Albemarle County	I-64 West 0.14 <b>9100 A</b> US 29 Monacan Trail Rd		0.191	A	11000	Α
West 64 Ramp	Albemarle County	I-64 West 0.10 4300 G 5th Street		0.122	F	4300	G
West 64 Ramp	Albemarle County	I-64 West 0.15 <b>4900 G</b> SR 20 Scottsville Rd		0.125	F	4900	G
West 64 Ramp	Albemarle County	I-64 West  0.23 <b>5300 A</b> 98% 0%  US 250 Richmond Rd	1% 0% 0% 0%	F 0.195	A	5800	Α
West 64 Ramp	Albemarle County	I-64 West  0.22 <b>400 G</b> 98% 0%  02-616 Black Cat Rd	1% 1% 0% 0%	F 0.115	F	400	G
West 64 Ramp	From Louisa County	I-64 West  0.25 <b>4000 F</b> US 15 James Madison Hwy		0.084	F	4000	F
West 64 Ramp	From Louisa County	I-64 West 0.29 <b>830 F</b> SR 208 Courthouse Rd		0.122	F	830	F
West 64 Ramp	Goochland County	I-64-W TO RT 605WEST & EAST  0.19 <b>720 G</b> 37-605; 37-605- 7B FROM & TO I-64		0.17	F	720	G
West 64 Ramp	Goochland County	I-64-W TO RT 629WEST & EAST  0.17 <b>830 A</b> 37-629; 37-629- 1B FROM & TO I-64		0.180	A	850	Α
West 64 Ramp	Goochland County	I-64-W TO US 522SOUTH & NORTH  0.24 <b>2800 G</b> US 522 US 522- 18B FROM & TO I-64		0.165	F	2800	G
West 64 Ramp	Goochland County	I-64-W TO RT 617SOUTH & NORTH  0.14 4900 G  37-617: 37-617- B FROM & TO I-64		0.158	F	4900	G

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		T Tilliary and th					Tru	ıok			I/		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	K	QK	Dir	AAWDT	QW
West	From:	I CA W	D			ZAXIE	3+Axie	TITAL	ZITali		Factor		Factor		
West 64 Goochland Rest Area Ramp	Goochland County		to Rest Area  950 G								0.106	F		950	G
Goochland Rest Area Ramp	To:		area Parking Lo								0.100	•		330	u
West	From:		rea Parking Lot												
(64) Goochland Rest Area Ramp	Goochland County		200 G	82%	1%	1%	1%	15%	0%	С	NA			1200	G
04)	To:		rom Rest Area												
West	From:		4 West												
(64) Ramp from I-64 W Exit 173A to 37-623	Goochland County		2000 F	85%	0%	1%	8%	5%	0%	С	0.112	F		12000	F
(64) Hamp Hom For W 2xit 1767(18 67 626	To:		Ashland Rd	0070	070		070	070	0 70	Ū	0.1.12	•		12000	•
	Gron														
West  From I 64 W Evit 1754 to SP 200	Goodhand County		4 West	96%	0%	1%	10/	20/	00/	С	0.105	۸		17000	٨
Ramp from I-64 W Exit 175A to SR 288	Goochland County		4000 A	90%	076	1 70	1%	2%	0%	C	0.185	Α		17000	Α
	10.		288 S			<u>.                                    </u>									
West	From:		4 West	000/	20/		00/	40/	00/	_				10000	_
64 Ramp from I-64 W Exit 177B to I-295 S (E)	Henrico County		3000 G	98%	0%	1%	0%	1%	0%	С	NA			12000	G
	To:	I-295 I	East South												
West	From:		4 West												
(64) Ramp from I-64 W Exit 178A to US 250	Henrico County	0.16 <b>1</b> 1	1000 G	98%	0%	1%	0%	1%	0%	С	NA			11000	G
$\overline{}$	To:	US 250	) Broad St												
West	From:	I-64	4 West												
Ramp from I-64 W Exit 178B to US 250	Henrico County	0.14 <b>4</b>	500 F	99%	0%	1%	0%	0%	0%	С	0.182	F		4700	F
	To:	US 250	) Broad St												
West	From:	I-64	4 West												
(64) Ramp	Henrico County		000 F								0.193	F		9000	F
	To:		G, Gaskins Rd												
West	From:	I-6/	4 West												
Ramp	Henrico County		400 F								0.120	F		9400	F
(64) Tamp	To:		I, Gaskins Rd								0.120	•		0.00	•
W+	From		4 West												
West (64) Ramp	Henrico County		700 F								0.112	F		4700	_
64) Hamp	To:		S, Parham Rd			<del></del> 1					0.112	'		4700	'
	E														
West	Llooving County		4 West								0 1 1 1	_		6000	_
Ramp	Henrico County		000 F								0.111	F		6000	F
	10.		N, Parham Rd												
West	From:		4 West									_			_
64) Ramp	Henrico County		400 F								0.121	F		7400	F
<u> </u>	To:	43-7536 S	, Glenside Dr												
West	From:		4 West												
Ramp	Henrico County	0.17 <b>3</b>	300 F								0.191	F		3300	F
$\overline{}$	To:	US 250	E, Broad St												
West	From:	I-64	4 West												
(64) Ramp	Henrico County		700 F			-					0.123	F		9700	F
	To:		W, Broad St												
	t e	2,3,200	,												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and intersta	ile Houles											
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		Truck 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	Henrico County	0.16 <b>7900</b>	F							0.129	F		7900	F
West 64 Ramp	Henrico County	I-64 West Exit 185B to I-64-W185B TO RT 33 E 0.10 NA	AST WEST?		<del> </del>					NA			NA	
West (64) Ramp	From: Henrico County	US 33 FROM RT 64  I-64-W185A TO RT 33 F  0.36 NA								NA			NA	
West	To: From:	I-64-E185B I-64- 185B I I-64 West												
64 Ramp	City of Richmond (Maint: 43	I-195 South	F							0.107	F		3800	F
West 64 Ramp	City of Richmond (Maint: 43	5th Street	F							0.102	F		27000	F
West 64 Ramp	City of Richmond (Maint: 43	•	Α							0.095	Α		19000	Α
West 64 Ramp	City of Richmond (Maint: 43	127-44-N001A FROM 7' 5) 0.09 <b>21000</b> I-95-S FROM RT 64 WEST	Α		<del> </del>					0.104	Α		23000	Α
West (64) Ramp	Henrico County	I-64 West 0.17 <b>4400</b>	F							0.147	F		4400	F
West 64 Ramp	From: Henrico County	US 360 E, Mechanics I-64 West 0.16 <b>1300</b>	ville Tpke							0.098	F		1300	F
West	To:	SR 33 W, Nine M								0.000			1000	
64 Ramp	Henrico County	0.12 <b>720</b> SR 33 E, Nine Mi	<b>F</b> le Rd							0.098	F		720	F
West 64 Ramp	Henrico County	I-64 West 0.24 <b>2600</b> 43-7555 Laburnun	<b>F</b> n Ave		<u> </u>					0.085	F		2600	F
West 64 Ramp from I-64 W Exit 197A to SR 156 S	Henrico County	I-64 West 0.19 <b>2100</b> SR 156 S, Airpor	<b>F</b> 89%	2%	1%	1%	7%	0%	С	0.089	F		2200	F
West 64 Ramp from I-64 W Exit 197B to SR 156 N	Henrico County	I-64 West 0.26 <b>620</b> SR 156 N, Airpo	<b>F</b> 92%	1%	1%	0%	6%	0%	С	0.097	F		660	F
West 64 Ramp	Henrico County	I-64 West Collecte 0.19 <b>4600</b>	or Rd <b>F</b> 84%	1%	1%	0% 1	3%	0%	С	0.082	F		4600	F
	10.	I-295 East Collect	or Kd											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AAI	OT OA	4Tire	Rus		Trı			QC	K	QK	Dir	AAWDT	ΓΟν
	- Tanadatan					2Axle	3+Axle	1Trail	2Trail		Factor	<b>Q.</b> (	Factor	,,,,,,,,,,	
Vest Ramp from I-64 W to I-295 W (Northbound)	Henrico County	I-64 W Coll 0.49 <b>150</b>		83%	1%	1%	1%	15%	0%	С	0.097	F		15000	F
Ramp from I-64 W to I-295 W (Northbound)	To:	I-295 W Co		00 /6	1 /0	1/0	1 /0	13/6	0 70	O	0.037	'		13000	'
/est	From:	I-64 V													
64) I-64 W Collector Rd	Henrico County	0.41 <b>200</b>		82%	1%	1%	1%	15%	0%	С	0.091	F		20000	F
0-1)	To:	I-64 West l													
/est	From:	Ramp to I-295		nd								_			
I-64 W Collector Rd	Henrico County	0.26 470	00 F								0.082	F		4700	F
Vest	To: From:	Ramp From I-295	W Northbo	und		$\Box$									
1-64 W Collector Rd	Henrico County	0.27 <b>79</b> 0	00 F								0.107	F		7900	F
/est	To: From:	Ramp To I-295	E Southbour	nd		_									
1-64 W Collector Rd	Henrico County	0.19 330	00 F								0.149	F		3300	F
· J	To: From:	Ramp From I-29:	5 E Southbo	und											
<u>/est</u> <del>54</del> ) I-64 W Collector Rd	Henrico County	0.33 <b>200</b>	00 N	82%	1%	1%	1%	15%	0%	Ν	0.091	Ν		20000	Ν
54)	To:	I-64		0270	. , ,		.,0	.0,0	0,0		0.00.	••			•
Vest	From:	I-64-W TO	SCALES												
Ramp	Henrico County	0.10 <b>N</b>				<u> </u>					NA			NA	
<u></u>	To:	Gap EAST EN													
/est	From:	Gap WEST El		S											
Ramp	Henrico County	0.11 N									NA			NA	
	From:	I-64-W FRO													
<u>/est</u> 54) Ramp	New Kent County	0.24 <b>12</b> 0		79%	2%	2%	4%	14%	0%	С	0.098	F		1200	G
64) namp	To:	SR 249 New		1976	2 /0		4 /0	14 /0	0 /6	C	0.036	'		1200	
Vest	From:	I-64 V													
Ramp	New Kent County	0.19 <b>18</b> 0									0.117	F		1800	G
54)	To:	SR 106 Emma		d							0	•		.000	_
rest	From:	I-64 West to	Rest Area												
New Kent Rest Area Ramp	New Kent County	0.14 220		91%	1%	1%	0%	7%	0%	F	0.17	Α		1900	Δ
	To:	Enter Rest Are	a Parking Lo	ot											
est	From:	Exit Rest Area		t											
New Kent Rest Area Ramp	New Kent County	0.11 <b>N</b>									NA			NA	
		I-64 West fro													
/est	Now Kent County	0.22 <b>11</b> 0									0.112	_		1100	c
Ramp	New Kent County	0.22 TT									0.112	Г		1100	Ċ.
	Erone					<u> </u>									
Vest Ramp	New Kent County	0.24 <b>59</b>									0.119	F		590	G
Ramp	New Kent County	0.24 <b>59</b>									0.119	Г		590	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction		Truck QC K 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir Factor	AAWDT	QW
West 64 Ramp	James City County	I-64 West  0.29 <b>4300 F</b> I-64 West Exit 227B to SR 30 West	0.136	F	4300	F
West 64 Ramp	James City County	I-64-W227B TO RT 30 WEST R  0.02 NA  SR 30 FROM & TO RT 64	NA		NA	
West 64 Ramp	James City County	I-64-W227A TO RT 30 WEST  0.08 NA  SR 30 FROM I-64 WEST	NA NA		NA	
West 64 Ramp	James City County	I-64 West  0.21 <b>3500 F</b> SR 30 W, Croaker Rd	0.130	F	3500	F
West 64 Ramp	James City County	I-64 West  0.31 1100 F  SR 30 E, Croaker Rd	0.119	F	1100	F
West 64 Ramp	From: York County Te:	I-64 West 0.20 <b>4700 F</b> 99-646 W, Newman Rd	0.109	F	4700	F
West 64 Ramp	York County	I-64 West 0.25 <b>800 F</b> 99-646 E, Newman Rd	0.132	F	800	F
West 64 Ramp	From:  York County  To:	I-64 West  0.16 <b>4500 F</b> I-64 West Exit 238B to SR 143 South	0.097	F	4500	F
West 64 Ramp	From: York County	I-64-W238B TO RT 143 SOUTH & CAMP P  0.11 NA  SR 143 FROM RT 64 WEST	NA NA		NA	
West 64 Ramp	York County	I-64-W238A TO RT 143 SOUTH & CAMP P  0.06 NA  SR 143 FROM I-64 WEST	NA NA		NA	
West 64 Ramp	York County	I-64 West  0.22 <b>9000 F</b> SR 199 West	0.096	F	9000	F
West 64 Ramp	York County	I-64 West 0.39 <b>2200 F</b> SR 199 East	0.140	F	2200	F
West 64 Ramp	From:  York County  To:	I-64 West 0.82 <b>1800 F</b> I-64 East Exit 243A	0.11	F	1800	F
West 64 Ramp	York County	I-64 West  0.27 <b>3600 F</b> I-64 East Exit 243B to SR 143 North	0.117	F	3600	F

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate noutes		
Route	Jurisdiction	Length AADT QA 4Tire Bus	OC OK	Dir AAWDT QW
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West 0.14 <b>3800 F</b> SR 238 Yorktown Rd	0.1 F	3800 F
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West 0.19 <b>4300 F</b>	NA	4300 F
West (64) Ramp	City of Newport News (Maint: 99)		0.105 F	4600 F
West 64	Prom: City of Newport News (Maint: 94)		NA NA	NA
West (64) Ramp	City of Newport News (Maint: 99)		0.121 F	3300 F
West (64) Ramp	City of Newport News (Maint: 99)		0.082 F	17000 F
West 64 Ramp	City of Newport News (Maint: 99)	SR 143 N, Jefferson Ave  I-64 West  0.21 <b>21000 F</b>	NA	21000 F
West (64) Ramp	City of Newport News (Maint: 99)	-64 West Exit 255B to SR 143 N, Jefferson Ave 0.07 <b>3400 F</b>	NA NA	3400 F
West 64 Ramp	City of Newport News (Maint: 99)	Ramp from SR 143 North 0.17 <b>9200 F</b>	NA	9200 F
West 64 Ramp	City of Newport News (Maint: 99)		NA	6000 F
West 64 Ramp	City of Newport News (Maint: 99)	Ramp from SR 143 S, Jefferson Ave  0.34 NA  I-64 West	NA	NA
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West  0.30 <b>8000 F</b> SR 171 W, Victory Blvd	0.102 F	8000 F
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West	0.142 F	5200 F
West (64) Ramp	City of Newport News (Maint: 99)	I-64 West 0.15 <b>13000 F</b>	0.107 F	13000 F
	To:	US 17 S, J Clyde Morris Blvd		

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire E	3us 2Axle 3+Axle 1Trail 2Tra	$\cap \cap$	Dir Factor AAWDT QW
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West 0.30 <b>7800 F</b> US 17 N, J Clyde Morris Blvd		0.099 F	7800 F
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West  0.28 <b>6300 F</b> 114-7026 W, Hampton Rds Ctr Pkwy		0.114 F	6300 F
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West 0.23 <b>6200 F</b> US 258 Mecury Blvd		0.094 F	6200 F
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West  0.17 <b>6500 F</b> US 258 Mercury Blvd		0.123 F	6500 F
West 64 Ramp	City of Hampton (Maint: 99)	I-64-W TO I-664 EAST 0.46 <b>14000 F</b> I-664-E FROM I-64 WEST		0.143 F	14000 F
West 64 Ramp		I-64 West 0.17		0.090 F	1400 F
West 64 Ramp	City of Hampton (Maint: 99)	SR 134 CONNECTOR FROM RT 64 WEST  0.09 NA  114-7035 FROM RT 64 WEST		NA	NA
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West 0.19 <b>3100 F</b> SR 134 Armistead Ave		0.086 F	3100 F
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West  0.11 <b>4700 F</b> 96%  SR 143 County St	1% 1% 0% 3% 0%	5 F 0.1 F	4800 F
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West 0.15 <b>3400 F</b> 114-7057 Mallory St		0.097 F	3400 F
West 64 Ramp	City of Norfolk (Maint: 64)	-W TO OCEAN VIEW AVENUE60 PARALLE 0.03 490 G 2US 60-P; 2US 60-P004A OCEAN VIEW		0.102 F	490 G
West 64 Ramp	City of Norfolk (Maint: 64)	1-64-W TO 4TH VIEW STREETRT 60 0.18 <b>1800 G</b> US 60 US 60- 281B FROM & TO I-64		0.081 F	1800 G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO BAY AVENUE  0.15 NA  122-8623 FROM I-64 WEST		NA	NA
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO US 46000- GRANDBY ST 0.11 <b>3900 G</b> US 460 FROM I-64 WEST		0.153 F	3900 G

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						T	ruck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire Bu		xle 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	I-64 West								0.070	_		00000	0
Ramp	City of Norfolk (Maint: 64)	0.26 <b>23000</b> SR 165 Little Creek	G Pd			1				0.078	F		23000	G
West	From: 1.6	4-W TO RT 168 SOUTH-TIDI		ED DDIVE		<u> </u>								
(64) Ramp	City of Norfolk (Maint: 64)	0.11 <b>4600</b>	G	EKDKIVE		1				0.109	F		4600	G
	To:	SR 168 FROM I-64 V												
West	From: I-6	4-W TO RT 168 NORTH-TID	EWAT	ER DRIVE										
(64) Ramp	City of Norfolk (Maint: 64)	0.21 <b>4500</b>	G			_				0.133	F		4500	G
<u> </u>	To:	SR 168 FROM I-64 V												
West		4-W TO RT 194 NORTH-CHE		AKE BLVD							_			_
Ramp	City of Norfolk (Maint: 64)	0.25 <b>8800</b>	G			7				0.115	F		8800	G
	10.	SR 194 FROM I-64 V												
West 64 Ramp	City of Norfolk (Maint: 64)	1-64-W TO RT 247 WEST00- N 0.18 <b>3700</b>	NORV.	1EW Ave 98% 09	/_ 1	] % 0%	0%	0%	С	0.130	F		3700	G
64) Hamp	To:	SR 247 FROM I-64 V		3070 07	0 1	1	0 70	0 /0	O	0.100	'		3700	ч
West	Fron: I-	64-W TO RT 247 WEST-NOR		AVENUE		1								
Ramp	City of Norfolk (Maint: 64)	0.13 4900	G	99% 09	6 0	% 0%	0%	0%	С	0.087	F		4900	G
	Tα	SR 247 FROM I-64 V	WEST			]								
West		64-W TO RT 165MILITARY	HGWY	Y VIA RO										
(64) Ramp	City of Norfolk (Maint: 64)	0.20 <b>9000</b>	G			•				0.087	F		9000	G
<u> </u>	To:	ROBIN HOOD RO												
West	From:	I-64-W TO RT 1				j				0.004	_		0.4000	_
64 Ramp	City of Norfolk (Maint: 64)	0.11 <b>24000</b>	G			_				0.091	F		24000	G
West	To: From:	I-64-W282B TO RT 13	SOUT	Ή		J———								
(64) Ramp	City of Norfolk (Maint: 64)	0.04 <b>NA</b>				_				NA			NA	
	To:	US 13 FROM RT 64	WEST	1										
West	From:	I-64-W282A TO RT 13	SOUT	Ή										
Ramp	City of Norfolk (Maint: 64)	0.03 <b>NA</b>				1				NA			NA	
	Front	WCL Virginia Bea				1								
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. L 0.09 <b>3100</b>	G			1				0.185	F		3100	G
(64) Tump	To:	I-64-R FROM I-64 W				1				0.100	•		0.00	ŭ
West	From:	I-64-W TO I-264 W												
(64) Ramp	City of Norfolk (Maint: 64)	0.13 8700	G			4				0.097	F		8700	G
$\overline{}$	To:	I-264-W013X FROM I-6	64 WE	ST		]								
West	From:	I-64-W TO I-264 EA												
(64) Ramp	City of Norfolk (Maint: 64)	0.23 <b>26000</b>	G			,				0.08	F		26000	G
<u> </u>	To:	I-264-E013X FROM I-6				<u> </u>								
West	From:	I-64-W TO H.O.V.LANE		AN		]				0.004	_		0000	
Ramp	City of Norfolk (Maint: 64)	0.12 <b>3900</b> I-64-R I-64-R008A TO &	G	1 DT		1				0.334	F		3900	G
		1-04-K 1-04-KUU8A 1'U &	rkUM	IKI		<u> </u>								

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA	4Tire Bus	Tru 2Axle 3+Axle	-	$\Omega$ C	, K Factor	QK Dir Factor	AAWDT	QW
West 64 Ramp	City of Virginia Beach (Maint: 64)	I-64-W TO RT 407 EAST  0.22 <b>6400 G</b> SR 407 FROM I-64 WEST					0.129	F	6400	G
West 64 Ramp	From: City of Virginia Beach (Maint: 64)	I-64-W TO RT 407 EAST 0.20 <b>11000 G</b> SR 407 FROM I-64 WEST					0.109	F	11000	G
West 64 Ramp	City of Chesapeake (Maint: 64)	-W289X TO GREENBRIER PARKY 0.28 <b>6500 G</b> 131-8665 FROM RT 64 WES'	95% 1%	1% 1%	2% 0%	6 C	0.116	F	6500	G
West 64 Ramp	City of Chesapeake (Maint: 64)	0.25 <b>11000 G</b>	WAY EAST				0.085	F	11000	G
West 64 Ramp	City of Chesapeake (Maint: 64)	-W END COLL ROAD TO GREENI 0.66 <b>NA</b>	BRIER PAR				NA		NA	
West 64 Ramp	City of Chesapeake (Maint: 64)	-W289B TO GREENBRIER PARKV					NA		NA	
West 64 Ramp	City of Chesapeake (Maint: 64)	0.23 <b>NA</b>					NA		NA	
West 64 Ramp	City of Chesapeake (Maint: 64)	-W289A TO GREENBRIER PARKV 0.16 NA					NA		NA	
West 64 Ramp	City of Chesapeake (Maint: 64)	0.14 19000 G  WE END COLL ROAD FROM GREI					0.098	F	19000	G
West 64 168 Ramp	City of Chesapeake (Maint: 64)	I-64 W 0.18 <b>2900 G</b> Bus SR 168 N	86% 1%	1% 2%	9% 1%	6 C	0.078	F	2900	G
West 64 Ramp From I-64 W to SR 168 S	City of Chesapeake (Maint: 64)	I-64 W 0.30 <b>8600 G</b> Bus SR 168 Battlefield Blvd S	97% 0%	1% 0%	1% 0%	ъ С	0.111	F	8600	G
West 64 168 I-64 W Exit 290	City of Chesapeake (Maint: 64)	I-64 W 0.10 <b>15000 G</b>					NA		15000	G
West 64 168 I-64 W Exit 290	City of Chesapeake (Maint: 64)	I-64 W Exit 290 B  0.10 NA	DL.J.C				NA		NA	
West 168 I-64 W Exit 290	City of Chesapeake (Maint: 64)	Ramp From Bus SR 168 Battlefield  0.20 NA  I-64 W Exit 290 S	BIVO S				NA		NA	
West 64 I-64 W Exit 290	City of Chesapeake (Maint: 64)	0.12 NA  Ramp From Bus SR 168 Battlefield	Blvd N				NA		NA	

8/4/2014

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		J. 7 J	- /													
Jurisdiction	n	Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QV
From:				attlefield l	Blvd N											
City of Chesapeake	(Maint: 64)	0.35	NA									NA			NA	
To: From:		Ramp	to I-64 E E	xit 289			$\Box$ $\vdash$									
City of Chesaneake	(Maint: 64)	0.51	NΔ				<u>_</u>					NΔ			NΔ	
To:	(Marrie 01)	0.01													10.	
From:		SR 168 C	ak Grove (	Connector			1									
City of Chesapeake	(Maint: 64)	0.26				2%	3%	3%	16%	0%	С	0.131	F		3300	
To:	( /	I														
From:		I-64-W 7	ΓO RT 168	SOUTH												
City of Chesapeake	(Maint: 64)	0.49	8400	G								0.127	F		8400	(
To:		LIC 17 NO17/	EDOM D	T 17 NO	оти											
From:	(1.1.1.2.0)			1 17 10	XIII											
City of Chesapeake			AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK Factor QK Factor NA NA NA NA NA NA NA NA NA NA NA NA NA													
10.																
From:				AD TO F	T 464							NIA			NIA	
City of Chesapeake	(Maint: 64)			F. D. 10	4							NA			NA	
- 1																
City of Changanaka					REAT BR	I						0.004	_		2100	,
To:	(Mairit. 64)						1					0.094	Г		3100	
Groups.				+ WEST												
City of Chesaneake	(Maint: 64)			G	95%	0%	1%	1%	3%	0%	F	0 092	F		5600	(
To:	(Mant. 04)	0.24		<u> </u>	33 70	0 70		1 /0	0 /0	0 70		0.032	'		3000	
From:	1.6	4 W TO DT 12		ADV III	TINVAN		<u> </u>									
City of Chesapeake					JIIWAI							0.088	F		4700	(
To:	(**************************************															
From:		1														
Scott Count	tv	0.04		G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.647	1300	(
Tor	•		CI Climater													
Town of Clinchport (	(Maint: 84)				98%	0%	1%	1%	1%	0%	N	0.095	N	0 647	1300	N
rown or ormonpore	(14141111111111111111111111111111111111				0070	0 70		1 /0	1 /0	0 70	.,	0.000		0.047	1000	•
From:	<b>.</b>				000/	00/	10/	10/	10/	00/	NI	0.005	NI	0.647	1200	
Scott Count	ty	2.91		N	98%	0%	1%	1%	1%	0%	IN	0.095	IN	0.647	1300	ľ
				Aona Ctu												
From:		84-649	Rye Cove N	vieiii Cti												
From Scott Count	ty		-		98%	0%	1%	1%	1%	0%	С	0.106	F	0.544	410	C
From Scott Count	ty	2.28	390	G	98%	0%	1%	1%	1%	0%	С	0.106	F	0.544	410	(
To: From:		2.28 84-6	<b>390</b> 45 Manvill	<b>G</b> e Rd												
Scott Count		2.28 84-6 8.03	390 45 Manvill 300	G e Rd G	98%											
To: From:	ty	2.28 84-6 8.03 SR 72 Vet	390 45 Manvill 300 terans Men	G e Rd G norial Hw	98% y	0%	1%	1%	1%	0%	F	0.128	F	0.674	310	G
	City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake  City of Chesapeake  Toc  From:  Town of Clinchport  Town of Clinchport	City of Chesapeake (Maint: 64)  City of Chesapeake (Maint: 64)  From:  City of Chesapeake (Maint: 64)  To:  From:  City of Chesapeake (Maint: 64)  To:  From:  City of Chesapeake (Maint: 64)  To:  City of Chesapeake (Maint: 64)  To:  From:  City of Chesapeake (Maint: 64)  To:  From:  City of Chesapeake (Maint: 64)  To:  From:  City of Chesapeake (Maint: 64)  To:  City of Chesapeake (Maint: 64)  To:  From:  City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64)   0.35	City of Chesapeake (Maint: 64)   0.35   NA	Ramp From Bus SR 168 Battlefield   City of Chesapeake (Maint: 64)   0.35   NA	Ramp From Bus SR 168 Battlefield Blvd N	City of Chesapeake (Maint: 64)   0.35   NA	City of Chesapeake (Maint: 64)	City of Chesapeake (Maint: 64)   0.35   NA	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	Second   Color   Col	City of Chesapeake (Maint: 64)   0.35   NA	Automatical Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Co	Length AADT QA 4Tire   Bus   2Axle 3+Axle   1Trail 2Trail   QC   Factor   City of Chesapeake (Maint: 64)   0.35   NA   NA	Section   Continue   Second Color	

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

ъ .		, ,			4	,		Trι	ıck		-00	K	014	Dir	4 4 14 / D.T.	
Route	Jurisdictio	n Lengt	h <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		WCL Dungann	ion												
65) (72)	Town of Dungannon	(Maint: 84) 0.32	1200	N	97%	0%	1%	1%	1%	0%	Ν	0.106	Ν	0.55	1300	I
	To:	84	-1009 Jefferso	n St			<u> </u>									
(72) Veterans Memoria	al Hwy Town of Dungannon			G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.518	1700	
9 (9	To:		E, Hanging Ro		y											
	From:		E, Vetrans M										_			
Sinking Creek Hwy	Town of Dungannon	(Maint: 84) 0.21	1200	G	98%	0%	1%	1%	0%	0%	С	0.095	F	0.574	1200	
	To: From:	]	ECL Dunganno	on												
65 <i>)</i>	Scott Cour	nty 0.75	1200	N	98%	0%	1%	1%	0%	0%	Ν	0.095	Ν	0.574	1200	
<u> </u>	To	84-7	74 Long Hollo	ow Rd												
Sinking Creek Hwy	Scott Cour			G	97%	0%	1%	2%	1%	0%	С	0.130	F	0.541	560	
<i>y</i>	To:	Rı	ussell County I	Line												
	From:		cott County Li										_			
65) Mew Rd	Russell Cou	inty 2.83	870	G	98%	1%	1%	1%	1%	0%	С	0.118	F	0.645	900	
<u> </u>	Te: From:	V	VCL Castlewo	ood												
55)	Castlewood (Ma	aint: 83) 3.02	870	N	98%	1%	1%	1%	1%	0%	Ν	0.118	Ν	0.645	900	
<i></i>	To:	US 58	ALT Banners	Corner												
	From:	I-66-E043A	I-66-W043A	FROM	RT 6											
Ramp	Prince William	County 0.13	NA									NA			NA	
<u> </u>	To:	US 29 FROM	1 RT 6600- EA	AST & V	VEEST											
	From:	I-66-E060A	I-66-W060A	FROM	RT 6											
Ramp	Fairfax Cou	nty 0.26	NA									NA			NA	
<i></i>	To:	SR 123 FR	OM RT 66 EA	ST & W	/EST											
ast	From:		Y 01 N													
			I-81 N													
1-66 E Ramp	Warren Cou	inty 0.25		G	84%	1%	1%	1%	14%	1%	F	0.065	F		8200	
6 I-66 E Ramp	Warren Cou Combined Traffic Estimates for 2 Parallel	•	8900	G G	84% 85%	1% 1%	1% 1%	1% 1%	14% 13%	1% 1%	F F	0.065 0.073	F F	0.615	8200 16000	
66 I-66 E Ramp		Roadways on this Route	8900 e: 17000 Ramp from I-81	G							F F		F F	0.615		
66 I-66 E Ramp	Combined Traffic Estimates for 2 Parallel To	Roadways on this Route	8900 e: 17000 Ramp from I-81	<b>G</b>	85%	1%	1%	1%	13%	1%	F F	0.073		0.615	16000	
66 I-66 E Ramp	Combined Traffic Estimates for 2 Parallel  To From:  Warren Cou	Roadways on this Route	8900 e: 17000 Ramp from I-81 I-81 16000	<b>G</b> 1 S <b>A</b>	85%	1%	1%	1%	13% 14%	1% 1%	F F	0.073	Α		16000 15000	
l-66 E Ramp	Combined Traffic Estimates for 2 Parallel To	Roadways on this Route	8900 e: 17000 Ramp from I-81 I-81 16000	<b>G</b>	85%	1%	1%	1%	13%	1%	F F F	0.073		0.615 0.565	16000	
I-66 E Ramp	Combined Traffic Estimates for 2 Parallel  To From:  Warren Cou	Roadways on this Route  Funty 6.36 Roadways on this Route	8900 e: 17000 Ramp from I-81 I-81 16000	<b>G</b> 1 S <b>A A</b>	85% 84% 85%	1%	1%	1%	13% 14%	1% 1%	F F F	0.073	Α		16000 15000	
I-66 E Ramp	Combined Traffic Estimates for 2 Parallel  To  From  Warren Cou  Combined Traffic Estimates for 2 Parallel  Tas  From:	Roadways on this Route  Inty 6.36 Roadways on this Route  US 340,	8900 e: 17000 Ramp from I-81 I-81 16000 e: 31000 US 522 Wine	<b>G</b> 1 S <b>A A</b>	85% 84% 85%	1%	1%	1%	13% 14%	1% 1%	F F F	0.073	Α		16000	
I-66 E Ramp	Combined Traffic Estimates for 2 Parallel  To  From  Warren Cou  Combined Traffic Estimates for 2 Parallel  To  From:  Warren Cou  Warren Cou	Roadways on this Route  Inty 6.36 Roadways on this Route  US 340, Inty 6.49	8900 e: 17000 Ramp from I-81 I-81 16000 e: 31000 US 522 Winc 15000	G 1 S A A chester B	85% 84% 85% 8d 84%	1% 1% 1%	1% 1% 1% 1%	1% 1% 1%	13% 14% 13%	1% 1% 1%		0.073 0.117 0.105	A A		16000 15000 30000 14000	
I-66 E Ramp	Combined Traffic Estimates for 2 Parallel  To  From  Warren Cou  Combined Traffic Estimates for 2 Parallel  Tas  From:	Roadways on this Route  Inty 6.36 Roadways on this Route  US 340, Inty 6.49	8900 e: 17000 Ramp from I-81 1-81 16000 e: 31000 US 522 Winc 15000 e: 30000	G 1 S A A	85% 84% 85%	1% 1% 1%	1% 1% 1%	1% 1% 1%	13% 14% 13%	1% 1% 1%	С	0.073 0.117 0.105 0.124	A A	0.565	15000 30000	
I-66 E Ramp	Combined Traffic Estimates for 2 Parallel  Tor  From  Warren Cou  Combined Traffic Estimates for 2 Parallel  From  Warren Cou  Combined Traffic Estimates for 2 Parallel  Tar  Traffic Estimates for 2 Parallel	Inty 6.36 Roadways on this Route US 340, Inty 6.49 Roadways on this Route	8900 e: 17000 Ramp from I-81 I-81 16000 e: 31000 US 522 Winc 15000	G 1 S A A chester B	85% 84% 85% 8d 84%	1% 1% 1%	1% 1% 1% 1%	1% 1% 1%	13% 14% 13%	1% 1% 1%	С	0.073 0.117 0.105 0.124	A A	0.565	16000 15000 30000 14000	
ast 366	Combined Traffic Estimates for 2 Parallel  To  From  Warren Cou  Combined Traffic Estimates for 2 Parallel  Warren Cou  Combined Traffic Estimates for 2 Parallel  Top  From  Warren Cou  Warren Cou  Warren Cou  Warren Cou	Inty 6.36 Roadways on this Route US 340, Inty 6.49 Roadways on this Route US 340, Inty 6.49 Roadways on this Route Inty 1.56	8900 e: 17000 Ramp from I-81 I-81 16000 e: 31000 US 522 Winc 15000 e: 30000 SR 79 18000	G 1 S A A chester B	85% 84% 85% 8d 84%	1% 1% 1%	1% 1% 1% 1%	1% 1% 1%	13% 14% 13%	1% 1% 1%	С	0.073 0.117 0.105 0.124	A A	0.565	16000 15000 30000 14000	
ast 66 ast	Combined Traffic Estimates for 2 Parallel  Tor  From  Warren Cou  Combined Traffic Estimates for 2 Parallel  From  Warren Cou  Combined Traffic Estimates for 2 Parallel  Tar  Traffic Estimates for 2 Parallel	Roadways on this Route  Inty 6.36 Roadways on this Route  US 340, Inty 6.49 Roadways on this Route  Inty 1.56 Roadways on this Route  Inty 1.56 Roadways on this Route	8900 e: 17000 amp from I-81 16000 e: 31000 US 522 Winc 15000 e: 30000 SR 79 18000 e: 36000	A A Shester R B B A A	85% 84% 85% 8d 84% 85%	1% 1% 1% 1%	1% 1% 1% 1% 1%	1% 1% 1%	13% 14% 13% 14% 13%	1% 1% 1% 1%	C C	0.073 0.117 0.105 0.124 0.104	A A A	0.565	15000 30000 14000 28000	
ast 36 ast 36 ast 36	Combined Traffic Estimates for 2 Parallel  To  From  Warren Cou  Combined Traffic Estimates for 2 Parallel  Warren Cou  Combined Traffic Estimates for 2 Parallel  Top  From  Warren Cou  Warren Cou  Warren Cou  Warren Cou	Roadways on this Route  Inty 6.36 Roadways on this Route  US 340, Inty 6.49 Roadways on this Route  Inty 1.56 Roadways on this Route  Fair	8900 e: 17000 amp from I-81 I-81 16000 e: 31000 US 522 Wine 15000 e: 30000 SR 79 18000 e: 36000 aquier County	A A Shester R B B A A Line	85% 84% 85% 8d 84% 85%	1% 1% 1% 1% 1%	1% 1% 1% 1% 1%	1% 1% 1% 1%	13% 14% 13% 14% 13%	1% 1% 1% 1% 1% 0%	C C	0.073 0.117 0.105 0.124 0.104 0.119	A A A	0.565	16000 15000 30000 14000 28000	
66 I-66 E Ramp  East 666  ast 666	Combined Traffic Estimates for 2 Parallel  To  Prome  Warren Cou  Combined Traffic Estimates for 2 Parallel  Warren Cou  Combined Traffic Estimates for 2 Parallel  Table  Warren Cou  Combined Traffic Estimates for 2 Parallel  Warren Cou  Combined Traffic Estimates for 2 Parallel  Table  Table  Table  From:  Warren Cou  Combined Traffic Estimates for 2 Parallel  Table  From:  Table  Table  From:  Table  Table  From:  Table  From:  Table  Table  From:  Table  Table  Table  From:  Table  Table  Table  From:  Table  Ta	Roadways on this Route  Inty 6.36 Roadways on this Route  US 340, Inty 6.49 Roadways on this Route  Inty 1.56 Roadways on this Route  Far	8900 e: 17000 amp from I-81 I-81 16000 e: 31000 US 522 Wine 15000 e: 30000 SR 79 18000 e: 36000 aquier County I	G 1 S A A Chester R B B A A Line Line	85% 84% 85% 8d 84% 85% 87% 87%	1% 1% 1% 1% 1%	1% 1% 1% 1% 1% 1%	1% 1% 1% 1% 0% 0%	13% 14% 13% 14% 13% 11%	1% 1% 1% 1% 0% 0%	C C C	0.073 0.117 0.105 0.124 0.104 0.119 NA	A A A	0.565	15000 30000 14000 28000 17000 35000	
East 666  East 666  East 666  East 666	Combined Traffic Estimates for 2 Parallel  To  From  Warren Cou  Combined Traffic Estimates for 2 Parallel  Warren Cou  Combined Traffic Estimates for 2 Parallel  Top  From  Warren Cou  Warren Cou  Warren Cou  Warren Cou	Roadways on this Route  Inty 6.36 Roadways on this Route  US 340, Inty 6.49 Roadways on this Route  Inty 1.56 Roadways on this Route  Inty 1.56 Roadways on this Route  Fair  Wunty 3.96	8900 2: 17000 2: 17000 2: 16000 2: 31000 US 522 Wine 15000 2: 30000 SR 79 18000 2: 36000 2: 36000 2: 36000 2: 36000 2: 36000 2: 36000 2: 36000	A A Shester R B B A A Line	85% 84% 85% 8d 84% 85%	1% 1% 1% 1% 1%	1% 1% 1% 1% 1%	1% 1% 1% 1%	13% 14% 13% 14% 13%	1% 1% 1% 1% 1% 0%	C C	0.073 0.117 0.105 0.124 0.104 0.119	A A A	0.565	16000 15000 30000 14000 28000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		·						Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		Leeds Man													
East 66	Fauquier Cou	•	20000	G	84%	1%	1%	1%	14%	1%	F	NA			19000	G
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	39000	G	86%	1%	1%	1%	12%	1%	F	NA			37000	G
East	To: From:	US 1	7 Wincheste	r Rd												
(66) (17) (55)	Fauquier Cou	inty 3.36	23000	Α	92%	1%	1%	0%	6%	0%	F	0.118	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	45000	Α	92%	1%	1%	0%	6%	0%	F	0.102	Α	0.625	43000	Α
	To:		SR 55													
East (66) (17)	Fauguier Cou	inty 1.34	22000	G	92%	1%	1%	0%	6%	0%	F	NA			22000	G
(66) (17)	Combined Traffic Estimates for 2 Parallel F	,		G	92%	1%	1%	0%	6%	0%	F	NA			44000	G
	Ta-	<u> </u>	7 Wincheste		0270	. , 0		0,0	0,0	070	•					
East 66	From:				000/	40/	40/	201	00/	00/	_	0.400			10000	
66	Fauquier Cou	•	18000	A	92%	1%	1%	0%	6%	0%	С	0.122	A	0.740	18000	A
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Houte:		F	92%	1%	1%	0%	6%	0%	С	0.095	Α	0.713	36000	F
East	To- From:		SR 245													
East 66	Fauquier Cou	inty 5.04	19000	В	92%	1%	1%	0%	6%	0%	F	0.121	Α		19000	В
$\smile$	Combined Traffic Estimates for 2 Parallel F	-	39000	В	92%	1%	1%	0%	6%	0%	F	0.101	Α	0.642	38000	В
East	To: From:		Villiam Cour uier County	•												
East (66)	L Prince William C		19000	В	92%	1%	1%	0%	6%	0%	F	0.121	Α		19000	В
	Combined Traffic Estimates for 2 Parallel F	•	39000	В	92%	1%	1%	0%	6%	0%	F	NA			38000	В
		•	US 15													
East	Prince William C	County 0.19	30000		92%	1%	1%	0%	6%	0%	_	0.109	Α		31000	٨
66	Combined Traffic Estimates for 2 Parallel F	•		A A	92%	1%	1%	0%	6%	0%		0.109	A	0.673	60000	A
	Combined Traine Estimates for 21 arailer	<u> </u>			3Z /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.007	^	0.073	00000	^
East	From:		CL Haymark	tet												
East 66	Town of Haymarket	•	30000	Α	92%	1%	1%	0%	6%	0%	F	0.109	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	59000	Α	92%	1%	1%	0%	6%	0%	F	NA			60000	Α
Fast	To: From:	EC	L Haymark	et												
East (66)	Prince William C	County 1.45	30000	Α	92%	1%	1%	0%	6%	0%	F	0.109	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	59000	Α	92%	1%	1%	0%	6%	0%	F	NA			60000	Α
	To:	US	29 Gainesvi	ille												
East (66)	Prince William C		56000	В	92%	1%	1%	0%	6%	0%	F	0.102	Α		57000	В
00)	Combined Traffic Estimates for 2 Parallel F	•		F	92%	1%	1%	0%	6%	0%	F	0.102	В	0.62	112000	F
	Tamo Estimates for 21 dialier	Todaways on this Houte.		•	JZ /0	1 /0		0 /0	0 /0	0 /0	•	0.001	ט	0.02	112000	ı
East	From:		SR 234													_
(66) (234)	Prince William C	•	60000	F	92%	1%	1%	0%	6%	0%	F	0.105	F		59000	F
$\sim$	Combined Traffic Estimates for 2 Parallel F			F	92%	1%	1%	0%	6%	0%	F	0.073	F	0.646	118000	F
	To:	SR 2	34; Bus SR	234												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary an	ia microta	110	uics			Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
Fact	From:	SR 2	234: Bus SR	234			ZAXIE	e S+Axie	HHall	ZIIali		Factor		Factor		
East 66	Prince William Cou		71000	F	92%	1%	1%	0%	6%	0%	F	0.098	F		70000	F
00)	Combined Traffic Estimates for 2 Parallel Roa	•		F	92%	1%	1%	0%	6%	0%	F	NA			140000	F
	To:		fax County L													
East 66	From:		Villiam Coun			40/		00/	20/	00/	_		_		70000	_
(66)	Fairfax County		71000	F	92%	1%	1%	0%	6%	0%	-	0.098	F	0.000	70000	-
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	138000	F	92%	1%	1%	0%	6%	0%	F	0.075	F	0.666	140000	F
East	To: From:	US 29	Near Centre	eville												
( <del>66</del> )	Fairfax County	1.25	66000	F	96%	1%	1%	1%	2%	0%	F	0.101	F		70000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	132000	F	96%	1%	1%	1%	2%	0%	F	0.072	F	0.652	139000	F
Foot	To: From:	SI	R 28 Sully R	d												
East 66	Fairfax County	1.86	78000	F	96%	1%	1%	1%	2%	0%	F	0.086	F		83000	F
(00)	Combined Traffic Estimates for 2 Parallel Ro			F	96%	1%	1%	1%	2%	0%	F	0.067	F	0.623	171000	F
	Te	-				. , 0		. , 0	_,,	0 / 0	•	0.007	•	0.020		•
East 66	From:		airfax County													
66	Fairfax County		65000	G	96%	1%	1%	1%	2%	0%	F -	NA			68000	G
~	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	128000	G	96%	1%	1%	1%	2%	0%	F	NA			134000	G
East	To: From:		US 50													
( <del>66</del> )	Fairfax County	1.85	88000	G	96%	1%	1%	1%	2%	0%	F	NA			93000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	173000	G	96%	1%	1%	1%	2%	0%	F	NA			183000	G
	To	SR 123	3 Chain Brid	ge Rd			_									
East (66)	Fairfax County	2.13	91000	G	96%	1%	1%	1%	2%	0%	С	NA			96000	G
66	Combined Traffic Estimates for 2 Parallel Ro			G	96%	1%	1%	1%	2%	0%	С	NA			186000	G
	Table 1 Table 25th Access 101 2 Table 1110				0070	1 /0		170	270	0 70	Ü	1471			100000	ď
East	From:		243 Nutley													
East 66	Fairfax County			G	96%	1%	1%	1%	2%	0%	F	NA			79000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	159000	G	96%	1%	1%	1%	2%	0%	F	NA			166000	G
Fast	To: From:	Ţ	WCL Vienna	ı												
East 66	Town of Vienna (Mair	nt: 29) 0.25	76000	G	96%	1%	1%	1%	2%	0%	F	NA			79000	G
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	159000	G	96%	1%	1%	1%	2%	0%	F	NA			166000	G
	Tor	1	ECL Vienna													
East	Foirfox County				069/	10/	10/	10/	00/	00/	_	NIA			70000	0
66	Fairfax County Combined Traffic Estimates for 2 Parallel Ro		76000	G G	96%	1% 1%	1%	1%	2% 2%	0% 0%	F	NA			79000 166000	G G
	Combined Trainic Estimates for 2 Parallel Ro	<u> </u>			96%	1%	1%	1%	∠%	U%	Г	NA			000001	G
East	Ta- From:	I-495	Capital Belt	tway												
East 66	Fairfax County		35000	G	99%	1%	0%	0%	0%	0%	F	NA			38000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	72000	G	99%	1%	0%	0%	0%	0%	F	NA			78000	G
	To:	SR	7 Leesburg P	Pike												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
ast 6	From:		7 Leesburg I													
66)	Fairfax County	0.82	33000	G	99%	1%	0%	0%	0%	0%	F	NA			36000	(
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	72000	G	99%	1%	0%	0%	0%	0%	F	NA			77000	(
st	To: From:	SR 267	Dulles Acc	cess Rd												
est 6	Fairfax County	0.86	65000	G	99%	1%	0%	0%	0%	0%	F	NA			70000	
	Combined Traffic Estimates for 2 Parallel Roa			G	99%	1%	0%	0%	0%	0%	F	NA			140000	
-+	To: From:		gton County fax County I													
st 5	Arlington County		65000	G	99%	1%	0%	0%	0%	0%	F	NA			70000	
	Combined Traffic Estimates for 2 Parallel Roa			G	99%	1%	0%	0%	0%	0%	F	NA			140000	
	To		estmoreland	l St												
st S	Arlington County		60000	F	99%	1%	0%	0%	0%	0%	F	0.069	F		64000	
5)	Combined Traffic Estimates for 2 Parallel Roa			-	99%	1%	0%	0%	0%	0%	F	NA	'		122000	
	Tanic Estimates for 2 Faranci Frod				33 /0	1 /0	——————————————————————————————————————	0 78	0 70	0 70	'	14/3			122000	
st	From:		Sycamore St													
5)	Arlington County		56000	F	99%	1%	0%	0%	0%	0%	F	0.071	F		60000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	111000	F	99%	1%	0%	0%	0%	0%	F	0.064	F	0.527	118000	
st	To: From:	SR 2	37 Fairfax I	Drive												
3)	Arlington County	0.56	44000	F	99%	1%	0%	0%	0%	0%	F	0.072	F		47000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	86000	F	99%	1%	0%	0%	0%	0%	F	0.067	F	0.545	91000	
	To- From	SR	120 Glebe	Rd												
st 6	Arlington County	0.97	51000	Α	99%	1%	0%	0%	0%	0%	С	0.074	Α		54000	
9)	Combined Traffic Estimates for 2 Parallel Roa			A	99%	1%	0%	0%	0%	0%	C	0.072	Α	0.52	104000	
	To		ee Hwy Cho							*,*						
st 3	From:					40/		201	00/	00/	_	0.070	_		40000	
5 <i>)</i>	Arlington County		45000	F	99%	1%	0%	0%	0%	0%	F	0.072	F	0.545	48000	
	Combined Traffic Estimates for 2 Parallel Roa	<u>-                                    </u>		F	99%	1%	0%	0%	0%	0%	Г	0.067	Г	0.545	93000	
st	To: From:		29 Near 20th	h Rd												
st 6	Arlington County		38000	F	99%	1%	0%	0%	0%	0%	F	0.074	F		40000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	73000	F	99%	1%	0%	0%	0%	0%	F	0.067	F	0.565	77000	
st	To: From:	Ly	nn St Rossly	lyn												
st S	Arlington County	0.50	53000	F	99%	1%	0%	0%	0%	0%	F	0.078	F		56000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	97000	F	99%	1%	0%	0%	0%	0%	F	0.075	F	0.527	103000	
	To:	DC Line, Potom	nac River; R	Roosevelt	t Bridge											
st ¬ _	From:	I-66-E TO RT 522			NORTH											
Ramp	Warren County	0.16	5600	G								0.088	F		5600	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction		Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
East 66	From: IS Warren County To:	0.03 NA US-00522(B)/RAMP FROM IS 66E	NA NA	NA
East 66 Ramp	Warren County	I-66-E TO RT 79 SOUTH & NORTH  0.19 <b>1500 G</b> SR 79 FROM RT 66 EAST	0.094 F	1500 G
East 66 Ramp	Fauquier County	I-66 East 0.24 130 F 30-688 Leeds Manor Rd	0.298 A	80 F
East 66 Ramp	Fauquier County	I-66-E TO RT 73100- SOUTH & NORTH  0.12 NA  FR-184; 30-731 FROM RT 66 EAST	NA NA	NA
East 66 55 Ramp	Fauquier County	I-66-E TO RT 55 EAST & 721 SOUTH  0.17 NA  SR 55; 30-721 SR 55- 49A FRO	NA	NA
East 66 Ramp	Fauquier County	I-66 East 0.23 <b>6500 A</b> US 17 Winchester Rd	0.195 A	6100 A
East 66 Ramp	Fauquier County	I-66-E TO RT 24500- SOUTH & NORTH  0.13 NA  SR 245 SR 245- 2A FROM & TO RT 66	NA NA	NA
East 66 Ramp	Prince William County	1-66-E TO RT 1500- SOUTH & NORTH  0.20 NA  US 15 US 15- 195A FROM & TO RT 66	NA NA	NA
East 66 Ramp	Prince William County	I-66 East CD Road 0.11 <b>920 A</b> US 29 S	0.195 A	830 A
East 66 Ramp	Prince William County	I-66-E TO RT 29 NORTH  0.23 NA  US 29 FROM RT 66 EAST	NA NA	NA
East 66 Ramp	Prince William County	I-66-E TO RT 234 SOUTH  0.11 NA  1SR 234-P FROM RT 66 EAST	NA NA	NA
East 66 234 Ramp	Prince William County	I-66-E TO RT 234-NORTH & RT 234 BUS SO 0.11 NA	NA	NA
East 66 Ramp	Prince William County	SR 234 0.09 <b>NA</b> I-66-E047B TO RT 23400- NORTH	NA NA	NA
East 66 234 Ramp	Prince William County	I-66-E047A TO RT 23400- NORTH  0.03 NA  C1SR 234 SR 234 SR 234-S026A F	NA NA	NA

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		Tru 3+Axle	-		$\sim$	K Factor	QK	Dir Factor	AAWDT	QW
East	From:		st to Rest Area				01717.10	TTTU	Zman				1 40101		
66 Manassas Rest Area	Prince William County		NA Area Parking Lo			_					NA			NA	
East	From:		Area Parking Lot			_									
(66) Manassas Rest Area	Prince William County		NA								NA			NA	
	To:	I-66 East	from Rest Area												
East (66) Ramp	From:	I-66-E TO RT 2													
66 Ramp	Fairfax County			98%	0%	1%	1%	1%	0%	С	0.106	F		9400	F
	10.	I-66-E TO RT 2				_									
East (66) Ramp	Fairfax County	I-66-E TO RT 280	00- NORTH & S 1 <b>9000 F</b>		1%	1%	1%	2%	0%	С	0.089	F		19000	E
(66) Namp	Taillax County				1 /0	1 /0	1 /0	2/0	0 /0	C	0.009	'		19000	'
East	To: From:	I-66-E053B TO RT		SOUTH											
Ramp	Fairfax County	0.04									NA			NA	
<u> </u>	To:		OM RT 66 EAST												
East	From:	I-66-E053A TO RT		SOUTH							NIA			NIA	
Ramp	Fairfax County	0.03 SR 28 SR 28-S030	NA FROM & TO	DT 66							NA			NA	
Fort	From:	I-66-E055X TO RT 7													
East (66) Ramp	Fairfax County	0.30		96%	1%	1%	1%	2%	0%	С	0.077	F		13000	F
(90)	To:	RT 7100FFX CO PK			. 70		. , 0	_,,	0,70		0.077	•		.0000	•
East	From:	I-66-E055X TO RT 7	7100 NORTH FA	IRFAX C											
East (66) Ramp	Fairfax County	0.23 <b>1</b>	10000 F	98%	0%	0%	0%	1%	0%	С	0.106	F		10000	F
	То:	RT 7100 FFX CO PI	KWY FROM RT	66 EAST											
East	From:	I-66-E COLLECTOR		7100 FAIR	l										
66 Ramp	Fairfax County	0.22	NA								NA			NA	
Fact	To: From:	I-66-E055A TO RT 7	7100 SOUTH FA	IRFAX C											
East (66) Ramp	Fairfax County	0.15	NA								NA			NA	
$\smile$	To	29-7100-S000B FROM	RT 7100 SOLIT	H FAIRFA	X										
East (66) Ramp	From:			III / AIICI /	171						NIA			NIA	
66) Ramp	Fairfax County		NA								NA			NA	
East	To: From:	I-66-E055B TO RT 7	100 NORTH FA	IRFAX C											
(66) Ramp	Fairfax County	0.12	NA								NA			NA	
$\overline{}$	To: From:	29-7100-N000B FROM	RT 7100 NORT	H FIARF	ΑX	$\neg$ –									
East 66 Ramp	Fairfax County		NA								NA			NA	
00)	To:	I-66-E COLLECTOR		T 7100FA	I									1471	
East	From:		O RT 50 EAST			<u> </u>									
East (66) Ramp	Fairfax County		NA								NA			NA	
$\overline{}$	To:	US 50 FRO	OM RT 66 EAST												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		,			
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
East (66) Ramp	Fairfax County	I-66-E TO RT 50 WEST 0.24 <b>NA</b>		NA	NA
East (66) Ramp	To: From:	US 50 FROM RT 66 EAST I-66-E060X TO RT 12300- SOUTH			
	Fairfax County	0.33 <b>NA</b> I-66-W060A I-66- 60A FROM RT 6		NA	NA
East 666 Ramp	Fairfax County	1-66-E060X TO RT 12300- NORTH  0.24 NA	<u>_</u>	NA	NA
East 666 Ramp	Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front	SR 123 FROM RT 66 EAST  I-66-E COLLECTOR ROAD TO RT 123-CHAIN  0.04 NA		NA	NA
	To: From:	I-66-E060A TO RT 12300- SOUTH		INA	IVA
East 666 Ramp	Fairfax County	0.39 <b>NA</b> SR 123-S016A FROM RT 12300- SOUTH		NA	NA
East 66 Ramp	Fairfax County	0.08 <b>NA</b>		NA	NA
East 66 Ramp	Fairfax County	1-66-E060B TO RT 12300- NORTH  0.32 NA		NA	NA
East 66 Ramp	Fairfax County	SR 123-N016A FROM RT 12300- NORTH  0.11 NA		NA	NA
East	To: Fron:	I-66-E COLLECTOR ROAD FROM RT 123-CHAI I-66-E062X TO RT 243 SOUTH & METRO COM			
66 Ramp	Fairfax County	0.10 <b>NA</b> I-66-E062B TO RT 243 SOUTH		NA	NA
66 Ramp	Fairfax County	0.06 <b>NA</b> COMMUTER LOT		NA	NA
East 66 Ramp	Fairfax County	I-66-E COLLECTOR ROAD TO METRO LOT & R 0.18 NA		NA	NA
East 66 Ramp	Fairfax County	29-99022- P FROM METRO COMMUTER LOT 0.39 NA		NA	NA
East 66 Ramp	Fairfax County	I-66-E062A TO RT 243 SOUTH & METRO COM 0.07 NA		NA	NA
East (66) Ramp		SR 243-S000A FROM RT 243 SOUTH  0.11 <b>NA</b>		NA	NA
East (66) Ramp		I-66-E062C TO RT 243 NORTH  0.08 <b>NA</b>		NA	NA
66) ramp	To:	SR 243-N000A FROM RT 243 NORTH		14/1	1 1/7

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

1		Filliary and	a interstat	.0 1100	1103											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	∩ĸ	Dir actor	AAWDT	QW
Fast	From:	SR 243-N000A	FROM RT	243 NC	ORTH		2, 0.10	017100	111411	Liidii		1 40101		uoto:		
East (66) Ramp	Fairfax County		NA	213110	)ICIII							NA			NA	
(00)	To:	I-66-E COLLECTOR		OM RT	243 & M	Œ										
East	From:		I-66 East				1									
East 66 Ramp	Fairfax County		NA									NA			NA	
00) 1 11111	To:		-495 South													
East	From:		I-66 East													
East (66) Ramp	Fairfax County		NA									NA			NA	
(00)	To:		-495 North													
Cost	From		E To RT 7 E	oot												
East 66 Ramp	Fairfax County			G	98%	1%	0%	0%	0%	0%	С	NA			10000	G
66) 1141119	r amax county				0070	1 70	0 70	0 70	0 70	0 70	0	1471			10000	ŭ
East	To: From:	I-66-E066	6B TO RT 7	WEST												
(66) Ramp	Fairfax County	0.08	NA									NA			NA	
	To:	SR 7 FR	ROM RT 66	EAST												
East	From:	I-66-E066	6A TO RT 7	WEST	1											
(66) Ramp	Fairfax County		NA									NA			NA	
	To:	SR 7 FR	ROM RT 66	EAST												
East	From:		I-66 East													
East (66) Ramp	Arlington Count	ty 0.10	4100	G	99%	0%	0%	0%	0%	0%	С	NA			4100	G
	To:	We	stmoreland S	St												
Fast	From:		I-66 East													
East (66) Ramp	Arlington Count		12000	G								NA			12000	G
	To:		Fairfax Dr													
East	From:		I-66 East				1									
(66) Ramp	Arlington Count	ty 0.25	15000	F	100%	0%	0%	0%	0%	0%	С	NA			15000	F
	To:	•	l Fairfax Dr													
Fast	From:	I-66-E TO RT 29-LI	EE HIGHWA	AYSOL	ITH & NO	)										
East (66) Ramp	Arlington Count		NA	11500	111 00 110							NA			NA	
00) 11	To:		ROM RT 66	EAST												
Fact	From:		O RT 29 NO				i									
East (66) Ramp	Arlington Count		NA	JKIII								NA			NA	
00)	To:		ROM RT 66	EAST												
Foot	From:	I-66-E TO RT 110-			ис иму											
East (66) 26th St	Arlington Count		-8001H JEE	TDAV	IS TIW Y							NA			NA	
2011 01	To		ROM RT 66	EAST								14/7			14/1	
West	From-	5K 110 I		. 1.1.1.1												
West (66) I-66 W Ramp	Frederick County (Ma	aint: 93) 0.42	I-81 S <b>8100</b>	G	85%	1%	1%	1%	12%	1%	E	0.094	F		7400	G
66 1-00 W namp											F			0.615		
	Combined Traffic Estimates for 2 Parallel Ro			G	85%	1%	1%	1%	13%	1%	Г	0.073	г (	0.615	16000	G
	10.	Warr	en County L	me												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillialy at			ules			Trı	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	Frede	rick County	Line				017.0.00				. 45151		. 40101		
(66) I-66 W Ramp	Warren Cou	nty 0.04	8100	G	85%	1%	1%	1%	12%	1%	F	0.094	F		7400	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	17000	G	85%	1%	1%	1%	13%	1%	F	NA			16000	G
	Τα:	Ra	amp to I-81	N												
West	Warren Cou	nty 6.62	I-81 <b>15000</b>	Α	85%	1%	1%	1%	12%	1%	_	0.121	Α		15000	٨
66	Combined Traffic Estimates for 2 Parallel	•		A	85%	1%	1%	1%	13%	1%	F	0.121	A	0.565	30000	A
	Combined Traine Estimates for 21 drailers	<u> </u>				1 /0	1 /0	1 /0	10 /0	1 /0	•	0.103	^	0.505	30000	^
West	To: From:	·	S 522 Wind	chester F	Rd											
( <del>66</del> )	Warren Cou	•	15000	Α	85%	1%	1%	1%	12%	1%	С	0.126	Α		14000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	30000	В	85%	1%	1%	1%	13%	1%	С	0.104	Α	0.528	28000	В
Most	To: From:		SR 79													
West 66	Warren Cou	nty 1.20	18000	Α	88%	1%	1%	0%	10%	0%	С	0.133	Α		17000	Α
00)	Combined Traffic Estimates for 2 Parallel	•		A	87%	1%	1%	0%	11%	0%	C	NA			35000	Α
	To:		uier County		0.70	.,,		0,70	, 0	0,0					00000	
West	From:		ren County													
66	Fauquier Cou	•	18000	Α	88%	1%	1%	0%	10%	0%	С	0.133	Α		17000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	36000	Α	87%	1%	1%	0%	11%	0%	С	0.103	Α	0.634	35000	Α
West	To: From:	30-688	Leeds Mar	nor Rd												
66	Fauguier Cou	unty 4.81	19000	Α	88%	1%	1%	0%	10%	0%	F	0.133	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	39000	G	86%	1%	1%	1%	12%	1%	F	NA			37000	G
	To	LIS 1	7 Wincheste	er Rd												
West	From:				000/	10/	10/	00/	<b>C</b> 0/	00/	_	0.10	^		01000	^
66 [17] [55]	Fauquier Cou	,	22000	A	92%	1%	1%	0%	6%	0%	r	0.13	A	0.005	21000	A
	Combined Traffic Estimates for 2 Parallel	<u> </u>		Α	92%	1%	1%	0%	6%	0%	г	0.102	Α	0.625	43000	Α
West	Ta: From:	BUS	S US 17, SR	R 55												
( <del>66</del> ) (17)	Fauquier Cou	unty 1.27	23000	Α	92%	1%	1%	0%	6%	0%	F	0.128	Α		22000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	45000	G	92%	1%	1%	0%	6%	0%	F	NA			44000	G
	To		BUS US 17				_									
West	Fauguier Cou	untv 3.40	18000	F	92%	1%	1%	0%	6%	0%	C	0.134	Α		18000	E
66	Combined Traffic Estimates for 2 Parallel	,		F	92%	1%	1%	0%	6%	0%	С	0.101	A	0.693	36000	, F
	Combined Trainic Estimates for 2 Faraner	noadways on this noute.			9Z /6	1 /0	1 /0	0 /6	0 /0	0 /6	C	0.101	^	0.093	30000	'
West	To: From:		SR 245													
( <del>66</del> )	Fauquier Cou	unty 7.41	19000	В	92%	1%	1%	0%	6%	0%	F	0.135	Α		19000	В
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	В	92%	1%	1%	0%	6%	0%	F	0.101	Α	0.642	38000	В
	F	**	ban Bounda	ırv												
West	To: From:	Ur	Dan Dounda													
West	Prince William (				92%	1%	1%	0%	6%	0%	F	0.135	Δ		19000	R
West 66	Prince William ( Combined Traffic Estimates for 2 Parallel	County 1.30	19000	B B	92% 92%	1% 1%	1% 1%	0% 0%	6% 6%	0% 0%	F F	0.135 NA	Α		19000 38000	B B

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu iiitersta	ale no	uies											
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	QW
	-						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
West	Town of Haymarket		CL Haymark 19000	ret B	92%	1%	1%	0%	6%	0%	_	0.135	Α		19000	В
66	Combined Traffic Estimates for 2 Parallel	,		В	92%	1%	1%	0%	6%	0%	· -	0.133 NA	^		38000	В
	Combined Traine Estimates for 2 Faraner	noadways on this noute.			9Z /0	1 /0	1 /0	0 /6	0 /0	0 /6	•	INA			30000	Ь
West	To: From:		US 15													
( <del>66</del> )	Town of Haymarket	(Maint: 76) 0.80	29000	Α	92%	1%	1%	0%	6%	0%	F	0.116	Α		29000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	59000	Α	92%	1%	1%	0%	6%	0%	F	NA			60000	Α
Woot	To: From:	E	CL Haymark	et												
West 66	Prince William (	County 2.00	29000	Α	92%	1%	1%	0%	6%	0%	F	0.116	Α		29000	Α
00)	Combined Traffic Estimates for 2 Parallel	,	59000	Α	92%	1%	1%	0%	6%	0%	F	0.087	Α	0.625	60000	Α
	Ta:		29 Gainesvi													
West	From:				000/	40/	40/	00/	00/	00/	_	0.407			55000	_
66	Prince William (	•	54000	F	92%	1%	1%	0%	6%	0%	-	0.107	A	0.004	55000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	109000	F	92%	1%	1%	0%	6%	0%	F	0.081	Α	0.634	112000	F
West	To: From:		SR 234													
(66) (234)	Prince William (	County 2.76	61000	F	92%	1%	1%	0%	6%	0%	F	0.096	F		59000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	121000	F	92%	1%	1%	0%	6%	0%	F	0.073	F	0.646	118000	F
	To	SR 2	234; Bus SR	234			<u> </u>									
West 66	Prince William (		66000	F	92%	1%	1%	0%	6%	0%	F	0.102	F		70000	F
(66)	Combined Traffic Estimates for 2 Parallel	•		F	92%	1%	1%	0%	6%	0%	F	NA	•		140000	•
	To.		fax County I		JZ /6	1 /0		0 70	0 /0	0 70	•	13/3			140000	
West	From:		William Cour	nty Line												
66	Fairfax Cou	•	66000	F	92%	1%	1%	0%	6%	0%	F	0.102	F		70000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	138000	F	92%	1%	1%	0%	6%	0%	F	0.075	F	0.666	140000	F
West	To: From:	US 29	9 Near Centr	eville			$\Box$									
(66)	Fairfax Cou	nty 0.83	65000	F	96%	1%	1%	1%	2%	0%	F	0.093	F		69000	F
00)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	132000	F	96%	1%	1%	1%	2%	0%	F	0.072	F	0.652	139000	F
	Tar		R 28 Sully R	d												
West 66	From:				000/	40/	40/	40/	00/	00/	_	0.004	_		00000	_
(66)	Fairfax Cou	•	83000	F	96%	1%	1%	1%	2%	0%		0.081	F	0.000	88000	
	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	1%	2%	0%	F	0.067	F	0.623	171000	F
West	To: From:	29-7100 Fa	airfax County	y Parkw	/ay											
( <del>66</del> )	Fairfax Cou	nty 2.20	63000	G	96%	1%	1%	1%	2%	0%	F	NA			66000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	128000	G	96%	1%	1%	1%	2%	0%	F	NA			134000	G
	To:		US 50				_									
	E															
West	Form	nty 2.01	85000	G	96%	1%	1%	1%	2%	0%	F	NΔ			90000	G
West 66	Fairfax Cou Fairfax Cou Combined Traffic Estimates for 2 Parallel	•	85000 173000	G G	96% 96%	1% 1%	1% 1%	1% 1%	2% 2%	0% 0%	F	NA NA			90000 183000	G G

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Fa	ctor AAW	DT C
est	Fronc		3 Chain Brid												
6	Fairfax County	1.41	85000	G	96%	1%	1%	1%	2%	0%	С	NA		9000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	175000	G	96%	1%	1%	1%	2%	0%	С	NA		1860	00
est	Tee From:	SR	243 Nutley	St											
36)	Fairfax County	1.34	83000	G	96%	1%	1%	1%	2%	0%	F	NA		8600	00
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	159000	G	96%	1%	1%	1%	2%	0%	F	NA		1660	00
	Tor	<del></del>	WCL Vienna	ì											
est 66	Fairfax County	0.41	83000	G	96%	1%	1%	1%	2%	0%	F	NA		8600	00
00)	Combined Traffic Estimates for 2 Parallel Roadways on	_		G	96%	1%	1%	1%	2%	0%	F	NA		1660	
	To		ECL Vienna		0070	1 70		1 70	270	070	•			1000	00
est	From:				000/	40/		401	201	201	_			0000	
36	Fairfax County	1.87	83000	G	96%	1%	1%	1%	2%	0%	F	NA		8600	
	Combined Traffic Estimates for 2 Parallel Roadways on			G	96%	1%	1%	1%	2%	0%	F	NA		1660	00
est	Tee From:	I-495	Capital Bel	tway											
<del>36</del> )	Fairfax County	1.35	37000	G	99%	1%	0%	0%	0%	0%	F	NA		3900	00
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	72000	G	99%	1%	0%	0%	0%	0%	F	NA		7800	00
est	Ta- From:	SR ′	7 Leesburg I	Pike											
<del>56</del> )	Fairfax County	0.42	38000	G	99%	1%	0%	0%	0%	0%	F	NA		4100	00
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	72000	G	99%	1%	0%	0%	0%	0%	F	NA		7700	00
	To:	SR 26	7 Dulles Acc	ess Rd											
est	Fairfax County	0.97	66000	G	99%	1%	0%	0%	0%	0%	F	NA		7000	00
56	Combined Traffic Estimates for 2 Parallel Roadways on			G	99%	1%	0%	0%	0%	0%	F	NA		1400	-
	To:		gton County		33 /0	1 /0		0 78	0 /0	0 70		IVA		1400	00
est	From:		fax County I												00
56)	Arlington County	0.37	66000	G	99%	1%	0%	0%	0%	0%	F	NA		7000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	131000	G	99%	1%	0%	0%	0%	0%	F	NA		1400	00
est	Toe From:	SR 237 Washin	ngton Blvd; U	JS 29 Le	ee Hwy										
<del>36</del> )	Arlington County	0.81	54000	G	99%	1%	0%	0%	0%	0%	F	NA		5800	00
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	114000	G	99%	1%	0%	0%	0%	0%	F	NA		1220	00
	To: Prom		Sycamore St				<u> </u>								
est 66	Arlington County	1.70	55000	F	99%	1%	0%	0%	0%	0%	F	0.072	F	5800	00
	Combined Traffic Estimates for 2 Parallel Roadways on			F	99%	1%	0%	0%	0%	0%	F	0.072		527 1180	
	To		237 Fairfax D			.,,						3.001	. 0.		- •
/est	From				0001	401		061	001	001		0.070	_	4.400	
66	Arlington County	0.61	41000	F	99%	1%	0%	0%	0%	0%	F	0.073	F ^	4400	-
	Combined Traffic Estimates for 2 Parallel Roadways on		86000 120 Glebe 1	•	99%	1%	0%	0%	0%	0%	F	0.067	F 0.	545 9100	JU

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillially al	ia microti	410 110	ates			Tru				IZ.		D:-		
Route	Jurisdict	ion Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
	To-			~ .			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
West 66	Arlington C		47000	Rd A	99%	1%	0%	0%	0%	0%	С	0.076	Α		50000	Α
(66)	Combined Traffic Estimates for 2 Paralle	•					0%	0%	0%	0%	С		A	0.52	104000	
	Combined Traffic Estimates for 2 Paralle	Hoadways on this Houte:	98000	Α	99%	1%	0%	0%	0%	0%	C	0.072	А	0.52	104000	Α
West	- Pro	US 29 I	Lee Hwy Ch	errydale												
(66)	Arlington C	ounty 0.98	42000	F	99%	1%	0%	0%	0%	0%	F	0.072	F		45000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	87000	F	99%	1%	0%	0%	0%	0%	F	0.067	F	0.545	93000	F
			29 Near 20t	h Rd												
West	Pro	MIL:									_				.=	_
<u>66</u>	Arlington C	•	35000	F	99%	1%	0%	0%	0%	0%	F	NA			37000	F
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	73000	F	99%	1%	0%	0%	0%	0%	F	NA			77000	F
Wost	Fro	Eoc Ly	ynn St Ross	lyn												
West 66	Arlington C	ounty 0.49	45000	F	99%	1%	0%	0%	0%	0%	F	0.077	F		47000	F
(00)	Combined Traffic Estimates for 2 Paralle	•		F	99%	1%	0%	0%	0%	0%	F	0.075	F	0.527	103000	F
	Sampling Trains Estimates for ET drains	DC Line, Potor				. /0		370	J /U	0 /0	•	0.070	•	0.027	.00000	•
West	Fre	om:	I-81 N													
Ramp I-66 W Exit 1	to 81 N Exit 300 Frederick C	County 0.51	6700	G	84%	1%	1%	1%	14%	1%	F	0.083	F		6200	G
00)	7	Го:	I-66 W													-
West	Fre	I-66-W TO RT 52	2: 34000- S	OUTH	NORTH	ſ										
(66) Ramp	Warren Co		4600	G		•						0.113	F		4600	G
	1	I-66-W TO RT 52	2; 34000- S	OUTH &	& NORTH	I										
West	Fro	I-66-W TO RT	`7900- SOU	JTH & N	ORTH											
(66) Ramp	Warren Co	P	5000	G								0.143	F		5000	G
	1		SR 79 SR 7	9- B TO	ı											
West	Fro	om:	I-66 West													
(66) Ramp	Fauquier C	ounty 0.11	1100	Α								0.233	Α		1200	Α
	1	To: 30-68	8 Leeds Ma	nor Rd												
West	Fre	I-66-W	TO RT 17	NORTH												
(66) (17) Ramp	Fauquier C	ounty 0.25	NA									NA			NA	
	1	US 17; 2US 1	7-P END O	F PARA	LLEL											
West	Fre	om: I-66-V	V TO RT 55	EAST												
(66) Ramp	Fauquier C	ounty 0.15	NA									NA			NA	
	1	SR 55 SR 55-	49B FROM	1 & TO	RT 66											
West	Fre	om:	I-66 West													
(66) Ramp	Fauquier C		1700	Α								0.158	Α		1800	Α
$\overline{}$	7	US 1	7 Winchest	er Rd												
West	Fro		I-66 West													
(66) Ramp	Fauquier C		990	В								0.329	Α		970	В
$\smile$	7	SR 2	45 Old Tave	ern Rd												
West	Fre	I-66-W TO RT	1500- SOU	JTH & N	ORTH											
(66) Ramp	Town of Haymarke		NA									NA			NA	
$\overline{}$		US 15 US 15-	195B FRO	M & TO	RT 66											

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8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		ary and into											
Route	Jurisdiction	Length AAD	<b>QA</b> 4Tire	Bus		Tru 3+Axle			QC	K Factor	OK :	Dir AAWE	T QW
West 66 Ramp	Prince William County	I-66-W TO RT 29 0.02 <b>NA</b>								NA		NA	
West 66 29 Ramp	Prince William County	US 29- 217B FROM RT 290 0.26 NA	0- NORTH & SOUT	H						NA		NA	
West 66 Ramp	Prince William County	US 29- 217B TO RT 66 W 0.26 NA								NA		NA	
West (66) Ramp	Prince William County	IS 66; SI I-66-W TO RT 2 0.42 <b>NA</b>	34 SOUTH							NA		NA	
West 66 Ramp	From: Prince William County	1SR 234-P SR 234-N023 I-66-W TO RT 2 0.19 <b>NA</b>								NA		NA	
West 66 Ramp	Tro From Prince William County	SR 234 FROM R I-66-W TO RT 234 NO 0.20 NA								NA		NA	
West	Te From:	SR 234 FROM R'											
66 Manassas Welcome Center West	Prince William County To From:	0.04 NA Enter Welcome Cent Exit Welcome Cent			_					NA		NA	
66 Manassas Welcome Center	Prince William County	0.03 <b>810</b> I-66 West from We		1%	1%	2%	12%	0%	С	0.117	A	790	Α
West Ramp	Fairfax County	I-66-W TO RT 2900- N 0.31 <b>8500</b> US 29 US 29-N226A FF	<b>F</b> 96%	1%	1%	2%	1%	0%	С	0.112	F	8500	F
West 66 Ramp	Fairfax County	1-66-W TO RT 28 NORT & 0.11 <b>NA</b>	620-BRADDOCK R	0						NA		NA	
West 66 Ramp	Fairfax County	I-66-W053C TO BRA  0.10 <b>3400</b> FROM RT 66	<b>F</b> 98%	1%	0%	0%	0%	0%	С	0.102	F	3400	F
West 66 Ramp	Fairfax County	I-66-W TO RT 29 NO 0.24 <b>1400</b> 0 SR 28 FROM RT	RTH & SOUTH <b>F</b> 98%	1%	1%	0%	1%	0%	С	0.1	F	1400	) F
West 66 Ramp	Fairfax County	I-66-W053A TO BRA 0.05 <b>1700</b> ( SR 28; 620 RELOCA	<b>F</b> 95%	1%	1%	1%	2%	0%	С	0.111	F	1700	) F
West 66 Ramp	From:	I-66-W055X TO RT 7100 S 0.24 <b>3200</b> RT 7100 FFX CO PKWY	SOUTH FAIRFAX C	1%	1%	0%	3%	0%	С	0.143	F	3200	F
	I	,1001124 CO 114W 1											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus Truck QC K  2Axle 3+Axle 1Trail 2Trail Factor I	Dir Factor AAWDT QW
West 66 Ramp	Fairfax County	I-66-W055X TO RT 7100 NORTH FAIRFAX C  0.32 <b>5100 F</b> 97% 1% 1% 0% 0% 0% C 0.102 F	5100 F
West 66 Ramp	From: Fairfax County	RT 7100 FFX CO PKWY FROM RT 66 WEST  1-66-W COLLECTOR ROAD TO RT 7100 FAIR  0.28 NA NA	NA
West	To: From:	I-66-W055B TO RT 7100 NORTH FAIRFAX C	
66 Ramp	Fairfax County	0.19 <b>NA</b> NA  29-7100-N000A FROM RT 7100 NORTH FAIRFAX	NA
West 66 Ramp	Fairfax County	0.16 <b>NA</b> NA  I-66-W055A TO RT 7100 SOUTH FAIRFAX C	NA
West 66 Ramp	Fairfax County	0.14 <b>NA</b> NA	NA
West 66 Ramp	Fairfax County	29-7100-S000A FROM RT 7100 SOUTH FAIRFAX  0.25 NA NA  I-66-W COLLECTOR ROAD FROM RT 7100	NA
West 66 Ramp	From Fairfax County	I-66-W TO RT 50 EAST  0.14 NA NA  US 50 FROM RT 66 WEST	NA
West (66) Ramp	From Fairfax County	I-66-W TO RT 50 WEST  0.86 NA NA  I-66-W TO RT 50 WEST	NA
West (66) Ramp	From Fairfax County	1-66-W TO RT 12300- NORTH & SOUTH 0.24 NA NA	NA
West (66) Ramp	Fairfax County	I-66-W060B TO RT 12300- NORTH  0.49 NA NA	NA
West (66) Ramp	From Fairfax County	I-66-E060A I-66- 60A FROM RT 6  I-66-W060A TO RT 12300- NORTH  0.18 NA NA	NA NA
West	To: From: Fairfax County	SR 123 FROM RT 66 WEST  I-66-W062X TO METRO COMMUTER LOT  0.13 NA NA NA	NA
66 Ramp West	To From	COMMUTER LOT  I-66-W062X TO RT 243 SOUTH	
66 Ramp	Fairfax County	0.13 NA NA SR 243 FROM RT 66 WEST	NA
West 66 Ramp	Form Fairfax County	I-66-W062X TO RT 243 NORTH  0.22 NA NA  SR 243; 29-9784 FROM RT 66 WEST	NA

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length A	ADT QA	4Tire Bus		Truck 3+Axle 1Trai			K Factor	QK	Dir Factor	AAWDT	QV
West	From:	I-66-W COLLECTOR F	ROAD TO RT 2	243 & METR									
66 Ramp	Fairfax County	0.54	NA						NA			NA	
-	Too From:	I-66-W062C T	O RT 243 NOF	RTH									
Vest	Fairfax County	0.12	NA		<u>_</u>				NA			NA	
Ramp	то			IODTH I									
Vest	From:	SR 243-N000B FI		NORTH									
Ramp	Fairfax County	0.10	NA						NA			NA	
Vest	To: From:	I-66-W062B T	O RT 243 SOU	JTH									
Ramp	Fairfax County	0.08	NA						NA			NA	
$\mathcal{L}$	To: From	SR 243-S000B FROM R	T 243 SOUTH	& METRO C									
Vest Ramp	Fairfax County		NA						NA			NA	
Ramp	i ailiax County								INA			INA	
/est	To: From:	I-66-W062A TO ME	TRO COMMU	TER LOT									_
Ramp	Fairfax County		NA						NA			NA	
<u> </u>	To:	I-66-W COLLECTOR R											
/est	From:		RT 495 SOUTI	Н									
Ramp	Fairfax County		NA EDONGO	TO D.T.					NA			NA	
	To:	I-495-S I-495-S00		IORI									
/est	Fairfax County		O RT 7 EAST NA						NA			NA	
Ramp	Talliax County		M RT 66 WEST	٦					INA			INA	
/est	From:		O RT 7 WEST										_
Ramp	Fairfax County		NA						NA			NA	
	To:	SR 7 FROM	M RT 66 WEST	Γ									
/est	From:	I-66-W TO SY	CAMORE STR	EET									
Ramp	Arlington County		NA						NA			NA	
<u> </u>	To:	I-66-W TO SY	CAMORE STR	EET									
/est	From:	I-66-W TO RT 120-GL	EBE ROADW	EST & EAS									
Ramp	Arlington County		NA						NA			NA	
<u> </u>	10:		M RT 66 WES	ST									
Vest	From:		6 West									44000	
15th Street N	Arlington County		1000 F e Highway NB						NA			11000	ı
11	From:												_
Vest Ramp	Arlington County	3US 50-P JB-VA-DC R 0.21	NA	X1 00 WEST					NA			NA	
30)		EORGE WASHINGTON M		ROM RT 66 WEST	, ]							14/1	
	From:		Honnaker Rd		<u> </u>								_
67) Swords Creek Rd	Russell County	3.55		92% 1%	1%	4% 2%	0%	F	0.087	F	0.54	4000	(
<u> </u>	To		arks Valley Rd										
67) Swords Creek Rd	Russell County		3600 G	92% 1%	1%	4% 2%	0%	F	0.082	F	0.510	3700	(
0,7 = 12,22 = 12,23	To:		ımpkin Center			70	3,0	•					`

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ck			K		Dir		
Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
From:			2221								_			_
Russell County			92%	1%	1%	4%	2%	0%	С	0.089	F	0.538	3300	G
To:														
Tazewell County			92%	1%	1%	1%	2%	0%	F	0.086	F	0.515	5400	G
razewen oddrty			JZ /6	1 70	1 /0	7/0	2 /0	0 70	'	0.000	•	0.010	3400	
To: From:														
Town of Richlands			92%	1%	1%	4%	2%	0%	N	0.086	N	0.515	5400	١
To:														
Town of Richlands (Maint: 9			96%	0%	1%	1%	2%	0%	F	0.081	F	0.503	15000	
To:	,		30 /6	0 /6	1/8	1 /0	2/0	0 /6	'	0.001	•	0.505	13000	•
From:														
Town of Richlands	0.27	13000 G	98%	0%	0%	1%	1%	0%	С	0.083	F	0.500	14000	(
To	DATE	70.460.0.0.10												
From:	BUS	JS 460 P, 2nd St												
Town of Richlands	0.58	6300 G	98%	0%	0%	1%	1%	0%	F	0.086	F		6600	(
Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	13000 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.525	13000	(
Τα	SR 67	P Railroad Ave												
From:			2001	201		00/	00/	00/	_	0.004	_		5000	
									F		F			(
Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	9500 N	96%	0%	1%	2%	1%	0%	N	NA			9900	1
To: From:	BUS	US 460 Front St												
Town of Richlands	0.04	1000 G	98%	1%	1%	0%	0%	0%	С	0.100	F	0.724	1100	(
Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	1800 G	96%	0%	1%	2%	1%	0%	F	0.101	F	0.841	1900	(
Τα		2nd St												
From:														
		4100 N	93%	0%	2%	4%	2%	0%	N	0.094	N	0.681	4200	Ν
Combined Traffic Estimates for 2 Parallel Roadway		9500 N	96%	0%	1%	2%	1%	0%	Ν	NA			9900	Ν
To:														
Town of Dieblands	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		00/	20/	40/	20/	00/	_	0.004	_	0.001	4000	,
Town of Alchianus	0.41	4100 G	93%	0%	2%	4%	2%	0%	Г	0.094	Г	0.001	4200	(
To: From:		US 460												
Town of Richlands	0.92	2400 G	94%	0%	1%	4%	1%	0%	С	0.088	F	0.515	2500	(
To	NO	CL Richlands												
	6.62		93%	0%	2%	4%	2%	0%	С	0.089	F	0.52	1900	(
To:	92-6	16 Whites Store												
From:					i									
Town of Richlands			94%	0%	1%	4%	1%	0%	F	0.109	F		790	(
									-		-	0.841		(
To:			30 /6	0 /0	1 /0	2 /0	1 /0	0 /0	'	0.101	•	0.0+1	1300	`
Erone			-		<u> </u>									
From:	Lee Co	untv Line: 52-606	)											
Wise County	6.13	1300 G	84%	1%	1%	1%	14%	0%	С	0.098	F	0.517	1300	(
	Town of Richlands  Town of Richlands  Combined Traffic Estimates for 2 Parallel Roadway  Town of Richlands  Combined Traffic Estimates for 2 Parallel Roadway  Town of Richlands  Combined Traffic Estimates for 2 Parallel Roadway  Town of Richlands  Combined Traffic Estimates for 2 Parallel Roadway  Town of Richlands  Combined Traffic Estimates for 2 Parallel Roadway  Town of Richlands   Russell County	Russell County	Note	Russell County	Automatic   Length   AADT   QA   4Tire   Bus   2Axle	Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   1800   Roadways on this Route:   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this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   South Parallel Roadways on this Route:   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March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   Marc	March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   Marc	March   Substitute   Substitu	March   County   ADT   CA   ATTIC   STAN   CAN	
# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				_		Tru	ıck			K		Dir		
Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:														
Wythe County	1.78	910 G	96%	0%	1%	1%	2%	0%	F	0.104	F	0.628	940	G
To: From:					$\Box$ $\vdash$									
Wythe County	0.25	910 N	96%	0%	1%	1%	2%	0%	N	0.104	N	0.628	940	N
To: From:		-												
Wythe County	1.26 1	1200 G	96%	0%	1%	1%	2%	0%	С	0.092	F	0.669	1200	G
To: From:														
			90%	0%	1%	4%	6%	0%	С	0.139	F	0.864	1900	G
										0.006	_		020	_
wythe County					i					0.086	Г		930	G
From			1											
										0.098	F		680	G
To:										0.000	•		000	ŭ
From:														
Lee County			93%	2%	1%	4%	0%	0%	F	0.137	F	0.819	260	F
Too	52 604 T	Dla alversatan Dd												
l ee County			93%	2%	1%	4%	0%	0%	С	0.091	F	0.563	300	F
Te						.,,	0 / 0	0,0		0.00.	•	0.000	000	•
From:			93%	2%	1%	1%	O%	0%	F	0 109	F	0.506	760	F
Ecc County			30 70	2 /0	1 /0	470	0 70	0 70	•	0.103	•	0.500	700	•
Town of Japanilla (Maint: 52)			029/	20/	10/	10/	00/	00/	NI	0.100	NI	0.506	760	N
Town of Jonesville (Maint. 52)	,		93%	270	170	4 70	076	0%	IN	0.109	IN	0.506	760	IN
From					1									
Town of Gate City (Maint: 84)			97%	0%	1%	1%	2%	0%	F	0 128	F	0 509	4200	G
rown or date only (Maint: 04)			07 70	0 70		1 /0	270	0 70	•	0.120	•	0.000	4200	ď
Town of Gata City (Maint: 94)			079/	<b>n</b> º/	10/	10/	20/	Nº/	Е	0.002		0.502	7700	G
Town of Gate City (Maint. 64)			9770	0%	1 70	1 70	270	0%	г	0.092	Г	0.565	7700	G
To: From:			070/	00/		40/	00/	00/		0.400	_	0.550	4400	
Scott County			97%	0%	1%	1%	2%	0%	C	0.102	F	0.550	4100	G
From:														
Scott County			96%	0%	1%	1%	2%	0%	F	0.1	F	0.559	3800	G
Too	84-671	Snowflake												
Scott County			96%	0%	1%	1%	2%	0%	С	0.089	F	0.504	2600	G
To					<u> </u>									
Town of Nickelsville (Maint: 84			96%	0%	1%	1%	2%	0%	N	0.089	N	0.504	2600	N
	,		JU /0	0 /0	1 /0	1 /0	£ /0	0 /0	1 14	0.003	1 1	0.504	2000	1 1
To: From:														
Town of Nickelsville (Maint: 84	l) 0.31 <b>3</b>	3800 G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.589	4000	G
	Wythe County  Too Prome  Wythe County  Too Prome  Wythe County  Too  Prome  Wythe County  Too  Prome  Wythe County  Too  Prome  Wythe County  Too  Prome  Lee County  Too  Frome  Lee County  Too  Frome  Town of Jonesville (Maint: 52)  Town of Gate City (Maint: 84)  Scott County  Too Frome  Scott County	Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second	Prom	Prose	Page   1.78   910   G   96%   0%	Length AADT QA 4Tire Bus   2Axle   Passes   Pa	Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second County   Second Count	Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd   Second Store Hill Rd	Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second	Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second		Length AADT   QA   ATIFY   Bus   2Axle   37+Axle   17rail   2Trail   CF   Factor   GR	Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Server Hill Rd   Superior   Second Second Server Hill Rd   Second Server Hill Rd   Second Server Hill Rd   Second Server Hill Rd   Second Server Hill Rd   Second Server Hill Rd   Second Server Hill Rd   Second Server Hill Rd   Second Server Hill Rd   Second Server Hill Rd   Second Server Hill Rd   Second Server Hill Rd   Second Server Hill Rd   Second Ser	Second County

8/4/2014

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	1	Land III and	DT 0:	4	_		Tru	ıck		00	K	011	Dir	A A) 4/D-T	<u></u>
Route	Jurisdiction	Length AA	LDT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:	ECL Nic							• • •						
71)	Scott County	3.86 <b>38</b>		96%	0%	1%	1%	2%	0%	N	0.093	Ν	0.589	4000	Ν
$\smile$	To: From:	Russell Co													
74	Russell County	Scott Cou 5.60 <b>16</b> 0		95%	0%	1%	1%	3%	0%	F	0.111	F	0.707	1600	(
71				33 /6	0 70	1 /0	1 /0	0 /0	0 70	'	0.111		0.707	1000	•
	From:	83-602 Rid		050/	20/		40/	00/	00/	_	0.445	_	0.750	1000	
71	Russell County	2.59 <b>19</b>	00 G	95%	0%	1%	1%	3%	0%	С	0.115	F	0.752	1900	(
ALT	To: From:	US 58 ALT	Γ Parsonage												
71) (58) Trail of the Lonesome Pine	Russell County	1.46 <b>86</b> 0	00 G	93%	0%	1%	1%	4%	0%	F	0.095	F	0.56	9300	(
71) (30)	To														
	Russell County	US 58 ALT DICI 7.35 <b>34</b>		1E 97%	0%	1%	1%	1%	0%	F	0.094	F	0.506	3500	(
71)	nussell County	7.33 34	00 G	91 /0	0 /6	1 /0	1 /0	1 /0	0 /6	'	0.034	'	0.500	3300	•
	From:	WCL L				—⊢						_			
71) Fincastle Rd	Town of Lebanon	1.40 49		97%	0%	1%	1%	1%	0%	С	0.098	F	0.523	5100	(
<u> </u>	To:	US 19 Bus 1	Main Street												
	From:	SR													
72) Veterans Memorial Hwy	Scott County	1.23 <b>20</b> 0	00 G	97%	0%	0%	2%	0%	0%	С	0.094	F	0.616	2100	(
<u></u>	To: From:	84-660 Obey	ys Creek Rd												
72) Veterans Memorial Hwy	Scott County	9.55 <b>20</b>	00 G	97%	0%	0%	2%	1%	0%	С	0.094	F	0.613	2100	(
$\smile$	To:	SR 65 Clinch													
	From:	SR 65 FT BL		070/	00/	10/	10/	10/	00/	0	0.400	_	0.55	1000	,
72 (65)	Scott County	7.79 <b>12</b> 0	:00 G	97%	0%	1%	1%	1%	0%	С	0.106	F	0.55	1300	(
	To: From:		ngannon												
72) (65)	Town of Dungannon (Maint: 84)	0.32 <b>12</b> 0	00 N	97%	0%	1%	1%	1%	0%	N	0.106	N	0.55	1300	1
$\smile$	To: From:	84-1	1009			$\neg$ $\vdash$									
72 65 Veterans Memorial Hwy	Town of Dungannon (Maint: 84)	0.28 <b>16</b>	00 G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.518	1700	(
$\mathcal{O}$	To:	SR 65 DUN													
		55 Sinking Creek Hwy			_					_		_			
72) Hanging Rock Pkwy	Town of Dungannon (Maint: 84)	0.29 <b>95</b>	50 G	98%	0%	1%	1%	0%	0%	С	0.098	F	0.577	980	(
<u> </u>	To: From:	NCL Du	ingannon												
72)	Scott County	5.16 <b>95</b>	50 N	98%	0%	1%	1%	0%	0%	Ν	0.098	Ν	0.577	980	1
<u> </u>	To:	84-755 Flat	twoods Rd			$\neg$ $\vdash$									
72) Hanging Rock Pkwy	Scott County	0.32 <b>8</b> 4		98%	0%	1%	1%	0%	0%	F	0.099	F	0.654	870	(
	To:	Wise Cou	unty Line												
	From:	Scott Cou													
72) Dungannon Rd	Wise County	5.30 <b>22</b> 0	:00 G	98%	0%	1%	1%	0%	0%	F	0.089	F	0.501	2300	(
<u> </u>	To: From:	SCL Co	oeburn			⊢									
72	Town of Coeburn (Maint: 97)	0.35 <b>22</b>	:00 N	98%	0%	1%	1%	0%	0%	Ν	0.089	Ν	0.501	2300	1
$\smile$	To	Alt U	IS 58			—									
72 Dungannon Rd	Town of Coeburn (Maint: 97)	0.19 <b>17</b>		52%	0%	1%	1%	46%	0%	F	0.088	F	0.509	1700	(
12) 2393	To:	SR 158		3E /3	0 / 0	Ť	. 70	.0 /3	0 / 0	•	3.000	•	3.000		`

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		-					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 15								_		_			
72 158 Front St	Town of Coeburn (Maint: 97)	0.65 <b>520</b>	) G	98%	1%	1%	1%	0%	0%	F	0.094	F	0.529	5400	G
	Towns of Ocal way (Mariata O7)	SR 158 SR 15		F00/	00/		40/	400/	00/		0.000		0.554	0000	
(72) Laurel Ave	Town of Coeburn (Maint: 97)	1.36 <b>310</b>		52%	0%	1%	1%	46%	0%	F	0.082	F	0.551	3200	G
	Wise County	NCL Coe		E00/	00/	10/	10/	469/	00/	N	0.000	N.I.	0 EE1	2200	NI.
(72)	Wise County	0.29 <b>310</b>		52%	0%	1%	1%	46%	0%	IN	0.082	N	0.551	3200	N
72 Cranes Nest Rd	Wise County	97-652 Dr Ralph 1.74 <b>200</b>		7 <u>y</u> 52%	0%	1%	1%	46%	0%	F	0.07	F	0.547	2100	G
72 Cranes Nest Rd	wise County			JZ /0	0 /6	1 /0	1 /0	40 /0	0 /6	'	0.07	'	0.547	2100	G
72 Cranes Nest Rd	Wise County	97-649 Craney 6.69 <b>140</b>		52%	0%	1%	1%	46%	0%	С	0.073	F	0.528	1400	G
72 Cranes Nest Rd	Tre Total	Wise Coun		JZ /6	0 /6	1 /0	1 /0	40 /0	0 /6	U	0.073	'	0.526	1400	G
	From:	Dickenson Co	_												
(72) Coeburn Rd	Dickenson County	2.55 <b>210</b>		88%	1%	1%	1%	9%	0%	F	0.093	F	0.638	2200	G
<u> </u>	ro: From:	25-66 25-665 Lick													
72 Coburn Rd	Dickenson County	5.13 <b>170</b>		88%	1%	1%	1%	9%	0%	С	0.099	F	0.601	1800	G
$\bigcup$	To:	SR 83 Georg	es Fork												
	From:	US 1 Brook Ro													
(73) Parham Rd	Henrico County	0.78 <b>3100</b>		95%	0%	2%	2%	1%	0%	С	0.097	F	0.554	33000	F
<u> </u>	Tα	I-95, 43-													
East (73) Ramp	Henrico County	SR 73 TO 0.19 <b>610</b>									0.108	F		6100	F
(73) Ramp	To:	I-95-S FROM									0.100	'		0100	'
East	From:	SR 73 Part													
(73) Ramp	Henrico County	0.20 <b>400</b>									0.111	F		4000	F
	To:	I-95 No	rth												
West	From:	SR 73 I-95-S083A TC	AND FRO	OM RT											
(73) Ramp	Henrico County	0.09 <b>150</b>									0.186	F		1500	F
<u> </u>	To:	I-95-S FROM PAI		AD											
West	Henrico County	SR 73 Part									0.100	۸		10000	۸
(73) Ramp	Tax	0.28 <b>1200</b> I-95 No									0.109	Α		12000	Α
	From:	Park A													
74 Coeburn Ave	City of Norton	0.45 <b>270</b>		96%	0%	2%	0%	1%	0%	С	0.084	F	0.535	2800	G
	To:	Kentucky													
( Kontuoky Ave	City of Norton	Coeburr		0.40/	10/	10/	10/	40/	00/	F	0.101	F	0.500	1.400	_
(74) Kentucky Ave	City of Norton	1.32 <b>130</b>		94%	1%	1%	1%	4%	0%	Г	0.101	٢	0.566	1400	G
74 Kentucky Ave	City of Norton	12th 5		94%	1%	10/	10/	10/	00/		0.006	F	0.524	1600	G
(74) Kentucky Ave	City of Norton	0.39 <b>150</b>		34%	1 70	1%	1%	4%	0%	С	0.096	٢	0.524	1600	G
74) Kentucky Ave	Wine County	ECL No		069/	10/	10/	00/	20/	00/		0.006	N.I	0.504	1000	
(74) Kentucky Ave	Wise County  ™ Tot	0.26 <b>180</b> Alt US		96%	1%	1%	0%	2%	0%	С	0.096	N	0.524	1800	G
		Ait US	J0												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and intersta	10 110	u100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Tennessee State 1	Line			1	017000	TTTGII	Liian		1 40101		1 40101		
75 Green Spring Rd	Washington County	4.29 <b>1700</b>	F	98%	0%	0%	0%	1%	0%	F	0.103	F	0.570	1700	F
$\smile$	Tα	95-670 Green Springs (	Church	Rd		$\neg$ $\vdash$									
75 Green Spring Rd	Washington County	4.46 <b>3800</b>	F	98%	0%	0%	0%	1%	0%	С	0.100	F	0.651	4000	F
	To:	SCL Abingdo	n												
	From:	SCL Abingdon Coun								_		_			_
75) Green Spring Rd	Town of Abingdon	0.98 7900	F	97%	0%	0%	1%	1%	0%	С	0.09	F	0.616	8400	F
ALT	From:	I-81 Commerce I-81	Dr			-									
75) (58) Cummings St	Town of Abingdon	0.78 <b>16000</b>	F	98%	0%	1%	0%	1%	0%	С	0.085	F	0.529	18000	F
75) (38)	To:	US 11 Lee Hw				Ti.			- , -	_					
	From:	SR 75													
75) Ramp to I-81 N at Exit 17	Washington County	0.14 <b>3200</b>	F	80%	1%	1%	1%	17%	1%	F	0.081	F		3300	F
	To:	I-81 N													
	From:	SR 75													
75 Ramp to I-81 S at Exit 17	Washington County	0.08 <b>3300</b>	F	82%	1%	1%	1%	15%	1%	F	0.103	F		3400	F
	To:	I-81 S													
	From:	20-652 Old Hundre	ed Rd												
76) Powhite Pkwy	Chesterfield County	1.29 <b>20000</b>	G	98%	0%	0%	0%	1%	0%	F	0.116	F	0.748	23000	G
$igcup_{}$	To- From:	SR 288													
76) Powhite Pkwy	Chesterfield County	2.00 30000	G	98%	0%	0%	0%	1%	0%	F	0.113	F	0.695	34000	G
, ,	Toc	20-653 Courthous	a D.d												
76) Powhite Pkwy	Chesterfield County	3.07 <b>34000</b>	G	98%	0%	0%	0%	1%	0%	F	0.117	F	0.71	39000	G
76)					0,0		0 / 0	. , 0	0,0	•	0	•	017	00000	<u> </u>
76 Powhite Pkwy	Chesterfield County	US 60 Midlothian ' 2.42 <b>46000</b>	Trnpk <b>B</b>	98%	0%	0%	0%	1%	0%	С	0.130	Α	0.711	52000	В
76 Powhite Pkwy	Chesterneid County	2.42 40000	ь	90 /6	0 /6	0 /6	0 /6	1 /0	0 /6	C	0.130	^	0.711	32000	ь
	To: From:	20-686 Jahnke l													
76 Powhite Pkwy	Chesterfield County	0.82 <b>49000</b>	G	98%	0%	1%	0%	1%	0%	С	0.112	F	0.682	56000	G
	From: SI	SR 150 Chippenham Pkwy, 1 R 150 Chippenham Pkwy; Ches			ne										
76) Powhite Pkwy	City of Richmond (Maint: 20)	1.23 <b>75000</b>	G	98%	0%	0%	0%	1%	0%	F	0.113	F	0.702	86000	G
,0)	То														
76 Powhite Pkwy	City of Richmond (Maint: 20)	Forest Hill Aver 0.61 <b>90000</b>	G G	98%	0%	0%	0%	1%	0%	F	0.11	F	0.689	103000	G
76) Townite Trwy	only of Filenmona (Maint: 20)			30 70	0 70	0 70	0 70	1 /0	0 70	'	0.11	•	0.000	100000	ч
- Powbite Plans	City of Dishmond (Maist: 40)	Powhite Pkwy Br		000/	00/	09/	00/	10/	00/		0.11	г	0.600	100000	
76) Powhite Pkwy	City of Richmond (Maint: 43)	0.66 <b>90000</b>	G	98%	0%	0%	0%	1%	0%	F	0.11	F	0.689	103000	G
	To: From:	SR 146													
76) Powhite Pkwy	City of Richmond (Maint: 43)	0.94 <b>63000</b>	F	98%	0%	0%	0%	1%	0%	F	0.108	F	0.676	71000	F
<u> </u>	To:	I-195													
East		2-00076-E013A(R)/SPLIT OF F	RAMP I	FROM RT	76										
(76)	City of Richmond (Maint: 20)	0.11 <b>NA</b>									NA			NA	
$\sim$	To:	IS-00195-N012A(B)/FR0	OM RT	195											

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
North	From:	North (	Carolina Sta	te Line			2700	OTTIAL	TTTUI	ZIIdii		1 40101		1 40101		
77)	Carroll Cou		17000	A	72%	1%	1%	1%	23%	2%	F	0.143	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	Α	73%	1%	1%	1%	23%	2%	F	0.133	Α	0.597	30000	Δ
	To:	•	, Old Pipers		i											
orth	From:		Old Pipers (													
77)	Carroll Cou	,	18000	F	79%	1%	1%	0%	18%	2%	С	0.074	F		16000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	F	78%	1%	1%	0%	18%	2%	С	0.076	F	0.544	32000	ı
orth	To: From:	SR 148	Chances Cı	reek Rd												
orth 77)	Carroll Cou	nty 6.28	19000	F	72%	1%	1%	1%	23%	2%	F	0.075	F		17000	
	Combined Traffic Estimates for 2 Parallel	,		F	73%	1%	1%	1%	23%	2%	F	0.076	F	0.538	33000	
	Combined Traine Estimates for 2 Taraner	rioddwdys on this riodic.		•	7070	1 70	170	1 /0	2070	270	•	0.070	•	0.000	00000	
orth	From:		US 58													
77)	Carroll Cou	nty 4.18	18000	Α	72%	1%	1%	1%	23%	2%	С	0.139	Α		16000	1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	73%	1%	1%	1%	23%	2%	С	0.128	Α	0.588	32000	
	To	17-620 N	, Coulson C	hurch R	d											
orth	Carroll Cou		21000		79%	1%	1%	0%	17%	2%	С	0.074	F		19000	
77		,		F							F		F	0.501		
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte.	41000	Г	76%	1%	1%	1%	20%	2%	Г	0.074	Г	0.531	36000	
orth	To: From:	SR 6	9 Lead Min	e Rd												
(7)	Carroll Cour	nty 0.23	18000	Α	72%	1%	1%	1%	23%	2%	F	0.138	Α		17000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	73%	1%	1%	1%	23%	2%	F	NA			33000	
	To:	Wy	he County I	Line												
orth	From:		oll County l								_					
77)	Wythe Coul	•	18000	Α	72%	1%	1%	1%	23%	2%	F	0.138	Α		17000	-
	Combined Traffic Estimates for 2 Parallel			Α	73%	1%	1%	1%	23%	2%	F	0.126	Α	0.514	33000	
wth .	From:	I-8	Fort Chisw I-77 North	vell												
orth 77) Ramp From I-77 N	Exit 32 to I-81 S at Exit 81 Wythe Cour	nty 1.32	12000	G	72%	1%	1%	1%	23%	2%	F	0.079	F		11000	
J'ilampi iomi i i i	Combined Traffic Estimates for 2 Parallel	•		G	73%	1%	1%	1%	23%	2%	F	0.077	F	0.504	20000	
	To:	riodaways on this riodic.	I-81 South		7070	1 /0		1 /0	2070	270		0.077	•	0.004	20000	
orth South	From:	I-8	Fort Chisw	vell												
77) (81) (11)	Wythe Coul	nty 0.93	23000	Α	75%	1%	1%	1%	21%	2%	F	0.119	Α		22000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	74%	1%	1%	1%	22%	2%	F	0.113	Α	0.592	45000	
	To	Ţ	S 52; SR 12	21												
orth South	From:		·		750/	10/	10/	10/	010/	00/	_	0.100	Α.		00000	
77 81 (11) (52)	Wythe Cour	,	23000	A	75%	1%	1%	1%	21%	2%	-	0.123	A	0.544	22000	4
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	48000	Α	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.544	46000	-
orth South	To: From:		FR-43		•											
77) (81) (11) (52)	Wythe Cour	nty 2.37	24000	Α	75%	1%	1%	1%	21%	2%	С	0.122	Α		23000	,
	Combined Traffic Estimates for 2 Parallel	,		Α	74%	1%	1%	1%	22%	2%	С	NA			46000	,
	7	•	CL Wythevi		, 3	. , 5		. , •		-,-	•				.0000	•

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_		Filliary at	10 111101010		ules			Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Avlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North South	From:	No	CL Wythevil	110			ZAXIE	3+Axie	TITALI	ZIIdii		Factor		Facioi		
(77) $(81)$ $(11)$ $(52)$	Town of Wytheville		24000	A	75%	1%	1%	1%	21%	2%	С	0.122	Α		23000	Α
(1) (1) (32)	Combined Traffic Estimates for 2 Parallel	,		Α	74%	1%	1%	1%	22%	2%	C	0.115	Α	0.584	46000	Α
	To	- roadinayo on iino riodioi			7 170	. , ,		. , ,		_,,	Ū	01110		0.00	.0000	
North South	From:		US 11													
(77) $(81)$ $(52)$	Town of Wytheville	'	22000	Α	75%	1%	1%	1%	21%	2%	F	0.128	Α		20000	Α
$\bigcirc$ $\bigcirc$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel			Α	74%	1%	1%	1%	22%	2%	F	0.118	Α	0.575	42000	Α
North	To: From:	I-	81 Wythevil I-81 South	le												
North $(77)$ Ramp I-81 S Exit 72 to	I-77 N at Exit 40 Town of Wytheville	(Maint: 98) 0.28	12000	G	79%	1%	1%	1%	18%	1%	F	0.076	F		10000	G
(77) Hamp For S Exit 72 to 1	Combined Traffic Estimates for 2 Parallel	,		G	78%	1%	1%	1%	18%	1%	F	0.070	F	0.554	19000	G
	To:	riodaways on this riodic.	I-77 North		7070	1 /0	—i~	1 /0	10 /0	1 /0	•	0.070	•	0.004	10000	ď
North	From:		81 Wythevil	le												
77)	Town of Wytheville	(Maint: 98) 0.31	13000	Α	79%	1%	1%	1%	18%	1%	F	0.156	Α		11000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	78%	1%	1%	1%	18%	1%	F	0.137	Α	0.555	23000	Α
N. II	To:	Pe	ppers Ferry	Rd			<u> </u>									
North (77)	Town of Wytheville	(Maint: 98) 0.23	12000	G	79%	1%	1%	1%	18%	1%	F	NA			10000	G
(1)	Combined Traffic Estimates for 2 Parallel	,		G	78%	1%	1%	1%	18%	1%	F	NA			22000	G
	Combined Traine Estimates for 21 arailer				7076	1 /0	1 /0	1 /0	10 /6	1 /0	•	INA			22000	а
North	To: From:	N	CL Wythevil	lle												
$(\overline{77})$	Wythe Cou	nty 4.57	12000	G	79%	1%	1%	1%	18%	1%	F	NA			10000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	78%	1%	1%	1%	18%	1%	F	NA			22000	G
	To:		nd County L													
North	Bland Cour		the County I 12000	Ine G	79%	1%	1%	1%	18%	1%	_	NA			10000	G
77	Combined Traffic Estimates for 2 Parallel	,			78%	1%	1%	1%	18%	1%	F	NA			22000	G
	Combined Trainc Estimates for 2 Faraner	noadways on this noute.		G	70%	I 70	1 70	1 70	10%	170	Г	INA			22000	G
North	To: From:		10-717													
(77)	Bland Cour	nty 5.45	14000	G	79%	1%	1%	1%	18%	1%	F	0.074	F		12000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	78%	1%	1%	1%	18%	1%	F	0.075	F	0.539	25000	G
	To	Ţ	JS 52, SR 42	2												
North	Bland Cour		13000	G	79%	1%	1%	1%	18%	10/	_	0.075	г		11000	C
77		•								1%	-		F	0.545		G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	78%	1%	1%	1%	18%	1%	F	0.076	F	0.545	23000	G
North	To: From:	10-666	Indian Villa	ge Trail												
(77)	Bland Cour	nty 3.94	13000	G	79%	1%	1%	1%	18%	1%	F	0.109	F		11000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	78%	1%	1%	1%	18%	1%	F	0.086	F	0.66	23000	G
	To:		06 Wildernes													
North	From:				7651	4-1		461	1000	461	_	0.40=	_		10000	_
<del>(77)</del>	Bland Cour	,	13000	G	79%	1%	1%	1%	18%	1%	F	0.107	F		12000	G
$\smile$	Combined Traffic Estimates for 2 Parallel			G	78%	1%	1%	1%	18%	1%	F	0.087	F	0.643	23000	G
	To:	J	JS 52, SR 61	l												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		·						Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
North 77	From:		JS 52, SR 6													
77)	Bland Cour	,	13000	Α	79%	1%	1%	1%	18%	1%	С	0.150	Α		11000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	78%	1%	1%	1%	18%	1%	С	0.137	Α	0.538	23000	Α
North	To: From:	Ü	JS 52; SR 59	98												
77 52 52	Bland Cour	nty 0.79	14000	G	79%	1%	1%	1%	18%	1%	F	0.102	F		12000	G
	Combined Traffic Estimates for 2 Parallel	•		G	78%	1%	1%	1%	18%	1%	F	0.088	F	0.569	25000	G
	To		Virginia Stat	te Line												
North	West Virginia (Ma		14000	G	79%	1%	1%	1%	18%	1%	_	0.102	F		12000	G
77 52 52	• ,	•				1%	1%		18%	1%		0.102 NA	Г			G
	Combined Traffic Estimates for 2 Parallel		unnel, West	G t Virginia	78%	170	1%	1%	10%	170	Г	INA			25000	G
Vorth	From:		ome Center I				1									
77 Lambsburg Welcome C	Center Carroll Cou		1600	A	83%	1%	1%	0%	14%	0%	С	0.195	Α		1400	Α
<i>''</i>	To:	•	from Welco	ome Cen												
North	From:	I-7	7-N TO RT	620												
77 Ramp	Carroll Cou	nty 0.28	NA									NA			NA	
$\overline{}$	To:	17-620 T	O AND FRO	OM RT 7	17											
North	From:		I-77 North													
77 Ramp	Carroll Cou		NA									NA			NA	
<u> </u>	Τα	SR 148	Chances Ci													
North	From:	-t. 0.17	I-77 North									NIA			0100	F
77 Ramp	Carroll Cou	•	2100 8 Carrollton	F								NA			2100	F
	Franci															
North 77 Ramp	Carroll Cou		7-N TO RT   <b>NA</b>	620								NA			NA	
77) Hamp	To:	17-620; 17-620		ND FRO	OM RT							IVA			11/3	
North	From:		7-N TO RT		J.1.1.1.1		1									
77) Ramp	Wythe Cou		NA	09								NA			NA	
11)	To:	-	TO AND FR	OM RT												
North	From:		I-77 North													
77) Ramp	Wythe Cou	nty 0.34	6500	G	72%	1%	1%	1%	23%	2%	F	0.079	F		5900	G
	To:		I-81 North													
North	From:		I-77 North													
77 Ramp	Town of Wytheville	(Maint: 98) 0.13	1800	G								0.114	F		1800	G
$\smile$	To:	Pe	ppers Ferry	Rd												
North	From:		I-77 North													
77 Ramp	Bland Cour		250	G								0.249	F		250	G
$\smile$	To:	10-717	7 Little Cree	k Hwy												
North	From:		ENT BUIL	DING												
77 Ramp	Bland Cour	•	NA									NA			NA	
$\sim$	To:	I-77-N VE	NT BUILDI	NG RO	AD											

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:		I-77 North										_		4000	
77 Ramp	Bland Cour		1600 South Sceni	G ic Hwy								0.104	F		1600	G
North	From:		North to Sc													
Ramp	Bland Cour		2400	G								0.118	F		2400	G
$\smile$	To:	1-771	North from S	Scales												
lorth 77 Ramp	Prom: Bland Cour		I-77 North <b>880</b>	G								0.096	F		880	G
77) Hamp	To:		Indian Villa									0.000			000	
Vorth	From:	I-77 N	orth to Resi	t Area												
77) Rocky Gap Rest Area R	-		950	N	81%	1%	1%	0%	16%	1%	Ν	0.176	Ν		950	Ν
lorth	To: From:	Enter Ke	est Area Parl st Area Park													
77) Rocky Gap Rest Area R	amp Bland Cour		950	Ğ	81%	1%	1%	0%	16%	1%	С	0.176	F		950	G
<u> </u>	To:		orth from Re	st Area												
lorth	From:		I-77 North	G								0.151	F		210	G
77 Ramp	Bland Cour		210 6 Wildernes									0.151	Г		210	Ċ
lorth	From:		I-77 North													
77) Ramp	Bland Cour		630	G	94%	1%	3%	1%	1%	0%	F	0.168	F		650	G
$\smile$	To:		ear Fork Cr		у											
North 77 Ramp	Bland Cour		I-77 North 180	G								0.569	F		180	G
// Hamp	To:		North Sceni									0.503	'		100	
outh	From:	North (	Carolina Sta	te Line												
77)	Carroll Cou	•	17000	Α	73%	1%	1%	1%	23%	2%	F	0.148	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	Α	73%	1%	1%	1%	23%	2%	F	0.133	Α	0.597	30000	A
outh	To: From:	17-62	0 Lambsbu	rg Rd												
South 77	Carroll Cou	•	18000	F	77%	1%	1%	0%	19%	2%	С	0.096	F		16000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	F	78%	1%	1%	0%	18%	2%	С	0.076	F	0.544	32000	F
outh	To: From:	17-775	Chance Cre	eek Rd												
77)	Carroll Cou	•	19000	F	73%	1%	1%	1%	23%	2%	F	0.096	F		16000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	73%	1%	1%	1%	23%	2%	F	0.076	F	0.538	33000	F
outh	To: From:		US 58													
77)	Carroll Cou	inty 4.31	18000	Α	73%	1%	1%	1%	23%	2%	С	0.142	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	Α	73%	1%	1%	1%	23%	2%	С	0.128	Α	0.588	32000	Α
South	To: From:		17-620 N													
77)	Carroll Cou	inty 4.76	20000	F	73%	1%	1%	1%	23%	2%	F	0.094	F		17000	F
$\smile$	Combined Traffic Estimates for 2 Parallel			F	76%	1%	1%	1%	20%	2%	F	0.074	F	0.531	36000	F
	To:	Wyt	the County I	Line												

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# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar						Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QV
South	From:	Carr	roll County I	ine												
77	Wythe Cou	nty 0.33	20000	F	73%	1%	1%	1%	23%	2%	F	0.094	F		17000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	41000	F	76%	1%	1%	1%	20%	2%	F	NA			36000	F
South	To: From:		SR 69													
77)	Wythe Cou	nty 7.69	18000	Α	73%	1%	1%	1%	23%	2%	F	0.139	Α		17000	Α
"	Combined Traffic Estimates for 2 Parallel	•	36000	Α	73%	1%	1%	1%	23%	2%	F	0.126	Α	0.514	33000	Α
	To:	I-81 S	South Interch	ange												
outh	From:	0.07	I-77 South		700/	40/	40/	40/	000/	00/	_	0.004	_		0.400	_
Ramp I-81 N Exit 81 to I	•	•	11000	G	73%	1%	1%	1%	23%	2%	F	0.084	F	0.504	9400	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	<b>23000</b> I-81 North	G	73%	1%	1%	1%	23%	2%	F	0.077	F	0.504	20000	G
outh North	From:	I-8	1 Fort Chisw	ell												
77) (81) (11)	Wythe Cou	nty 1.44	25000	Α	73%	1%	1%	1%	23%	2%	F	0.120	Α		23000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	74%	1%	1%	1%	22%	2%	F	0.113	Α	0.592	45000	A
and Maria	T _O :	U	S 52; SR 12	1												
outh North (52)	Wythe Cou	ntv 2.61	25000	Α	73%	1%	1%	1%	23%	2%	F	0.119	Α		24000	Δ
77 81 (11) (52)	Combined Traffic Estimates for 2 Parallel	,		A	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.544	46000	,
	Tallo Dominatos for E i aranol	riodawaye on time riodie.			7 1 70	1 /0		. 70	/0	270	•	0.111	,,	0.011	10000	•
outh North	From:		F-42													
77) (81) (11) (52)	Wythe Cou	•	25000	Α	73%	1%	1%	1%	23%	2%	С	0.123	Α		23000	Α
$\circ \circ \circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	NA			46000	Α
outh North	To: From:	No	CL Wythevil	le												
77) (81) (11) (52)	Town of Wytheville	(Maint: 98) 0.96	25000	Α	73%	1%	1%	1%	23%	2%	С	0.123	Α		23000	Δ
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.584	46000	A
	Tæ		US 11													
outh North	Town of Wytheville	(Maint: 98) 0.82	23000	Α	73%	1%	1%	1%	23%	2%	_	0.122	Α		22000	Δ
77 (81) (52)	Combined Traffic Estimates for 2 Parallel	'		A	73 % 74%	1%	1%	1%	22%	2%	· -	0.122	A	0.575	42000	Α
	To:		81 Wythevill		7470	1 /0	1 /8	1 /0	ZZ /0	2 /0	•	0.110	^	0.575	42000	
outh	From:	<u>.</u>	I-81 N													
77) Ramp I-77 S Exit 40 to 8	31 N Exit 72 Town of Wytheville	(Maint: 98) 0.66	10000	G	78%	1%	1%	1%	19%	1%	F	0.073	F		9000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	78%	1%	1%	1%	18%	1%	F	0.070	F	0.554	19000	C
outh	To: From:	T	I-77 S 81 Wythevill	la												
outh 77	Town of Wytheville		13000	A	78%	1%	1%	1%	19%	1%	F	0.145	Α		12000	A
	Combined Traffic Estimates for 2 Parallel	'		A	78%	1%	1%	1%	18%	1%	F	0.137	Α	0.555	23000	Α
	To:	<u> </u>	CL Wythevil		. 5,0	. , •		. , •	. 3 , 3	. , •						
outh	From:										_					
		n+v	40000	Α	78%	1%	1%	1%	19%	1%	F	0.145	Α		12000	Α
South 77	Wythe Cou Combined Traffic Estimates for 2 Parallel	•	13000	G	78%	1%	1%	1%	18%	1%	-	NA	^		22000	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary at						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:	Pej	pers Ferry	Rd												
South $77$	Wythe Count	-	13000	Α	78%	1%	1%	1%	19%	1%	F	0.148	Α		12000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	25000	G	78%	1%	1%	1%	18%	1%	F	0.141	Α	0.600	22000	G
	To:		nd County I													
South	Pland Count		he County		700/	1%	10/	10/	100/	10/	_	0 1 4 0	۸		10000	٨
77	Bland County	•	13000	A	78%		1%	1%	19%	1%	-	0.148	Α		12000	A
	Combined Traffic Estimates for 2 Parallel R	loadways on this Houte:	25000	G	78%	1%	1%	1%	18%	1%	F	NA			22000	G
South	To: From:		10-717													
(77)	Bland Count	v 5.70	14000	G	78%	1%	1%	1%	19%	1%	F	0.079	F		13000	G
	Combined Traffic Estimates for 2 Parallel R	•	28000	G	78%	1%	1%	1%	18%	1%	F	0.075	F	0.539	25000	G
	To-				. 0 / 0	. , ,		. , ,	.070	. , ,	•	0.0.0	•	0.000		٥.
South	From:		JS 52, SR 4													
77	Bland County	y 6.05	13000	G	78%	1%	1%	1%	19%	1%	F	0.081	F		12000	G
$\circ$	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	26000	G	78%	1%	1%	1%	18%	1%	F	0.076	F	0.545	23000	G
	Tα	10-666	Indian Villa	ge Trail												
South $\overline{77}$	Bland Count	y 3.87	10-666		78%	1%	10/	10/	100/	10/	_	0.007	F		12000	G
(77)	•	•	13000	G			1%	1%	19%	1%		0.097		0.00		
	Combined Traffic Estimates for 2 Parallel R	toadways on this Houte:	26000	G	78%	1%	1%	1%	18%	1%	F	0.086	F	0.66	23000	G
South	To: From:		10-606													
(77)	Bland Count	y 2.12	14000	G	78%	1%	1%	1%	19%	1%	F	0.086	F		12000	G
(1)	Combined Traffic Estimates for 2 Parallel R	•	27000	G	78%	1%	1%	1%	18%	1%	F	0.087	F	0.643	23000	G
	Tol	<b>,</b>														-
South	From:		SR 61													
(77)	Bland County	,	13000	Α	78%	1%	1%	1%	19%	1%	С	0.15	Α		12000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel R	-		Α	78%	1%	1%	1%	18%	1%	С	0.137	Α	0.538	23000	Α
	To:	U	S 52; SR 59	98												
South	Bland Count	v 0.79	SR 598 <b>15000</b>	G	78%	1%	1%	1%	19%	1%	_	0.074	_		13000	G
77     [52]     [52]	Combined Traffic Estimates for 2 Parallel R	•				1%					'		, F	0.500		G
	Combined Trainic Estimates for 2 Parallel R	toadways on this Houte.	28000	G	78%	176	1%	1%	18%	1%	Г	0.088	Г	0.569	25000	G
South	To: From:	West	Virginia Sta	te Line												
(77) $(52)$ $(52)$	West Virginia (Mai	int: 10) 0.50	15000	G	78%	1%	1%	1%	19%	1%	F	0.074	F		13000	G
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	28000	G	78%	1%	1%	1%	18%	1%	F	NA			25000	G
	To:	•	unnel, West													
South	From:	I-77-S	TO REST	ARFA												
Ramp	Carroll Count		NA	. H.C.								NA			NA	
	To:	JB-NC-VA NORT	H CAROL	INA STA	ATE LINE											
South	From:		7-S TO RT												•	
(77) Ramp	Carroll Count		NA									NA			NA	
	Tα:	•	ROM RT 7	7												
South	From:	I-77-S TO T			MP											
Ramp	L Carroll Count		NA	AHEKE	71411							NA			NA	
(1)	To	.,	Dead End									, .				
			_ caa Liid													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Tilliary and interstate i										
Route	Jurisdiction	Length AADT Q	A 4Tire		Truck Axle 3+Axle 1Tra		UU	K Factor	QK F	Dir actor AAV	WDT	QW
South	From:	I-77-S TO TRUCK ESCAPE	ERAMP									
(77) Ramp	Carroll County	0.12 <b>NA</b>						NA		N	lΑ	
(1)	To:	Dead End			7							
South	From:	I-77 South										
Ramp	Carroll County	0.20 <b>1300 F</b>	=					NA		13	300	F
$\smile$	To:	SR 148 Chances Creek	Rd									
South	From:	I-77-South										
Ramp	Carroll County	0.17 <b>NA</b>						NA		N	ΙA	
(//) Hamp	Carron County				_			INA		11	<b>1</b> /\	
	10.	US 58 Carrollton Pike	e									
South	From:	I-77 South										
77 Ramp	Carroll County	0.27 <b>1100 F</b>	=					NA		11	100	F
	To:	17-620 Coulson Church	Rd									
	F											
South	Prom:	I-77-S TO RT 69			_							
Ramp	Wythe County	0.10 <b>NA</b>			_			NA		N	ΙA	
$\smile$	To:	SR 69 TO AND FROM	RT									
South	From:	I-77 S										
Ramp From I-77 S Exit 40 to I-81 S at Exit 72	Town of Wytheville (Maint: 98		<b>3</b> 78%	1%		% 1%	F	0.098	F	22	200	G
// Itamp 1 10111 1-77 3 Exit 40 to 1-01 3 at Exit 72	Town or wythevine (Maint. 90		<b>3</b> 7078	1 /0	70 1/0 19	0 1/0	'	0.030	•	22	-00	ч
	10.	I-81 S										
South	From:	I-77 South										<u>.</u>
77 Ramp	Town of Wytheville (Maint: 98	3) 0.33 <b>2300 G</b>	3		<u> </u>			0.09	F	23	300	G
	To:	I-77 South Exit 41B										
South	From:	I-77-S041B FROM RT										
Ramp	Town of Wytheville (Maint: 98		,,					NA		N	lΑ	
(//) Hamp	Town or wytherme (Maint: 30		77		_			INA		1,	4/1	
	• **	139-5258 FROM RT 7	/ /									
South	From:	I-77-S041A FROM RT	77									
Ramp	Town of Wytheville (Maint: 98	3) 0.05 <b>NA</b>			<del></del>			NA		N	lΑ	
	To:	139-5258 FROM RT 7	77									
			•									
South	From:	I-77 South										
Ramp	Bland County	0.20 <b>210 G</b>	3					0.266	F	2	10	G
$\smile$	To:	10-717 Little Creek Hv	wy									
South	From:	I-77 South to Scales										
	Bland County	0.22 <b>3000 G</b>			_			0.195	F	20	000	G
Ramp	Diana County				_			0.130	1	30	<i>,</i> 00	G
<u> </u>	10:	I-77 South from Scale	es									
South	From:	I-77 South										
(77) Ramp	Bland County	0.22 1100 0	3		<b>—</b>			0.103	F	11	100	G
	To:	US 52 South Scenic Hy			7				-			
	<u> </u>		vv y									
South	From:	I-77-S TO RT 666										
(77) Ramp	Bland County	0.19 <b>940 G</b>	G .					0.141	F	94	40	G
$\smile$	To:	10-666 TO AND FROM	RT									
Oth	From											
South Con Walance Control		I-77 South to Welcome C		40/	<b>_</b>			0.40			200	
Rocky Gap Welcome Center	Bland County	0.17 <b>1100 N</b>		1%	1% 1% 259	% 1%	N	0.16	N	10	000	N
$\smile$	To:	Enter Welcome Center Park	ing Lot									
												_

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					Tr	uck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b>	4Tire B	us 2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
outh	From:	Exit Welcome Center Parking Lo		2/ 10/	40/	050/	10/		0.10	_		1000	^
Rocky Gap Welcome Center	Bland County	0.12 <b>1100 A</b>		<u>% 1%</u>	1%	25%	1%	С	0.16	Α		1000	Δ
		I-77 South from Welcome Center	er							_			
outh Roma	From:	I-77-S TO RT 606 0.15 <b>480 G</b>							0.115	F		480	(
Ramp	Bland County		) DT						0.115	Г		460	,
		10-606; 10-606- A FROM AND TO	JKI										
outh	Pland County	I-77-S TO RT 61							0.110	F		F00	,
Ramp	Bland County	0.26 <b>500 G</b>	17						0.118	г		500	
	10.	US 52 US 52- 80A FROM RT 7	77										
outh B	From:	I-77 South							0.050	_		<b>5.40</b>	
77) (52) Ramp	Bland County	0.17 <b>540 G</b>							0.350	F		540	•
	10.	SR 598 E River Mountain Rd											
	From:	Bus US 23, ALT US 58						_		_			
78) Callahan Ave	Town of Appalachia (Maint: 97)	r) 1.39 <b>2100 G</b>	64% 1	% 1%	2%	32%	0%	F	0.094	F	0.697	2200	
<u></u>	To: From:	WCL Appalachia											
78) Callahan Ave	Wise County	0.37 <b>2100 N</b>	64% 1	% 1%	2%	32%	0%	Ν	0.094	Ν	0.697	2200	
<u> </u>	To: From:	97-686 Derby Rd											
78) Callahan Ave	Wise County	1.08 <b>1500 G</b>	64% 1	% 1%	2%	32%	0%	С	NA			1600	
7.0)	T-												
78 Stonega Rd	Wise County	97-685 Roda Rd 1.01 <b>1300 N</b>	70% 0	% 1%	2%	27%	0%	N	0.101	N	0.721	1300	
78 Stonega Rd	Ta:	97-600	70 / 0	/0 1 /0	2/0	21 /0	0 /6	IN	0.101	IN	0.721	1300	
	From:												
79 Apple Mountain Rd	Warren County	SR 55 West of Linden	070/ 0	% 1%	10/	10/	00/	С	0.005	F	0.706	10000	
79 Apple Mountain Rd	warren County	0.23 <b>12000 G</b>	97% 0	% I%	1%	1%	0%	C	0.085	Г	0.726	12000	
	From:	SR 79 TO RT 66 EAST 0.23 <b>5000 G</b>							0.400	_		F000	
79 Ramp	Warren County		IODTH						0.160	F		5000	
		I-66-E FROM RT 7900- SOUTH & N											
	From:	FR-870 SR 79 I-66-W013A TC	)							_			
79) Ramp	Warren County	0.20 <b>1400 G</b>	ODEN						0.094	F		1400	
~	10.	I-66-W FRO RT 7900- SOUTH & N	ORTH										
	From:	US 11 Lee Hwy						_		_			
Glennbrook Ave	Washington County	1.06 <b>1900 F</b>	99% 0	% 1%	0%	0%	0%	F	0.096	F	0.513	2000	
<u>~</u>	To: From:	95-609 Hillman Hwy											
80) Lindell Rd	Washington County	2.19 <b>750 F</b>	99% 0	% 1%	0%	0%	0%	F	0.082	F	0.5	790	
$\mathcal{L}$	To:	95-740 N, Clynchburg Rd											
	From:	95-740 N, Robindale Rd								_			
									$\alpha \alpha \alpha \alpha$	17	O E C 1		
30 Hayters Gap Rd	Washington County	6.00 <b>550 F</b>	99% 0	% 1%	0%	0%	0%	С	0.092	F	0.561	580	
Hayters Gap Rd	Washington County	95-689 Brumley Gap Rd	99% 0	% 1%	0%	0%	0%		0.092	<u>г</u>	0.561		
Hayters Gap Rd  Hayters Gap Rd	Washington County Tec From Washington County			% 1%  % 1%		0%	0%		0.092	 	0.591	390	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Trι	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
_	From:	95-613 Blue G	rass Trail												
80) Hayters Gap Rd	Washington County	3.67 <b>170</b>	F	99%	0%	1%	0%	0%	0%	F	0.109	F	0.683	180	F
$\smile$	To:	Russell Cour	_												
	From:	Washington Co		2221						_		_			
80) Hayters Gap Rd	Russell County	6.23 490		99%	0%	1%	0%	0%	0%	F	0.119	F	0.548	510	(
<u> </u>	To: From:	US 19 So US 19 El													
	Russell County	2.57 <b>1200</b>		94%	0%	1%	1%	4%	0%	F	0.083	F	0.529	13000	(
80) [19]	To:	US 19 Ros		34 /0	0 /6	1 /0	1 /0	4 /0	0 /6	'	0.003	•	0.525	13000	`
	From:	US 19 No													
80) Honnaker Rd	Russell County	4.50 <b>710</b> 0		96%	0%	1%	1%	2%	0%	С	0.093	F	0.534	7300	(
50)	, T-														
De alleved I hour	From	SR 67 Swords		000/	00/	10/	10/	00/	00/		0.000	_	0.544	0500	,
Redbud Hwy	Russell County	1.17 <b>920</b> 0	) G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.544	9500	(
<u> </u>	To: From:	83-645 New G	arden Rd												
80 Big A Mountain Rd	Russell County	5.67 <b>2600</b>	G	96%	0%	1%	1%	2%	0%	F	0.098	F	0.535	2700	(
$\mathcal{L}$	To:	Buchanan Cou	ınty Line												
	From:	Russell Cour								_		_			
80) Red Bud Hwy	Buchanan County	9.92 <b>150</b> 0		95%	1%	1%	1%	1%	0%	С	0.103	F	0.549	1600	
<u> </u>	To:	Dickenson Co													
	Dialaman Causty	Buchanan Cou	_	010/	10/	10/	00/	00/	00/	F	0.400	F	0.000	1100	
Helen Henderson Hwy	Dickenson County	3.49 1100		91%	1%	1%	3%	3%	0%	Г	0.106	Г	0.632	1100	(
<u> </u>	From:	25-682 25-682 Priest													
80) Helen Henderson Hwy	Dickenson County	7.05 <b>1500</b>		91%	1%	1%	3%	3%	0%	С	0.103	F	0.57	1600	(
80) 1181811 11818818811 11111	Distriction County			0170	1 /0		070	0,0	070	Ū	0.100	•	0.07	1000	•
<u></u>	From:	SCL Ha	•									_			
80 Helen Henderson Hwy	Town of Haysi (Maint: 25)	0.27 <b>3000</b>		91%	1%	1%	3%	3%	0%	F	0.104	F	0.509	3100	(
<u> </u>	To:	SR 83 S Dicker													
80 83 Dickenson Hwy	Town of Haysi (Maint: 25)	0.34 <b>440</b> 0		93%	0%	1%	2%	3%	0%	F	0.093	F	0.507	4600	(
80 83 Dickenson Hwy	Town of Flaysi (Maint. 23)	0.34 4400	, G	93 /6	0 /6	1 /0	2/0	3 /0	0 /6	'	0.093	'	0.507	4000	,
	To: From:	E SR 6													
80 ) (83) Dickenson Hwy	Town of Haysi (Maint: 25)	1.08 <b>370</b> 0	G	93%	0%	1%	2%	3%	0%	F	0.105	F	0.559	3800	(
$\smile$	To:	CL Hay	/si			<u> </u>									
80) (83)	Dickenson County	0.01 3700		93%	0%	1%	2%	3%	0%	Ν	0.105	Ν	0.559	3800	-
00)	To:	SR 83													
	From:	SR 83 S, Dicke													
80) Breaks Park Rd	Dickenson County	8.49 <b>110</b> 0	G	87%	0%	1%	2%	10%	0%	С	0.095	F	0.642	1200	(
	To:	Buchanan Cou	inty Line												
	From:	Dickenson Co													
80) Breaks Park Rd	Buchanan County	1.60 <b>720</b>	G	87%	0%	1%	2%	10%	0%	F	NA			760	(
$\smile$	To:	Kentucky Sta	ate Line												
	From:	SR 80	)												
80 Ramp to I-81 N at Exit 24	Washington County	0.14 <b>560</b>	G								NA			560	(
	To:	I-81 N													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdic	tion Lengt	h <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	
Ramp to I-81 S at Exit 24	Washington	County 0.16	SR 80 <b>870</b>	F								0.105	F		870	
<u> </u>		To:	I-81 S													
	F		-81N 243A;	-81 S 24	3A											
Lateral Ramp from I-81 to US	S 11 at Exit 243 Rockingham											NA			NA	
			South of Ha													
Lateral Ramp from I-81 to US			-81N 251A; I	I-81 S 25	1A							NA			NA	
Lateral Ramp from I-81 to US	o i i at Exit 251 — Hockinghan	<u> </u>	North of Ha	risonbur	g							13/3			INA	
orth	F	•	nnessee State		0		İ									
1)	Washington			Α	77%	1%	1%	1%	20%	1%	С	0.096	Α		18000	
	mbined Traffic Estimates for 2 Parall	el Roadways on this Route	e: <b>35000</b>	Α	78%	1%	1%	1%	19%	1%	С	0.095	Α	0.542	35000	
	E	Tor	SCL Bristo	1			_									
rth 1	City of Bristol	Maint: 95) 0.61	18000	Α	77%	1%	1%	1%	20%	1%	С	0.096	Α		18000	
	mbined Traffic Estimates for 2 Parall	'		A	78%	1%	1%	1%	19%	1%	C	NA			35000	
			US 421 Gate	City Hy	WV											
rth	City of Bristol	Ton:			77%	10/	10/	10/	200/	10/	F	0.097	^		10000	
1) (58)	only of Briston mbined Traffic Estimates for 2 Parall	,		A A	77% 78%	1% 1%	1% 1%	1% 1%	20% 19%	1% 1%	F	0.097	A A	0.554	19000 37000	
CO	mbined frame Estimates for 2 Faran	Hoadways on this houte			7070	1 /0	1 /0	1 /0	13/0	1 /0	'	0.090	^	0.554	37000	
orth	F	rom:	I-381													
31) (58)	City of Bristol	,		F	77%	1%	1%	1%	20%	1%	F -	0.085	F		27000	
Col	mbined Traffic Estimates for 2 Parall	el Roadways on this Route	e: 47000	F	78%	1%	1%	1%	19%	1%	F	0.083	F	0.563	48000	
rth	F	To: rom:	US 11, US	19												
58)	City of Bristol	(Maint: 95) 2.13	25000	В	77%	1%	1%	1%	20%	1%	F	0.090	Α		26000	
	mbined Traffic Estimates for 2 Parall	el Roadways on this Route	e: <b>49000</b>	В	78%	1%	1%	1%	19%	1%	F	0.092	Α	0.515	51000	
orth	F	To: rom:	Old Airport	Rd												
(58)	City of Bristol	(Maint: 95) 0.93	23000	Α	77%	1%	1%	1%	20%	1%	F	0.091	Α		23000	
	mbined Traffic Estimates for 2 Parall	el Roadways on this Route	e: <b>46000</b>	Α	78%	1%	1%	1%	19%	1%	F	0.093	Α	0.532	47000	
		То	NCL Bristo	ol			$\neg$ $\vdash$									
orth	Washington	County 3.84		Α	77%	1%	1%	1%	20%	1%	F	0.091	Α		23000	
58 Co.	mbined Traffic Estimates for 2 Parall	•		A	78%	1%	1%	1%	19%	1%	F	NA	^		47000	
		To:	FR-310			. , •		. , 0	.070	.,,	•					
rth ~	NA/	rom:			000/	40/	40/	40/	470/	40/	_	0.004			00000	
58	Washington	•		A	80%	1%	1%	1%	17%	1%	F F	0.094	A	0.500	22000	
Col	mbined Traffic Estimates for 2 Parall			Α	81%	1%	1%	1%	16%	1%	٢	0.095	Α	0.528	45000	
orth	F	Colin.	511 Spring Ci	eek Rd												
58)	Washington			F	80%	1%	1%	1%	17%	1%	F	0.086	F		23000	
✓ ✓	mbined Traffic Estimates for 2 Parall	al Daadwaya on this Dayt	<b>45000</b>	F	81%	1%	1%	1%	16%	1%	F	0.085	F	0.504	46000	

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary at			ules			Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
North	From:	SR 1	40 Jonesbor	o Rd			27 (XIC	OTTINIC	TTTUI	211411		1 40101		1 40101		
(81) (58)	Washington C		20000	A	80%	1%	1%	1%	17%	1%	С	0.095	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	41000	Α	81%	1%	1%	1%	16%	1%	С	0.095	Α	0.551	42000	Α
		S	CL Abingdo	on												
North	Town of Abingdon (	(Maint: 95) 0.14	20000	Α	80%	1%	1%	1%	17%	1%	С	0.095	Α		21000	Α
81 (58)	Combined Traffic Estimates for 2 Parallel	,		A	81%	1%	1%	1%	16%	1%	С	0.093 NA	^		42000	A
	Combined Trainic Estimates for 2 Faraner				0176	1 70	1 70	170	10%	1 70	C	INA			42000	-
lorth	From:		75 Cumming													
81) {58}	Town of Abingdon (	,	21000	F	80%	1%	1%	1%	17%	1%	F	0.085	F		22000	F
	Combined Traffic Estimates for 2 Parallel			F	81%	1%	1%	1%	16%	1%	F	0.081	F	0.521	44000	F
orth	To: From:		CL Abingdo ingdon US 1		0											
orth 81	Washington C		17000	A A	80%	1%	1%	1%	17%	1%	F	0.098	Α		17000	A
01)	Combined Traffic Estimates for 2 Parallel	•		A	81%	1%	1%	1%	16%	1%	F	0.096	Α	0.539	35000	
	To				0170	1 70		1 70	1070	170	•	0.000	,,	0.000	00000	•
orth	From:		04 Enterpris	e Rd												
81)	Washington C	•	17000	F	80%	1%	1%	1%	17%	1%	F	NA			17000	I
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	F	81%	1%	1%	1%	16%	1%	F	NA			34000	I
orth	To: From:	SR 8	0 Glenbrook	Ave												
81)	Washington C	ounty 1.52	17000	F	80%	1%	1%	1%	17%	1%	F	NA			18000	-
01)	Combined Traffic Estimates for 2 Parallel			F	81%	1%	1%	1%	16%	1%	F	NA			34000	
	To		737 College	D _a												
orth	Fron:															
81)	Washington C		17000	F	80%	1%	1%	1%	17%	1%	F	0.083	F		17000	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	F	81%	1%	1%	1%	16%	1%	F	0.077	F	0.507	33000	F
orth	To:	SI	R 91 Maple	St												
81)	Washington C	ounty 2.68	15000	F	80%	1%	1%	1%	17%	1%	F	0.074	F		15000	ı
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	F	81%	1%	1%	1%	16%	1%	F	0.074	F	0.503	30000	ı
	To.'	US 11 Lee Hw	v: 95 751 Ki	ilmachro	nan Dr											
lorth	From:			F		10/	10/	10/	170/	10/	_	0.070	_		15000	
81	Washington C	•	15000	-	80%	1%	1%	1%	17%	1%	-	0.076		0.547	15000	F
	Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle \mathrm{Tx}}$		yth County I	F	81%	1%	1%	1%	16%	1%	г	0.075	F	0.517	29000	
orth	From:		ngton County 1													
81)	Smyth Coul		15000	F	80%	1%	1%	1%	17%	1%	F	0.076	F		15000	- 1
$\mathcal{L}$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	F	81%	1%	1%	1%	16%	1%	F	NA			29000	ı
	Te	S	CL Chilhow	ie												
		, ,														
North	Town of Chilhamia	(Maint: 96) 0.11	15000	_	909/	10/	10/	10/	170/	10/	_	0.076	_		15000	г
North 81	Town of Chilhowie ( Combined Traffic Estimates for 2 Parallel	,	15000 28000	F F	80% 81%	1% 1%	1% 1%	1% 1%	17% 16%	1% 1%	F	0.076 NA	F		15000 29000	F

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and	- Interstat		100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
North	From:	SR 10°	7 White Top	Ave			2717.10	OTTIAL	1 11 an	ZIII		1 40101		1 40101		
(81)	Town of Chilhowie (Maint: 86		15000	F	80%	1%	1%	1%	17%	1%	F	NA			15000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	29000	F	81%	1%	1%	1%	16%	1%	F	NA			30000	F
North	.To: From:	NC	CL Chilhowie	)												
(81)	Smyth County	3.44	15000	F	80%	1%	1%	1%	17%	1%	F	NA			15000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	29000	F	81%	1%	1%	1%	16%	1%	F	NA			30000	F
North	To: From:	US 11 Lee Hwy;	86-645 Ches	stnut R	idge Rd											
(81)	Smyth County	4.07	15000	F	80%	1%	1%	1%	17%	1%	F	NA			16000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	30000	F	81%	1%	1%	1%	16%	1%	F	NA			31000	F
North	To: From:	US	S 11 Lee Hwy	/												
81)	Smyth County	1.03	14000	F	80%	1%	1%	1%	17%	1%	F	NA			14000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	27000	G	81%	1%	1%	1%	16%	1%	F	NA			28000	G
North	To: From	86-730	) Washington	Ave			$\Box$ $\vdash$									
81	Smyth County	0.69	14000	Α	80%	1%	1%	1%	17%	1%	F	0.109	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	28000	Α	81%	1%	1%	1%	16%	1%	F	0.102	Α	0.608	28000	Α
North	To: From:	W	VCL Marion				$\Box$									
(81)	Town of Marion (Maint: 86)	0.22	14000	Α	80%	1%	1%	1%	17%	1%	F	0.109	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	28000	Α	81%	1%	1%	1%	16%	1%	F	NA			28000	Α
North	.To: From:	E	ECL Marion													
(81)	Smyth County	0.28	14000	Α	80%	1%	1%	1%	17%	1%	F	0.109	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	28000	Α	81%	1%	1%	1%	16%	1%	F	NA			28000	Α
North	To: From:	S	SCL Marion				_									
(81)	Town of Marion (Maint: 86)	0.27	14000	Α	80%	1%	1%	1%	17%	1%	F	0.109	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	28000	Α	81%	1%	1%	1%	16%	1%	F	NA			28000	Α
North	Toc From:	SR 1	6 Commerce	St												
81	Town of Marion (Maint: 86)	0.68	14000	F	80%	1%	1%	1%	17%	1%	F	NA			14000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	26000	F	81%	1%	1%	1%	16%	1%	F	NA			27000	F
North	To From:	N	NCL Marion													
81	Smyth County	1.41	14000	F	80%	1%	1%	1%	17%	1%	F	NA			14000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	26000	F	81%	1%	1%	1%	16%	1%	F	NA			27000	F
North	T _{cc} From:	FR-10	0 North Main	ı St												
North 81	Smyth County	2.99	13000	F	80%	1%	1%	1%	17%	1%	F	0.076	F		14000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:		F	81%	1%	1%	1%	16%	1%	F	0.080	F	0.526	27000	F
	Tα	86-622	2 Nicks Creek	k Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
North	From:	86-62	2 Nicks Cre	ek Rd												
81)	Smyth Coul	nty 3.98	13000	Α	80%	1%	1%	1%	17%	1%	F	0.116	Α		13000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	Α	81%	1%	1%	1%	16%	1%	F	0.108	Α	0.745	24000	P
orth	To: Fron:	86-	683 Winsor	Rd			$\Box$ $\vdash$									
81)	Smyth Cour	nty 2.80	11000	G	80%	1%	1%	1%	17%	1%	F	0.075	F		12000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	81%	1%	1%	1%	16%	1%	F	NA			22000	(
	To:		the County I													
rth	From:		yth County I													
1)	Wythe Cou	,	11000	G	80%	1%	1%	1%	17%	1%	F	0.075	F		12000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	81%	1%	1%	1%	16%	1%	F	0.081	F	0.504	22000	
th	To: From:	SR 90; 9	8-680 Black	Lick R	1											
7)	Wythe Cour	nty 7.09	13000	Α	80%	1%	1%	1%	17%	1%	F	0.118	Α		13000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	81%	1%	1%	1%	16%	1%	F	0.107	Α	0.537	25000	
	To	US	11, W Lee H	łwy			<b>—</b> —									
rth	Wythe Cou		11000	G	80%	1%	1%	1%	17%	1%	_	0.104	F		12000	
1)	,	•									'		'			
	Combined Traffic Estimates for 2 Parallel			G	81%	1%	1%	1%	16%	1%	Г	NA			23000	
rth	To: From:	SC	CL Wythevil	lle												
1)	Town of Wytheville	(Maint: 98) 2.03	11000	G	80%	1%	1%	1%	17%	1%	F	0.104	F		12000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	G	81%	1%	1%	1%	16%	1%	F	NA			23000	
	To:		US 52, N Fo													
rth	From:		21, N Fourt		000/	10/	10/	10/	170/	10/	_	0.110	^		15000	
1) [52]	Town of Wytheville	'	15000	Α	80%	1%	1%	1%	17%	1%	-	0.112	A	0.500	15000	
	Combined Traffic Estimates for 2 Parallel			Α	81%	1%	1%	1%	16%	1%	F	0.103	Α	0.539	26000	
rth North	To: From:	I-	77 Wythevil	le												
1) (77) (52)	Town of Wytheville	(Maint: 98) 0.82	23000	Α	73%	1%	1%	1%	23%	2%	F	0.122	Α		22000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	74%	1%	1%	1%	22%	2%	F	0.118	Α	0.575	42000	
	Τα	US	11, E Main	St												
orth North	Town of Wytheville	(Maint: 98) 0.96	E Main St <b>25000</b>	Α	73%	1%	1%	10/	23%	00/	С	0.123	Α		00000	
1) (77) (11) (52)	,	'						1%		2%	-	-		0.504	23000	
	Combined Traffic Estimates for 2 Parallel			Α	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.584	46000	
rth North	To: From:	No	CL Wythevi	lle												
1) (77) (11) (52)	Wythe Cour	nty 2.18	25000	Α	73%	1%	1%	1%	23%	2%	С	0.123	Α		23000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	NA			46000	
rth North	To: Fron:	FR 326; FR 42 C	hapman Rd;	FR 43	Lee Hwy											
orth North $(77)$ $(11)$ $(52)$	Wythe Cou	nty 2.61	25000	Α	73%	1%	1%	1%	23%	2%	F	0.119	Α		24000	
31) (77) (11) (52)	Combined Traffic Estimates for 2 Parallel	,		A	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.544	46000	
	Tallica Trainic Estimates for 2 I arailer	SR 121 Max Me				1 /0	1 /0	1 /0	~~ /O	2 /0	•	J. 1 1 <del>4</del>	$\sim$	0.044	70000	

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			id intersta					Trı	ıok			I/		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
North North	From	US 52 Fort Chiswell	Dd: SD 121	May M	Mandowe P	d	ZAXIE	3+Axie	HHall	ZIIdii		racioi		Factor		
(81) (77) (11)	Wythe County		25000	A	73%	1%	1%	1%	23%	2%	F	0.120	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel Ro			Α	74%	1%	1%	1%	22%	2%	F	0.113	Α	0.592	45000	Α
	To	•	7 Fort Chisw													
North	From:				700/	40/		40/	000/	00/	_	0.44			10000	
81 (11)	Wythe County		18000	Α	73%	1%	1%	1%	23%	2%	-	0.11	A		18000	A
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	36000	Α	74%	1%	1%	1%	22%	2%	F	0.104	Α	0.600	35000	Α
North	To: From:	98-619 1	Major Graha	ams Rd												
( <del>81</del> ) (11)	Wythe County	1.99	18000	G	73%	1%	1%	1%	23%	2%	F	0.071	F		18000	G
$\circ$	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	34000	G	74%	1%	1%	1%	22%	2%	F	0.074	F	0.552	34000	G
N	To From		98-618													
North (81) (11)	Wythe County	, 1.44	18000	Α	73%	1%	1%	1%	23%	2%	F	0.107	Α		18000	Α
81) 11	Combined Traffic Estimates for 2 Parallel Ro			A	75%	1%	1%	1%	22%	2%	F	NA	, ·		35000	Α
	To:	•	ski County L		7370	1 /0		1 /0	<i>LL</i> /0	270	•	IVA			33000	
North	From:		the County L													
$(81)$ $\{11\}$	Pulaski County	,	18000	Α	73%	1%	1%	1%	23%	2%	F	0.107	Α		18000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Ro	•		Α	75%	1%	1%	1%	22%	2%	F	0.101	Α	0.533	35000	Α
North	To: From:		ee Highway													
North 81	L Pulaski County		19000	N N	73%	1%	1%	1%	23%	2%	N	0.101	N		19000	N
(81)	Combined Traffic Estimates for 2 Parallel Ro	,		N	74%	1%	1%	1%	22%	2%	N	NA	•		37000	N
	Tα		100 Wysor I		7 170	. , ,		.,0		_,,						
North	From:		Wysor Rd													
(81) (100)	Pulaski County	,	19000	Α	73%	1%	1%	1%	23%	2%	F	0.101	Α		19000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	38000	Α	74%	1%	1%	1%	22%	2%	F	0.101	Α	0.53	37000	Α
North	To: From:	FR 47; FR	327 Old Bal	ltimore I	Rd											
(81) (100)	Pulaski County	y 1.67	20000	G	73%	1%	1%	1%	23%	2%	F	0.066	F		20000	G
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	39000	G	74%	1%	1%	1%	22%	2%	F	0.072	F	0.558	39000	G
	To	SR 99	Count Pulas	ski Dr												
North	Profesi Count		19000	Α	73%	1%	1%	10/	000/	00/	_	0.100	Α		19000	Α
81 100	Pulaski County	•						1%	23%	2% 2%	F	0.103	A	0.507		A
	Combined Traffic Estimates for 2 Parallel Ro			Α	74%	1%	1%	1%	22%	2%	Г	0.103	А	0.527	37000	А
North	To: From:	SR 10	00 Cleburne	Blvd												
( <del>81</del> )	Pulaski County	y 2.59	21000	G	73%	1%	1%	1%	23%	2%	F	0.073	F		21000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	41000	G	74%	1%	1%	1%	22%	2%	F	0.073	F	0.531	41000	G
NI. II	To- Eron-	77-66	60 State Park	k Rd												
North	Pulaski County		20000	Α	73%	1%	1%	1%	23%	2%	F	0.104	Δ		20000	Α
	i diaski Courity	7.00	20000	_	10/0	1 /0	1 /0	1 /0	20/0	<u>~</u> /0		0.104	$\overline{}$		20000	$\overline{}$
81	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	30000	Α	74%	1%	1%	1%	22%	2%	F	0.100	Α	0.638	39000	Α

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		- 1111111111111111111111111111111111111	na intersta	ile Ho	uics			Т.,	باماد			V		Div		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		TruTru- 3+Axle	_		QC	K	QK	Dir Factor	AAWDT	. Q'
a uth	From:	Dod	ıski County l	Lina			ZAXIE	3+Axie	Hraii	ZTraii		Factor		Factor		
orth B1	Montgomery County	0.49	20000	A	73%	1%	1%	1%	23%	2%	F	0.104	Α		20000	A
51)	Combined Traffic Estimates for 2 Parallel Roadwa			A	74%	1%	1%	1%	22%	2%	F	NA			39000	
	Toll	<u> </u>			7 1 70	1 /0		170	/0	270	•				00000	
orth	From:		R 232 First S													
31)	Montgomery County	3.81	19000	Α	73%	1%	1%	1%	23%	2%	F	0.104	Α		19000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	39000	Α	74%	1%	1%	1%	22%	2%	F	0.1	Α	0.516	39000	
rth	Tor From:	SF	R 177 Tyler I	Rd												
31)	Montgomery County	5.12	21000	Α	73%	1%	1%	1%	23%	2%	С	0.101	Α		21000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	42000	Α	74%	1%	1%	1%	22%	2%	С	0.1	Α	0.617	42000	
	Tα	SR 8	Riner Rd; M	ain St												
orth	Montgomery County	0.08	24000	F	73%	1%	1%	1%	23%	2%	_	0.077	F		24000	
31	Combined Traffic Estimates for 2 Parallel Roadwa			F	73 % 74%	1%	1%	1%	22%	2%	F	NA	'		47000	
	Combined Trainic Estimates for 2 Faraner Hoadwa	<u> </u>			7470	1 /0	1 /0	1 /0	22 /0	2/0	•	INA			47000	
orth	To: From:	SCI	L Christiansb	ourg												
1)	Town of Christiansburg (Main	,	24000	F	73%	1%	1%	1%	23%	2%	F	0.077	F		24000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	46000	F	74%	1%	1%	1%	22%	2%	F	0.08	F	0.549	47000	
orth	Too From:	U	IS 11, US 46	0												
11)	Town of Christiansburg (Main	nt: 60) 0.77	23000	В	74%	1%	1%	1%	22%	2%	С	0.108	Α		23000	
	Combined Traffic Estimates for 2 Parallel Roadwa	,		G	75%	1%	1%	1%	21%	2%	С	NA			46000	
	To	NC"	L Christiansh	niro												
orth	Marata and W. Carrata				740/	10/	10/	10/	000/	00/	_	0.400	^		00000	
31	Montgomery County Combined Traffic Estimates for 2 Parallel Roadwa	9.22	23000	В	74%	1%	1%	1%	22%	2%	С	0.108	A	0.500	23000	
	Combined Traffic Estimates for 2 Parallel Roadwa			G	75%	1%	1%	1%	21%	2%	С	0.080	Α	0.506	46000	
orth	To: From:	60-6	03 Northforl	k Rd												_
31)	Montgomery County	2.22	24000	Α	73%	1%	1%	1%	23%	2%	F	0.106	Α		24000	
	Combined Traffic Estimates for 2 Parallel Roadwa	•		Α	75%	1%	1%	1%	21%	2%	F	0.099	Α	0.554	45000	
	To:		noke County omery Coun													
orth 31	Roanoke County	2.06	24000	A A	73%	1%	1%	1%	23%	2%	F	0.106	Α		24000	
51)	Combined Traffic Estimates for 2 Parallel Roadwa			A	75%	1%	1%	1%	21%	2%	F	NA			45000	
	Tol		7 Dow Hollo		. 0 70	. , ,		. , 0	,0	_,,	•				.0000	
orth	From:															
11)	Roanoke County	2.11	26000	G	74%	1%	1%	1%	22%	2%	С	0.104	Α		26000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	50000	G	76%	1%	1%	1%	20%	2%	С	NA			49000	
orth	T _G . From:	Uı	rban Bounda	ry												_
31)	Roanoke County	2.26	26000	G	74%	1%	1%	1%	22%	2%	С	0.104	Α		26000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	50000	G	76%	1%	1%	1%	20%	2%	С	0.093	Α	0.580	49000	
	To:	•	SCL Salem													

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	1 111	mary and inte	ersiale ri	outes							14		D:		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
N.I	Prom/	- CCT C	-1			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
North 81	City of Salem (Maint: 80)	0.20 <b>260</b>		74%	1%	1%	1%	22%	2%	С	0.104	Α		26000	G
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this			76%	1%	1%	1%	20%	2%	C	NA	, ,		49000	G
	To				. , 0		.,0	2070	_,,	Ū				.0000	<u> </u>
North	From	SR 112 Wile													
81	City of Salem (Maint: 80)	0.22 <b>290</b>		79%	1%	1%	1%	17%	1%	F	0.099	Α		29000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>570</b>	00 A	79%	1%	1%	1%	17%	1%	F	NA			58000	Α
North	To: Fron:	NCL S	alem												
( <del>81</del> )	Roanoke County	2.71 <b>290</b>	00 A	79%	1%	1%	1%	17%	1%	F	0.099	Α		29000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 570	00 A	79%	1%	1%	1%	17%	1%	F	0.096	Α	0.501	58000	Α
N. d	To S	SR 311 Thompso	n Memoria	ıl Dr											
North 81	Roanoke County	1.64 <b>310</b>	00 A	79%	1%	1%	1%	17%	1%	С	0.099	Α		31000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this			80%	1%	1%	1%	16%	1%	C	0.098	Α	0.526	62000	Α
	To			30,0	. , 0		.,0	.070	. , ,	Ū	0.000		0.020	02000	
North	From:	SR 419 Ele								_					
81	Roanoke County	2.48 <b>340</b>		81%	1%	1%	1%	16%	1%	С	0.099	Α		35000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>660</b> I-581, U		82%	1%	1%	1%	15%	1%	С	0.099	Α	0.533	68000	Α
North	Prom:	I-581, U													
81) (220)	Roanoke County	2.34 <b>290</b>	00 A	79%	1%	1%	1%	17%	1%	С	0.105	Α		29000	Α
$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>580</b>	00 A	80%	1%	1%	1%	17%	1%	С	0.101	Α	0.509	58000	Α
	To:	SR 115 Plar	ntation Rd												
North (81) (220)	Roanoke County	0.84 <b>240</b>	00 G	79%	1%	1%	1%	17%	1%	F	0.103	F		25000	G
(81) (220)	Combined Traffic Estimates for 2 Parallel Roadways on this	_			1%	1%	1%	17%	1%	F	0.083	F	0.567	50000	G
	Tax	Botetourt Co		0070	1 70		170	17 70	1 70	•	0.000	•	0.007	00000	Ğ
North	From:	Roanoke Co													
(81)   (220)	Botetourt County	3.27 <b>240</b>			1%	1%	1%	17%	1%	F	0.103	F		25000	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: <b>500</b>	00 G	80%	1%	1%	1%	17%	1%	F	NA			50000	G
North	Fron: US 220 F	Roanoke Rd; Alt	US 220 Cl	overdale Ro	i										
(81)	Botetourt County	5.76 <b>180</b>	00 F	67%	1%	1%	1%	29%	2%	F	0.070	F		17000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 380	00 F	68%	1%	1%	1%	27%	2%	F	0.071	F	0.565	36000	F
	To	11-640 Brug	hs Mill Rd			<u> </u>									
North	Botetourt County	5.97 <b>190</b>	00 A	67%	1%	1%	1%	29%	2%	E	0.118	Α		18000	Α
81	Combined Traffic Estimates for 2 Parallel Roadways on this			68%	1%	1%	1%	27%	2%	F	0.110	A	0.513	35000	A
	<u> </u>				1 /0	1 /0	1 /0	<i>L1 /</i> 0	2/0	'	0.110	^	0.010	00000	
North	riuii:	11 Lee Hwy, So													
81	Botetourt County	5.76 <b>170</b>		67%	1%	1%	1%	29%	2%	С	0.127	Α		16000	Α
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways on this			68%	1%	1%	1%	27%	2%	С	0.116	Α	0.517	32000	Α
	Ta: US	11 Lee Hwy, So	outh of Buc	hanan											

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary an						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	US 11 Lee H	Hwy, South	of Bucha	anan											
(81) (11)	Botetourt County	0.61	19000	G	67%	1%	1%	1%	29%	2%	F	0.127	Ν		17000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	36000	G	68%	1%	1%	1%	27%	2%	F	NA			33000	G
North	To- From:	11-6	614 Arcadia	Rd												
(81) (11)	Botetourt County	5.49	17000	F	67%	1%	1%	1%	29%	2%	F	0.12	Α		16000	F
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	35000	F	68%	1%	1%	1%	27%	2%	F	NA			33000	F
	To:	Rockb	ridge Count	-												
North	From:		ourt County								_					_
81 (11)	Rockbridge County	1.95	17000	F	67%	1%	1%	1%	29%	2%	F _	0.12	Α		16000	F _
~ ~	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	35000	F	68%	1%	1%	1%	27%	2%	F	NA			33000	F
North	To: From:	US 11 Lee Hw	y, South of	Natural	Bridge											
(81)	Rockbridge County	4.46	17000	F	67%	1%	1%	1%	29%	2%	F	0.07	F		16000	F
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	35000	F	68%	1%	1%	1%	27%	2%	F	0.072	F	0.533	32000	F
	To:	US 11 Lee Hw	v North of	Natural	Bridge											
North	From:					10/	10/	10/	000/	00/	_	0.405	^		15000	
81	Rockbridge County	8.36	16000	Α	67%	1%	1%	1%	29%	2%	-	0.135	A	0.540	15000	A
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	34000	Α	68%	1%	1%	1%	27%	2%	F	0.114	Α	0.512	32000	Α
North	To: From:	US 6	60 Midland	Trail												
81)	Rockbridge County	3.01	19000	Α	67%	1%	1%	1%	29%	2%	F	0.12	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	38000	Α	68%	1%	1%	1%	27%	2%	F	0.112	Α	0.546	36000	Α
	To	I-64 S	South Intercl	hange			<b>—</b> —									
North East	Rockbridge County	3.30	21000	A	69%	1%	1%	1%	27%	2%	F	0.127	Α		20000	Α
81 64	Combined Traffic Estimates for 2 Parallel Roadw			A	70%	1%	1%	1%	26%	2%	F	0.127	Α	0.515	40000	A
	To:	US 11 Lee H				1 /0	1 /8	1 /0	20 /0	2/0	'	0.114	^	0.515	40000	^
North East	From:	US 11 Lee F														
(81) (64)	Rockbridge County	5.57	21000	F	69%	1%	1%	1%	27%	2%	F	0.085	F		20000	F
$\circ$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	42000	F	70%	1%	1%	1%	26%	2%	F	0.086	F	0.505	39000	F
N	To:	81-	710 Sterret	Rd												
North East	Rockbridge County	4.49	21000	Α	69%	1%	1%	1%	27%	2%	F	0.125	Α		20000	Α
81 64	Combined Traffic Estimates for 2 Parallel Roadw	_		Ā	70%	1%	1%	1%	26%	2%	, E	0.123	Α	0.618	39000	A
	Combined Trainic Estimates for 21 araner roadw				7076	1 /0	1 /0	1 /0	20 /0	2/0		0.114	^	0.010	33000	
North East	To: From:	81-6	606 Raphine	Rd												
81   64	Rockbridge County	0.59	21000	Α	69%	1%	1%	1%	27%	2%	С	0.13	Α		19000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	42000	Α	70%	1%	1%	1%	26%	2%	С	0.116	Α	0.552	39000	Α
	To:		usta County													
	From:		ridge Count	•	000/	40/	10/	1%	27%	2%	С	0.13	Α		19000	Α
North East	Augusta Causti	7 / /	21000													
North East 64	Augusta County Combined Traffic Estimates for 2 Parallel Roadw	7.44	21000 42000	A A	69% 70%	1% 1%	1% 1%	1%	26%	2%	С	NA	^		39000	A

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	Primary ar	iu iiileisia	ale no	utes											
Route	Jurisdiction Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
N. d. E. d	From: X10 11 X	7 1 34	. 11	•		2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
North East 64	From: US 11 Lee .  Augusta County 4.74	21000	moriai F	1Wy 69%	1%	1%	1%	27%	2%	F	0.126	Α		20000	Α
(61) (64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	70%	1%	1%	1%	26%	2%	F	0.114	Α	0.533	40000	Α
	·	54 White Hi					.,•		_,,						
North East	From:			000/	40/	40/	40/	070/	00/	_	0.400			00000	
81 64	Augusta County 2.47 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	23000	A	69% 70%	1% 1%	1% 1%	1% 1%	27% 26%	2% 2%	F	0.122	A A	0.517	22000	A A
	Combined Trainic Estimates for 2 Farallel hoadways on this houte.		Α	70%	1 70	1 70	1 70	20%	270	Г	0.109	А	0.517	44000	А
North East	From:	SR 262													
(81) (64)	Augusta County 1.31	30000	F	69%	1%	1%	1%	27%	2%	F	0.074	F		28000	F
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	59000	F	70%	1%	1%	1%	26%	2%	F	0.084	F	0.588	54000	F
North	To From: I-64 I	North Intercl	hange												
(81)	Augusta County 1.14	28000	Α	75%	1%	1%	1%	21%	2%	F	0.1	Α		28000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	54000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.504	54000	Α
N. d	To US 2.	50 Jefferson	Hwy			<b>—</b>									
North 81	Augusta County 2.72	26000	Α	75%	1%	1%	1%	21%	2%	F	0.104	Α		26000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.511	52000	Α
	<u>-</u>	oodrow Wil	lson Pkv	VV											
North	1100			•	10/	10/	10/	010/	00/	_	0.104	Α		00000	۸
81	Augusta County 2.08 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	26000	A A	75% 76%	1% 1%	1% 1%	1% 1%	21% 20%	2% 2%	F	0.104 0.099	A	0.524	26000 51000	A A
	<u>-</u>			7076	1 /0	1 /0	1 /0	20 /0	2/0	'	0.099	^	0.524	31000	^
North	Pidii:	12 Laurel Hi	ill Rd												
(81)	Augusta County 7.73	25000	Α	75%	1%	1%	1%	21%	2%	F	0.106	Α		24000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	49000	Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.548	48000	Α
North	Front SR 250	6 Weyers Ca	ave Rd												
( <del>81</del> )	Augusta County 1.84	25000	Α	75%	1%	1%	1%	21%	2%	F	0.101	Α		25000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	76%	1%	1%	1%	20%	2%	F	NA			50000	Α
North		gham County	_												
North 81	Rockingham County 2.94	25000	A	75%	1%	1%	1%	21%	2%	F	0.101	Α		25000	Α
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	50000	Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.521	50000	Α
-	To SR 257	Friedends C	`urch Rd												
North	ron.	25000	A	75%	1%	1%	1%	21%	2%	_	0.105	Α		25000	۸
81	Rockingham County 2.61 Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	75% 76%	1% 1%	1% 1%	1% 1%	21%	2% 2%	F	0.105	A	0.519	49000	A A
	<u>-</u>			10%	1 70	1 70	1 70	ZU 70	∠70	Г	0.099	А	0.519	45000	А
North	rion.	L Harrisonb	urg												
81	City of Harrisonburg (Maint: 82) 0.50	25000	Α	75%	1%	1%	1%	21%	2%	F	0.105	Α		25000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	76%	1%	1%	1%	20%	2%	F	NA			49000	Α
	US 1	1, South Ma	ain St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	ia intorote	110 110	4100			Tru	ıck			K		Dir		—
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	Q'
orth	From:	IIC 1	1, South Ma	in St			ZAXIE	3+AXIE	IIIali	ZIIdii		1 actor		i actor		
31)	City of Harrisonburg		26000	A	75%	1%	1%	1%	21%	2%	С	0.105	Α		25000	,
91)	Combined Traffic Estimates for 2 Parallel F			A	76%	1%	1%	1%	20%	2%	C	0.099	Α	0.501	51000	
	To:		Port Repub		. 0 / 0	. , 0	Ť	. , 0	_0,0	_,,	Ū	0.000		0.00.	0.000	•
orth	From:		Port Republ	lic Road												
31)	City of Harrisonburg	(Maint: 82) 1.51	25000	Α	75%	1%	1%	1%	21%	2%	F	0.107	Α		25000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	51000	Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.544	50000	
orth	To: From:	US	33, E Marke	et St												
11)	City of Harrisonburg	(Maint: 82) 1.60	23000	Α	75%	1%	1%	1%	21%	2%	F	0.116	Α		22000	
	Combined Traffic Estimates for 2 Parallel F	'		Α	76%	1%	1%	1%	20%	2%	F	0.105	Α	0.553	44000	
	To		L Harrisonb					.,.		_,,						
rth	From:										_					
1	Rockingham Co	•	23000	Α	75%	1%	1%	1%	21%	2%	F _	0.116	Α		22000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	46000	Α	76%	1%	1%	1%	20%	2%	F	NA			44000	
rth	To: From:	US 1	1, N Valley	Pike												_
11)	Rockingham Co	ounty 6.51	23000	Α	75%	1%	1%	1%	21%	2%	F	0.118	Α		22000	
	Combined Traffic Estimates for 2 Parallel F		46000	Α	76%	1%	1%	1%	20%	2%	F	0.106	Α	0.541	44000	
	Tα	US 11, Lee Jackson M	emorial Hwy	v: SR 24	50 Maylan	d Rd										
rth	From: L						40/	40/	040/	00/	_	0.404			40000	
11)	Rockingham Co	•	20000	A	75%	1%	1%	1%	21%	2%	-	0.124	A	0.557	19000	
	Combined Traffic Estimates for 2 Parallel F		doah Count	A	76%	1%	1%	1%	20%	2%	F	0.109	Α	0.557	38000	
rth	From:		idoan Count igham Count	_												_
1)	Shenandoah Co		20000	Α	75%	1%	1%	1%	21%	2%	F	0.124	Α		19000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	40000	Α	76%	1%	1%	1%	20%	2%	F	NA			38000	
	T∝	LIS 2	11 Old Cros	s Rd												
orth	Shenandoah Co				75%	1%	1%	1%	21%	00/	_	0.000	F		18000	
31			18000	G		1%		1%		2%		0.069	F	0.550		
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Houte.	37000	G	76%	176	1%	170	20%	2%	Г	0.075	Г	0.550	36000	
orth	To: From:	SC	L New Marl	ket												_
31)	Town of New Market	(Maint: 85) 0.85	18000	G	75%	1%	1%	1%	21%	2%	F	0.069	F		18000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	37000	G	76%	1%	1%	1%	20%	2%	F	NA			36000	
	To	NC	L New Mar	ket												
orth	Shenandoah Co	ounty 3.27	18000	G	75%	1%	1%	1%	21%	2%	F	0.069	F		18000	
1	Combined Traffic Estimates for 2 Parallel F	,		G	76%	1%	1%	1%	20%	2%	, E	NA	•		36000	
	Combined Hamic Estimates for 2 Faraller F	<u> </u>			7070	1 /0	1 /0	1 /0	ZU /0	<b>2</b> /0	'	INA			30000	
orth	To: From:	85-	730 Caverns	Rd												
31)	Shenandoah Co	ounty 4.42	20000	Α	75%	1%	1%	1%	21%	2%	F	0.126	Α		18000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	39000	Α	76%	1%	1%	1%	20%	2%	F	0.110	Α	0.535	37000	
	To:	SR 2	92 Conicvill	le Rd												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary an	ia intersta	10 110				Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	Q
orth	From:	CD 20	92 Conicville	D.A			ZAXIE	3+Axie	HHall	ZIIali		racioi		Facioi		
1)	L Shenandoah Cou		22000	A	75%	1%	1%	1%	21%	2%	F	0.115	Α		21000	
ソ	Combined Traffic Estimates for 2 Parallel Ro	•		A	76%	1%	1%	1%	20%	2%	F	0.103	Α	0.573	40000	
	To To				7070	1 70		170	2070	270	·	0.100	,,	0.070	10000	
orth	From:		South Midd													
1)	Shenandoah Cou	•	19000	G	75%	1%	1%	1%	21%	2%	F	0.071	F		19000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	37000	G	76%	1%	1%	1%	20%	2%	F	0.071	F	0.512	36000	
rth	To: From:	SR 185	Stoney Cree	ek Rd												
11)	Shenandoah Cou	unty 3.72	21000	В	75%	1%	1%	1%	21%	2%	F	0.118	Α		20000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	41000	В	76%	1%	1%	1%	20%	2%	F	0.107	Α	0.567	39000	
	To:		L Woodstoc	k												
orth	From:				750/	10/	10/	10/	040/	00/	_	0.110	Α		00000	
31	Town of Woodstock (N	,	21000	В	75%	1%	1%	1%	21%	2%	F	0.118	А		20000	
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	41000	В	76%	1%	1%	1%	20%	2%	г	NA			39000	
orth	To: From:	SR 4	12 Reservoir	Rd												
31)	Town of Woodstock (M	Maint: 85) 1.41	19000	G	75%	1%	1%	1%	21%	2%	F	0.073	F		19000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	39000	G	76%	1%	1%	1%	20%	2%	F	0.074	F	0.506	38000	
	To:	NC	CL Woodstoc	k												
orth 31	Shenandoah Cou	unty 6.68	19000	G	75%	1%	1%	1%	21%	2%	F	0.073	F		19000	
31)	Combined Traffic Estimates for 2 Parallel Ro	,		G	76%	1%	1%	1%	20%	2%	· F	NA	•		38000	
	Tame Estimates for 2 Taraner Fit	<u> </u>			7070	1 /0	1 /0	1 /0	2070	270	•	13/3			30000	
orth	From:		Mount Oliv													
<del>11</del> )	Shenandoah Cou	,	23000	F	75%	1%	1%	1%	21%	2%	F	0.114	Α		22000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	45000	F	76%	1%	1%	1%	20%	2%	F	0.103	Α	0.516	43000	
orth	To: From:	SR 55 J	ohn Marshal	l Hwy												
31	Shenandoah Cou	unty 1.75	24000	Α	75%	1%	1%	1%	21%	2%	F	0.117	Α		23000	
	Combined Traffic Estimates for 2 Parallel Ro	•		Α	76%	1%	1%	1%	20%	2%	F	0.101	Α	0.544	46000	
	To	<del></del>	US 11													
orth	From: L				750/	40/	40/	40/	040/	00/	_	0.444			00000	
31)	Shenandoah Cou	•	27000	Α	75%	1%	1%	1%	21%	2%	-	0.111	Α		26000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Houte: Frederick Co		A	76%	1%	1%	1%	20%	2%	F	NA			51000	
orth	From:	Shenandoah Co														
1)	Shenandoah County (I		27000	Α	75%	1%	1%	1%	21%	2%	F	0.111	Α		26000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	53000	Α	76%	1%	1%	1%	20%	2%	F	NA			51000	
	Τα	Warr	ren County L													
orth	NA/avvan County /AA-		doah County		750/	10/	10/	10/	210/	20/	_	0.111	٨		26000	
81	Warren County (Ma	,	27000	A	75%	1%	1%	1%	21%	2%	F	0.111	A	0.547	26000	
-	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Houte:	53000	Α	76%	1%	1%	1%	20%	2%	Ε.	0.099	Α	0.547	51000	

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillialy al						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	I-66; W	Varren Coun	ty Line												
81	Frederick County	1.96	24000	Α	79%	1%	1%	1%	17%	1%	F	0.099	Α		24000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	48000	Α	80%	1%	1%	1%	17%	1%	F	0.098	Α	0.501	48000	Α
North	Ter- From:	34-6	527 Reliance	e Rd												
81)	Frederick County	4.54	25000	Α	79%	1%	1%	1%	17%	1%	F	0.096	Α		25000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	49000	Α	80%	1%	1%	1%	17%	1%	F	0.097	Α	0.516	50000	Α
North	To: From:	SCI	L Stephens (	City												
(81)	Town of Stephens City (Maint: 34)	0.10	25000	Α	79%	1%	1%	1%	17%	1%	F	0.096	Α		25000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	49000	Α	80%	1%	1%	1%	17%	1%	F	NA			50000	Α
North	To: From:	SR 277 Fairfax	k Pike; NCL	Stepher	s City											
81	Frederick County	3.05	27000	Α	79%	1%	1%	1%	17%	1%	F	0.094	Α		27000	Α
01)	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	53000	Α	80%	1%	1%	1%	17%	1%	F	0.097	Α	0.52	54000	Α
N. d	To- From:		SR 37													
North 81	Frederick County	3.66	24000	Α	79%	1%	1%	1%	17%	1%	F	0.094	Α		24000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on			A	80%	1%	1%	1%	17%	1%	F	0.095	Α	0.527	47000	Α
	Tre		JS 50 Millw			- , ,		.,,		.,,						
North	Frederick County	1.81	31000	A	79%	1%	1%	1%	17%	1%	С	0.097	Α		31000	Α
81	Combined Traffic Estimates for 2 Parallel Roadways on	_		A	80%	1%	1%	1%	17%	1%	С	0.097	A	0.566	62000	A
	To Take Destinates for 2 Taraffer Houseways of		CL Winches		00 70	1 /0	1 70	1 /0	17 70	1 /0	0	0.000		0.500	02000	
North	Prom:				700/	40/	40/	40/	470/	40/	0	0.007			04000	
81	City of Winchester (Maint: 34)	0.07	31000	A	79%	1%	1%	1%	17%	1%	С	0.097	Α		31000	A
	Combined Traffic Estimates for 2 Parallel Roadways on			Α	80%	1%	1%	1%	17%	1%	С	NA			62000	Α
North	Tre- From:		CL Winches	ter												
81	Frederick County	0.09	31000	Α	79%	1%	1%	1%	17%	1%	С	0.097	Α		31000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	61000	Α	80%	1%	1%	1%	17%	1%	С	NA			62000	Α
North	Ter From:	SR 7	Berryville	Pike												
( <del>81</del> )	Frederick County	2.44	29000	G	79%	1%	1%	1%	17%	1%	F	NA			29000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	56000	G	80%	1%	1%	1%	17%	1%	F	NA			57000	G
North	To- From:	US 11	Martinsbur	g Pike												
81)	Frederick County	3.14	23000	Α	74%	1%	1%	1%	22%	2%	F	0.101	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	46000	Α	75%	1%	1%	1%	21%	2%	F	0.095	Α	0.521	47000	Α
North	To- From:	34-6	72 Hopewe	ll Rd												
North 81	Frederick County	2.55	23000	Α	74%	1%	1%	1%	22%	2%	С	0.101	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on			A	75%	1%	1%	1%	21%	2%	C	0.095	Α	0.51	47000	Α
	To		9 Rest Chur				—i				-					

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length	AADT Q	<b>4</b> 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
lorth	From:		Rest Church R		40/	10/	40/	000/	00/	_	0.000	Α		00000	
81)	Frederick County	0.50	22000 A		1%	1%	1%	22%	2%		0.096	• •	0.550	22000	A
Combined Traffic E	Estimates for 2 Parallel Roadways		43000 A		1%	1%	1%	21%	2%	F	0.095	Α	0.556	44000	Α
	Franci														
lorth 81) Bristol Welcome Center	Washington County	0.09	to Welcome Co		1%	1%	0%	1%	0%	N	0.181	N		540	Ν
81) Bristor Welcome Center	To:		me Center Park		1 /0	1 /0	0 /6	1 /0	0 /6	IN	0.101	IN		340	,
orth	From:		ne Center Parki												
Bristol Welcome Center	Washington County	0.07	620 A	96%	1%	1%	0%	1%	0%	С	0.181	Α		540	1
$\mathcal{I}$	To:	I-81 North f	from Welcome (	Center											
orth	From:		I-81-N												
Ramp I-81 N Exit 1	City of Bristol (Maint: 95)	0.24	NA								NA			NA	
<u> </u>	To:	I	Ramp Split												
orth	City of Dyintal (Mainty OF)										NIA			NIA	
Ramp I-81 N Exit 1 to US 58 W	City of Bristol (Maint: 95)	0.03	<b>NA</b> 8 W, US 421 W								NA			NA	
lorth 81 Ramp I-81 N Exit 1 to US 58 E, US 421 E	City of Bristol (Maint: 95)	0.02	Ramp Split								NA			NA	
Ramp I-81 N Exit 1 to US 58 E, US 421 E	City of Bristol (Maint. 95)		<b>NA</b> 58 E, US 421 E								INA			INA	
orth	From: [		I-81 North	000/	00/	10/	00/	00/	00/	F	NIA			040	
Ramp I-81 N Exit 3 to I-381 S	City of Bristol (Maint: 95)	0.30	610 G	96%	0%	1%	0%	2%	0%	г	NA			640	(
		I	-381 South												
orth	From: [	0.00	I-81 N								NIA			NIA	
Ramp I-81 N Exit 5 to US 11, US 19	City of Bristol (Maint: 95)	0.22	NA C 11 VC 10								NA			NA	
	10.	U	S 11, US 19												
orth	From: [	0.01	I-81 N								NIA			NIA	
Ramp I-81 N Exit 7 to Old Airport Rd	City of Bristol (Maint: 95)	0.21	NA DI								NA			NA	
	10.	Ol	d Airport Rd												
orth	From:	0.10	I-81 N											NIA	
Ramp I-81 N Exit 10 to F-310	Washington County	0.12	NA TRANS								NA			NA	
	10.		FR-310												
orth	From:	0.10	I-81 N												
Ramp I-81 N Exit 10 to 95-611	Washington County	0.16	NA								NA			NA	
	10.		Spring Creek R												
orth	From:		orth to Rest Are	a											
Abingdon Rest Area Ramp	Washington County	0.08	NA								NA			NA	
orth	From:		st Area Parking t Area Parking I												
81) Abingdon Rest Area Ramp	Washington County	0.09	760 G		2%	1%	1%	84%	3%	С	NA			760	(
or a second second	To:		rth from Rest Ar		_,~		. /0	0.70	2,0	•	, .			. 00	`
orth	From:		I-81 N												
lorth 81) Ramp I-81 N Exit 14 to SR-140; 95-647	Washington County	0.17	1-81 N NA								NA			NA	
61 / Hamp 1 01 14 Ext. 14 to 011 140, 00 047	** asimigion county	0.17	110								1 4/7			1 1/7	

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				_		Tru	ıck			K		Dir		
Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
From:														
Washington County				1%	1%	1%	17%	1%	F	0.102	F		3500	F
10:			ng Rd											
From:										NIA			0.400	_
Washington County										NA			6400	F
.0.														
Washington County			020/	10/	10/	20/	1 /10/	09/	_	0.104	_		1100	F
washington County			03%	1 70	176	270	1470	0%	Г	0.104	Г		1100	Г
From	•													
Washington County										ΝΔ			890	F
To:										IVA			000	•
From:														
Washington County										NA			1200	F
To:														
From:					Ť									
Washington County	0.14 <b>4000</b>	F								NA			4000	F
To:	SR 91													
From:	I-81 North	1												
Washington County	0.12 <b>410</b>	F								NA			410	F
To:	US 11 Lee Hig	hway												
From:	I-81 North	1												
Town of Chilhowie (Maint: 86)	0.11 <b>2900</b>	F								NA			2900	F
To:	SR 107 White To	op Ave												
From:														
Smyth County										NA			960	F
To:	US 11 Lee Hig	hway												
From:														
										NA			1500	F
To:	US 11 Lee Hig	hway												
From:	I-81 N													
Town of Marion (Maint: 86)		C.								NA			NA	
From:										NIA			1600	F
		-								NA			1600	۲
Econo														
Smyth County										NIA			1500	F
Sinyth County ™					$\neg$					INA			1300	r
From		UK NU												
Smyth County										ΝΔ			NΔ	
Sillytil County To:	86-683 Winson									INA			INA	
	Washington County Toc  From:  Washington County Toc  From:  Washington County Toc  From:  From:  From:  From:  From:  From:  From:  From:	Team	Test	Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town   Town	Vashington County	Sursolicition	Length AAD  QA 41   Page   2   2   2   2   2   3   4   1   2   2   3   2   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   4   3   3	Length   AAD   QA   4   life   Bus   2Axle   3+Axle   1   Trail	Mashington County	Length   AAU   QA   41/Pe   Bus   2Axle   3+Axle   1Trail   2Trail   2Trail   Washington County   0.12   3300   F   80%   1%   1%   17%   1%   F	Section	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   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8/4/2014

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and Intersta	ate Ho	utes											
Route	lurisdiction	Longth AADT	04	4Tire	Buc		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
noute	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	QW
North	From:	I-81 North													
(81) Ramp I-81 N Exit 60 to SR 90	Wythe County	0.12 <b>1000</b>	G								0.157	F		1000	G
$\overline{}$	To:	SR 90 Main S	St												
North	From:	I-81 North to Res	Area												
(81) Rural Retreat Rest Area Ramp	Wythe County	0.02 <b>NA</b>				-					NA			NA	
	To:	Enter Rest Area Par	king Lo	t											
North	From:	Exit Rest Area Parl	ing Lot												
(81) Rural Retreat Rest Area Ramp	Wythe County	0.02 <b>720</b>	G	97%	0%	1%	0%	1%	0%	С	0.130	F		720	G
$\overline{}$	To:	I-81 North from Re	st Area												
North	From:	I-81 North													
(81) Ramp I-81 N Exit 67 to US 11	Wythe County	0.11 <b>780</b>	G								0.135	F		780	G
(01)	To:	US 11 W Lee Hig													
North	From:	I-81 N	*			i									
(81) Ramp I-81 N Exit 70 to US 21; US 58	Town of Wytheville (Maint: 9		G								0.091	F		2200	G
(81) Trainp 1 of 14 Exit 70 to 00 21, 00 00	To:	US 21; US 5									0.001	•		2200	ď
N. d	- Erony														
North  Pown From I 91 N Fyit 70 to I 77 N at Fyit 40	Town of Mythoville (Maint)	I-81 N	_	79%	10/	10/	10/	100/	10/	_	0.070	_		0400	G
Ramp From I-81 N Exit 72 to I-77 N at Exit 40	Town of wytheville (Maint: S		G	79%	1%	1%	1%	18%	1%	F	0.078	F		2400	G
	10.	I-77 N				<u> </u>									
North	From:	I-81 North													
(81) Ramp I-81 N Exit 73 to US 11	Town of Wytheville (Maint: 9	,	G								0.092	F		1200	G
$\overline{}$	To:	US 11													
North	From:	I-81 North													
81 Ramp I-81 N Exit 77 to FR 42; FR 326	Wythe County	0.09 <b>4300</b>	G								0.083	F		4300	G
$\overline{}$	To:	FR 42 and FR	326												
North	From:	I-81 North													
(81) Ramp I-81 N Exit 80 to US-52; SR 121	Wythe County	0.12 3000	G			-					0.093	F		3000	G
(81)	To:	US 52; SR 12													-
North	From:	I-81 North													
(81) Ramp	Wythe County	0.14 <b>1700</b>	G								0.082	F		1700	G
OI) ramp	To:	98-619 Major Grah									0.002	'		1700	u
	D	•	uno IVU												
North	Mode County	I-81 North									0.104	_		400	_
81 Ramp	Wythe County	0.11 <b>400</b>	G								0.104	F		400	G
	10.	98-618 Reed Cre	ek Dr												
North	From:	I-81 N													
(81) Ramp I-81 N Exit 89A to SR 100 S	Pulaski County	0.21 <b>250</b>	G								0.128	F		250	G
$\overline{}$	To:	SR 100													
North	From:	I-81 N													
(81) (11) Ramp I-81 N Exit 89B to US 11 N	Pulaski County	0.15 <b>NA</b>		_							NA			NA	
$\bigcirc\bigcirc\bigcirc$	To:	US 11 Lee High	way												
North	From:	I-81 N													
(81) Ramp I-81 N Exit 92 to FR 47; FR 327	Pulaski County	0.15 <b>NA</b>									NA			NA	
(1) 1. m. p 1 3 1 1 2 m. 3 2 to 1 11 17,1 11 3 2 7	To:	FR 47; FR 32	7			$\neg$					, .			. •/ •	
	<u> </u>	11X +1, 11X 32	,												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and intersta													
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
						2Axl	e 3+Axle	1Trail	2Trail		Factor		Factor		
North	From:	I-81 N									0.004	_		000	_
81 Ramp I-81 N Exit 94A to FR 47	Pulaski County	0.10 330	G								0.091	F		330	G
	10.	FR 47 Kirby R	.d												
North	From:	I-81 N													
(81) Ramp I-81 N Exit 94B to SR 99	Pulaski County	0.15 <b>NA</b>									NA			NA	
<u> </u>	To:	SR 99 Count Pulas	ki Dr												
North	From:	I-81 N													
(81) (100) Ramp I-81 N Exit 98 to SR 100 N	Pulaski County	0.21 <b>3300</b>	G								0.132	F		3300	G
	To:	SR 100													
North	From:	I-81 N													
(81) Ramp I-81 N Exit 101 to 77-660	Pulaski County	0.20 <b>1500</b>	G								0.088	F		1500	G
	To:	77-660 State Park													
North	From:	I-81 North to Rest	Area			Ī									
(81) Radford Rest Area Ramp	Montgomery County	0.04 <b>NA</b>	riicu								NA			NA	
<u> </u>	Τα	Enter Rest Area Park	cing Lot												
North	From:	Exit Rest Area Park													
81 Radford Rest Area Ramp	Montgomery County	0.06 <b>1300</b>	G	65%	2%	1%	1%	30%	1%	С	NA			1300	G
	To:	I-81 North from Res	st Area												
North	From:	I-81 N													
(81) Ramp I-81 N Exit 101 to SR 177	Montgomery County	0.18 <b>NA</b>									NA			NA	
	To:	SR 177 Tyler F	Rd												
North	From:	I-81 N													
(81) Ramp I-81 N Exit 101 to SR 8	Town of Christiansburg (Maint: 60)	0.10 <b>NA</b>									NA			NA	
(81)	To:	SR 8 W Main	St												
Newth	From	I-81-N118X TO PARKW		VE											
North (81) Ramp	Town of Christiansburg (Maint: 60)	0.23 <b>NA</b>	A1 DKI	VE							NA			NA	
81 Ramp		KWAY DRIVE FROM RO	AUTE 01	NODTL	ı						INA			INA	
North		-N118X TO RT 46000- PA	RKWAY	DRIVE											
81 Ramp	Town of Christiansburg (Maint: 60)	0.18 <b>NA</b>									NA			NA	
	10.	US 460 FROM RT 81	NORTH												
North	From:	I-81-N118X TO R	T 11												
81) (460) Ramp	Town of Christiansburg (Maint: 60)	0.29 <b>NA</b>									NA			NA	
	To:	US 11 FROM RT 81	NORTH												
North	From:	I-81-N													
81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.33 <b>NA</b>									NA			NA	
$\overline{}$	To	I-81-N118A TO PARKW	AY DRI	VE											
North	From:		MUDKI	1 Li				·	·						
81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.15 <b>NA</b>									NA			NA	
N. II	To: From:	US 460-E124I	В			$\neg$ $\vdash$									
North	Town of Christianshura (Maint: CO)					•					NIA			NA	
81 (460) I-81 N Collector Rd	Town of Christiansburg (Maint: 60)		DIZWAS	/ DDIVE		_					NA			INA	
-	1-81·	-N118B TO RT 46000- PA	KKWAY	DKIVE											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction		TruckQC	K QK Dir Factor Factor	AAWDT QW
North		-N118B TO RT 46000- PARKWAY DRIVE	Axie 3+Axie Tiraii 2Traii		
81 (460) I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.15 <b>NA</b>	7	NA	NA
North (81) (460) I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	99027-N000A FROM PARKWAY DRIVE  0.58 NA		NA	NA
	Town of Offisialisating (Maint. 00)	I-81-N118C	1	TVZ	INA
North (81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.12 <b>NA</b>	_	NA	NA
North	To- From:	US 11-N121B FROM RT 11	<u> </u>		
81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.28 <b>NA</b>	_	NA	NA
North	To: From:	US 11-S121B FROM RT 11	]		
81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.36 NA	7	NA	NA
<u> </u>	1-81-N	N END COLLECTOR ROAD00- RTS 460 PA			
North (81) Ramp I-81 N Exit 128 to 60-603	Montgomery County	I-81 N 0.14 <b>NA</b>	<u> </u>	NA	NA
<u> </u>	Tec	60-603 N Fork Rd	]		
North	From:	I-81 North to Rest Area			
81 Ironto Rest Area Ramp	Montgomery County	0.03 NA Enter Rest Area Parking Lot	٦	NA	NA
North	From:	Exit Rest Area Parking Lot			
81 Ironto Rest Area Ramp	Montgomery County		% 0% 19% 0% C	NA	1300 G
	From:	I-81 North from Rest Area			
North (81) Ramp	Roanoke County	I-81 North 0.17 <b>660 G</b>	<u></u>	0.116 F	660 G
(81)	To:	80-647 Dow Hollow Rd			
North	From:	I-81 North			
81 Ramp	Roanoke County	0.23 <b>2300 G</b>	-	0.098 F	2300 G
	To	SR 112 Wildwood Rd			
North (81) Ramp	Roanoke County	I-81 North 0.17 <b>2300 G</b>	<u></u>	0.125 F	2300 G
81) ramp	To:	SR 311 Thompson Memorial Dr	]	0.120	
North	From:	I-81 North			
81 Ramp	Roanoke County	0.20 <b>2400 G</b>	=	0.102 F	2400 G
	To:	SR 419 Electric Rd			
North (81) Ramp	Roanoke County	I-81 North 0.15 <b>5700 G</b> 93% 1% 1		0.126 F	5700 G
(01)h	To:	SR 115 Plantation Rd	1,75 1,75 0,75 0,75 0	0.120	
North	From:	I-81 North			
81 Scale Ramp	Botetourt County	0.46 <b>NA</b>	7	NA	NA
	100	I-81 North			

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillidity and interstate houtes		
Route	Jurisdiction	Longth AADT OA ATiro Rue	Truck K Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North Ramp I-81 N Exit 150A to ALT SR 220	Botetourt County	I-81 North 0.14 NA ALT SR 220	NA	NA
North (81) (220) Ramp I-81 N Exit 150B to US 11	From: Botetourt County	I-81 North  0.18 NA  US 11 Lee Highway	NA	NA
North Ramp I-81 N Exit 156 to 11-640	From: Botetourt County	I-81 North 0.19 NA 11-640 Brughs Mill Rd	NA	NA
North 81 Ramp I-81 N Exit 162 to US 11	Botetourt County	I-81 North  0.11 NA  US 11 Lee Highway	NA	NA
North Ramp I-81 N Exit 168 to 11-614	Botetourt County	I-81 North  0.14 NA  11-614 Arcadia Rd	NA	NA
North 81 Ramp I-81 N Exit 175 to US 11	Rockbridge County	I-81 N  0.14 NA  US 11 S Lee Highway	NA NA	NA
North Ramp I-81 N Exit 180 to US 11	Rockbridge County	I-81 North 0.18 <b>500 F</b> US 11 S Lee Highway	NA NA	500 F
North Ramp I-81 N Exit 188A to US 60 E	Rockbridge County	I-81 N 0.24 <b>NA</b> US 60 E	NA NA	NA
North Ramp I-81 N Exit 188B to US 60 W	Rockbridge County	I-81 N 0.21 <b>NA</b> US 60 W	NA NA	NA
North Ramp From I-81 N Exit 191 to I-64 W at Exit 56	Rockbridge County	I-81 North  0.37 <b>2600 G</b> 77% 1%  I-64 West	1% 1% 21% 0% F NA	2400 G
North Ramp I-81 N Exit 195A to US 11 S	Rockbridge County	I-81 N 0.23 <b>NA</b> US 11 N Lee Highway	NA	NA
North Ramp I-81 N Exit 200 to 81-710	Rockbridge County	I-81 N 0.18 <b>NA</b> 81-710	NA	NA
North Ramp I-81 N Exit 205 to 81-606	Rockbridge County	I-81 N  0.13 NA  81-606 Raphine Road	NA	NA
North Ramp I-81 N Exit 213 to US 11	Augusta County	I-81 N  0.17 NA  US 11 Lee Jackson Hwy	NA	NA

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Timary and interetate related		
Route	Jurisdiction	Longth AADT OA ATiro Bus	Truck QC K QK D 2Axle 3+Axle 1Trail 2Trail Factor Fac	$\Delta \Delta M / DT = C / M / C$
North Ramp I-81 N Exit 217 to 07-654	From: Augusta County To	I-81 N 0.22 <b>NA</b> 07-654 White Hill Rd	NA	NA
North Ramp I-81 N Exit 222 to US 250	From: Augusta County	I-81 N 0.18 <b>NA</b>	NA NA	NA
North 81 Ramp I-81 N Exit 222 to US 250	Augusta County	I-81-N222B TO RT 250 WEST  0.04 NA  US 250 FROM RT 81 NORTH	NA	NA
North 81 Ramp I-81 N Exit 222 to US 250 E	Augusta County	Ramp I-81 N222A 0.04 NA US 250 E	NA	NA
North 81 Ramp I-81 N Exit 225 to SR 275	Front Augusta County	I-81 N 0.28 <b>NA</b> SR 275	NA	NA
North Ramp I-81 N Exit 227 to 07-612	Augusta County	I-81 N 0.18 <b>NA</b>	NA	NA
North Ramp I-81 N Exit 227 to 07-612	From: Augusta County T∝	I-81-N227B TO RT 612 WEST  0.03 NA  07-612 FROM & TO RT 81	NA	NA
North 81 Ramp I-81 N Exit 227 to 07-612	From: Augusta County Too	Ramp I-81 N227A 0.04 NA 07-612 E, Laurel Hill Rd	NA	NA
North 81 Mt. Sydney Rest Area Ramp	Augusta County	I-81 North to Rest Area 0.11 1900 G 63% 2% Enter Rest Area Parking Lot		1900 G
North  81 Mt. Sydney Rest Area Ramp	Augusta County	Exit Rest Area Parking Lot  0.16 NA  I-81 North from Rest Area	NA NA	NA
North  81 Ramp I-81 N Exit 235 to SR 256	Augusta County	I-81 N 0.17 <b>NA</b> SR 256 Weyers Cave Rd	NA	NA
North  81 Ramp I-81 N Exit 240 to SR 257	Rockingham County	I-81 North  0.19 <b>3100 A</b> 91% 1%  SR 257 Friedens Ch Rd	1% 1% 6% 0% C 0.116 A	3500 A
North Ramp I-81 N Exit 243	Rockingham County	I-81 N  0.57 <b>NA</b> Ramps I-81 S243A; I-81 243A Ramp to US 11	NA NA	NA
North Ramp	City of Harrisonburg (Maint: 82)	I-81 North	0.106 F	4100 G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Rus	Truckdle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
North 81 Ramp	City of Harrisonburg (Maint: 82)	I-81 North  0.25 <b>4900 G</b> US 33 E, E Market St			0.1	F	4900	G
North 81 Ramp	City of Harrisonburg (Maint: 82)	I-81 North 0.12 <b>2800 G</b> US 33 W, E Market St			0.102	F	2800	G
North 81 Ramp	From:  Rockingham County  T∝ R	I-81 North  0.38 <b>1700 G</b> Ramps I-81 S251A; I-81 251A Ramp to US 1	1		0.133	F	1700	G
North Ramp I-81 N Exit 257 to US 11	Rockingham County	I-81 North  0.21 <b>3200 G</b> US 11 Valley Pike			0.139	F	3200	G
North 81 New Market Rest Area Ramp	FromRockingham County	I-81 North to Rest Area 0.06 NA Enter Rest Area Parking Lot			NA		NA	
North 81 New Market Rest Area Ramp	Rockingham County	Exit Rest Area Parking Lot 0.06 980 G  I-81 North from Rest Area			0.082	F	980	G
North Ramp I-81 N Exit 264 to US 211	Shenandoah County	I-81 N 0.21 <b>2100 G</b> US 211 W Old Cross Rd			0.122	F	2100	G
North Ramp I-81 N Exit 269 to 85-730	Shenandoah County	I-81 N 0.13 <b>980 G</b> 85-730 Caverns Rd			0.142	F	980	G
North 81 Ramp I-81 N Exit 273 to SR 292	Shenandoah County	I-81 N 0.21 <b>1800 G</b> SR 292 Conicville Rd			0.084	F	1800	G
North Ramp I-81 N Exit 277 to 85-614	Shenandoah County	I-81 N 0.18 <b>260 A</b> 85-614 South Middle Rd			0.178	A	300	Α
North 81 Ramp I-81 N Exit 279 to SR 185	Shenandoah County	I-81 N 0.24 <b>910 G</b> SR 185 Stoney Creek Blvd			0.123	F	910	G
North 81 Ramp I-81 N Exit 283 to SR 42	Shenandoah County	I-81 N 0.16 <b>2800 B</b> SR 42 W Reservoir Rd			0.101	A	2800	В
North Ramp I-81 N Exit 291 to 85-651	Shenandoah County	I-81 North 0.20 <b>2200 G</b> 85-651 Mount Olive Road			0.075	F	2200	G
North Ramp I-81 N Exit 296 to SR 55	Shenandoah County	I-81 N 0.13 <b>930 G</b> SR 55 John Marshall Hwy			0.109	F	930	G

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate houtes	,						
Route	Jurisdiction	Length AADT QA 47	Γire Bus	Truck2Axle 3+Axle 1Trail 2	O(	Factor	QK Dir Factor	AAWDT	QW
North	From:	I-81 N		ZAXIE STAXIE ITIAII Z	IIali	Facioi	racioi		
(81) Ramp I-81 N Exit 298 to US 11	Shenandoah County	0.15 <b>1600 G</b>				0.117	F	1600	G
	To:	US 11 Old Valley Pike							
North	From:	I-81 N							
(81) Ramp I-81 N Exit 302 to 34-627	Frederick County	0.12 <b>1700 G</b>				0.09	F	1700	G
	To:	34-627 Reliance Rd							
North	From:	I-81 N							
(81) Scale Ramp	Frederick County	0.56 <b>5600 G</b>				0.061	F	5600	G
$\overline{}$	To:	I-81 N							
North	From:	I-81 N							
(81) Ramp I-81 N Exit 307 to SR 277	Frederick County	0.24 <b>2900 G</b>				0.089	F	2900	G
<u> </u>	To:	SR 277 Fairfax Pike							
North	From:	I-81 N							
(81) Ramp I-81 N Exit 310 to SR 37	Frederick County	0.17 <b>7900 G</b> 87	7% 1%	<u>1</u> % 1% 10%	0% C	0.095	F	7900	G
<u> </u>	To:	SR 37 Winchester Bypass							
North	From:	I-81 N							
(81) Ramp I-81 N Exit 313 to US 50	Frederick County	0.17 <b>5700 G</b>				0.092	F	5700	G
North	T∝ From:	I-81-N313B TO RT 50 WEST							
(81) Ramp I-81 N Exit 313 to US 50	Frederick County	0.04 <b>NA</b>				NA		NA	
(i) ii p	To:	US 50 US 50- 17B FRO							
North	From:	Ramp I-81 N313A							
(81) Ramp I-81 N Exit 313 to US 50 W	Frederick County	0.09 <b>NA</b>				NA		NA	
	To:	US 50 W, Millwood Pike							
North	From:	I-81 N							
(81) Ramp I-81 N Exit 315 to SR 7	Frederick County	0.14 <b>9600 G</b>				0.089	F	9600	G
$\overline{}$	To	I-81-N315B TO RT 7 WEST							
North	From:					N.1.A		NIA	
81 Ramp I-81 N Exit 315 to SR 7	Frederick County	0.05 <b>NA</b> SR 7; 34-659 SR 07-E001B FRO		<del></del>		NA		NA	
	Famil								
North Ramp I-81 N Exit 315 to SR 7	Frederick County	I-81 N 0.08 <b>NA</b>				NA		NA	
81 Ramp I-81 N Exit 315 to SR 7	riederick County	SR 7 ?				INA		INA	
N. d	From								
North (81) Ramp I-81 N Exit 317 to US 11	Frederick County	0.16 <b>9800 G</b>				0.085	F	9800	G
81) Hamp For N Exit ST/ to 05 11	To:	US 11 Martinsburg Pike		$\neg$		0.003	•	3000	u
North	From:			<u> </u>					
North (81) Ramp I-81 N Exit 321 to 34-672	Frederick County	I-81 N 0.20 <b>1300 G</b>				0.096	F	1300	G
(31) . Manip 1 31 11 Exit 321 to 34 372	To:	34-672 Hopewell Rd		$\neg$		0.000	•	.000	<b>J</b>
North	From:	I-81 N		1					
(81) Ramp I-81 N Exit 323 to 34-669	Frederick County		0% 1%	 2% 1% 25%	0% C	0.105	F	3500	G
(61) 1. manup 1 61 11 Exit 626 to 61 636	To:	34-669 Rest Church Rd	0,0 1,0	1,0 20,0	J,0 0	0.100	•	0000	~
	<u> </u>	5. 005 Rost Charon Rd		1					

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-		,	u miersia		ules			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	Tenne	essee State	Line				017.00				. 4010.		. 45.5.		
( <del>81</del> )	Washington County	1.06	17000	Α	79%	1%	1%	1%	18%	1%	С	0.101	Α		17000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	35000	Α	78%	1%	1%	1%	19%	1%	С	0.095	Α	0.542	35000	Α
South	To- From:	S	SCL Bristol													
(81)	City of Bristol (Maint: 95)	0.16	17000	Α	79%	1%	1%	1%	18%	1%	С	0.101	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	35000	Α	78%	1%	1%	1%	19%	1%	С	NA			35000	Α
South	To: From:	US 58, US	S 421 Gate (	City Hw	у											
(81) (58)	City of Bristol (Maint: 95)	3.58	18000	Α	79%	1%	1%	1%	18%	1%	F	0.101	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	37000	Α	78%	1%	1%	1%	19%	1%	F	0.096	Α	0.554	37000	Α
South	To: From:		I-381													
(81) (58)	City of Bristol (Maint: 95)	1.25	21000	F	79%	1%	1%	1%	18%	1%	F	0.082	F		22000	F
0.7 0.0	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	47000	F	78%	1%	1%	1%	19%	1%	F	0.083	F	0.563	48000	F
Courth	To: From:	U	S 11, US 19	)												
South (58)	City of Bristol (Maint: 95)	1.99	24000	В	79%	1%	1%	1%	18%	1%	F	0.098	Α		25000	В
(61) (36)	Combined Traffic Estimates for 2 Parallel Roadways on this			В	78%	1%	1%	1%	19%	1%	F	0.092	Α	0.515	51000	В
	To	Ol	d Airport R	d												
South (58)	City of Bristol (Maint: 95)	0.50	23000	Α	79%	1%	1%	1%	18%	1%	F	0.102	Α		24000	Α
(61) (36)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	78%	1%	1%	1%	19%	1%	F	NA	,,		47000	Α
	То.		NCL Bristol													
South	Washington County	3.79	23000	Α	79%	1%	1%	1%	18%	1%	F	0.102	Α		24000	Α
81     58	Combined Traffic Estimates for 2 Parallel Roadways on this			A	78%	1%	1%	1%	19%	1%	F	NA	^		47000	A
	To To	riouto.	FR-310		7070	1 /0		170	1070	1 70		1471			47000	
South	From:	1.00			000/	10/	10/	10/	150/	10/	_	0.100	٨		00000	^
81 (58)	Washington County  Combined Traffic Estimates for 2 Parallel Roadways on this	1.29	22000	A A	82% 81%	1% 1%	1% 1%	1% 1%	15% 16%	1% 1%		0.102 0.095	A A	0.528	22000 45000	A A
	Combined Trainic Estimates for 2 Farallel Hoadways of this				01/6	1 /0	1 /0	1 /0	10 /0	1 /0	'	0.093	٨	0.526	43000	^
South	From:		Spring Cre						. =							
81   58	Washington County	1.93	22000	F	82%	1%	1%	1%	15%	1%	F -	0.085	F -		23000	F -
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this			F	81%	1%	1%	1%	16%	1%	F	0.085	F	0.504	46000	F
South	To: Prom	SR 14	10 Jonesbor	o Rd												
(81) (58)	Washington County	1.40	21000	Α	82%	1%	1%	1%	15%	1%	С	0.101	Α		21000	Α
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	41000	Α	81%	1%	1%	1%	16%	1%	С	0.095	Α	0.551	42000	Α
South	To: Front	SC	CL Abingdo	n												
(81) (58)	Town of Abingdon (Maint: 95)	0.69	21000	Α	82%	1%	1%	1%	15%	1%	С	0.101	Α		21000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	41000	Α	81%	1%	1%	1%	16%	1%	С	NA			42000	Α
	То:	SR 7.	5 Cumming	s St												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:		75 Cummings													
(81) (58)	Town of Abingdon (	'	21000	F	82%	1%	1%	1%	15%	1%	F	0.08	F		22000	F
$\lor \lor$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	F	81%	1%	1%	1%	16%	1%	F	0.081	F	0.521	44000	F
South	To: From:	N	CL Abingdo	n												
(81)	Washington C	ounty 1.97	21000	F	82%	1%	1%	1%	15%	1%	F	80.0	F		22000	F
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Το:		S 11 Lee Hw	-												
South	Washington C		1, US 58 Lee	Hwy <b>A</b>	82%	1%	1%	1%	15%	1%	_	0.102	Α		17000	۸
81	Combined Traffic Estimates for 2 Parallel	•		A	81%	1%	1%	1%	16%	1%	F	0.102	A	0.539	35000	A
	Combined Trainic Estimates for 2 Parallel	,			01%	170	1%	170	10%	170	Г	0.096	А	0.539	35000	А
South	To: From:		04 Enterprise	e Rd												
( <del>81</del> )	Washington C	•	17000	F	82%	1%	1%	1%	15%	1%	F	NA			17000	F
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	F	81%	1%	1%	1%	16%	1%	F	NA			34000	F
Courth	To: From:	SR 8	0 Glenbrook	Ave												
South 81	Washington C	ountv 1.47	16000	F	82%	1%	1%	1%	15%	1%	F	0.08	F		16000	F
(61)	Combined Traffic Estimates for 2 Parallel	•		F	81%	1%	1%	1%	16%	1%	F	NA	•		34000	F
	To:		737 College		0.70	. , 0		. , 0	. 0 70	. , ,	•				0.000	•
South	From:										_		_			_
81	Washington C	•	15000	F	82%	1%	1%	1%	15%	1%	F	0.077	F		16000	F
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	F	81%	1%	1%	1%	16%	1%	F	0.077	F	0.507	33000	F
South	To: From:	SI	R 91 Maple S	St												
(81)	Washington C	ounty 2.88	14000	F	82%	1%	1%	1%	15%	1%	F	0.078	F		14000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	F	81%	1%	1%	1%	16%	1%	F	0.074	F	0.503	30000	F
	Tax	US 11 Lee	Hwy; 95-75	1 Fleet	Rd		<u> </u>									
South 81	Washington C	ounty 1.83	14000	F	82%	1%	1%	1%	15%	1%	F	0.077	F		14000	F
(81)	Combined Traffic Estimates for 2 Parallel	•		F	81%	1%	1%	1%	16%	1%	F	0.075	F	0.517	29000	F
	To:		yth County L		0176	1 /0	1 /8	1 /0	10 /6	1 /0	'	0.073	'	0.517	23000	
South	From:	Washi	ngton County													
( <del>81</del> )	Smyth Cour	nty 0.92	14000	F	82%	1%	1%	1%	15%	1%	F	0.077	F		14000	F
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	F	81%	1%	1%	1%	16%	1%	F	NA			29000	F
Courth	To: From:	S	CL Chilhowi	e												
South 81	Town of Chilhowie (	(Maint: 86) 0.37	14000	F	82%	1%	1%	1%	15%	1%	F	0.077	F		14000	F
(31)	Combined Traffic Estimates for 2 Parallel	,		F	81%	1%	1%	1%	16%	1%	F	NA	•		29000	F
	Tal				0.75	.,,		. , •		. , •						
South 81	From:		07 White Top													
(81)	Town of Chilhowie (	,	14000	F	82%	1%	1%	1%	15%	1%	F	0.083	F		14000	F
$\sim$	Combined Traffic Estimates for 2 Parallel			F	81%	1%	1%	1%	16%	1%	F	NA			30000	F
	Τα	N	CL Chilhowi	e												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary an						Tru	ıck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q١
outh	From:	N _i	CL Chilhow	ie			1	017.04.0				. 40101		. 40.0.		—
81)	Smyth County	3.72	14000	F	82%	1%	1%	1%	15%	1%	F	0.083	F		14000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	29000	F	81%	1%	1%	1%	16%	1%	F	NA			30000	F
outh	To: From:	US 11 Lee Hv	vy; 86-645 I	Fox Vall	ey Rd											
81)	Smyth County	3.80	14000	F	82%	1%	1%	1%	15%	1%	F	0.089	F		15000	ı
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	30000	F	81%	1%	1%	1%	16%	1%	F	NA			31000	
outh	To: From:	U	S 11 Lee Hv	vy												
31)	Smyth County	1.01	14000	G	82%	1%	1%	1%	15%	1%	F	NA			14000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	27000	G	81%	1%	1%	1%	16%	1%	F	NA			28000	
uth	To From:	86-730	0 Washingto	n Ave												
1)	Smyth County	0.66	14000	Α	82%	1%	1%	1%	15%	1%	F	0.113	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:		Α	81%	1%	1%	1%	16%	1%	F	0.102	Α	0.608	28000	
	To		WCL Marior	1												
uth 1	Town of Marion (Maint: 86		14000	Α	82%	1%	1%	1%	15%	1%	F	0.113	Α		14000	
<i>y</i>	Combined Traffic Estimates for 2 Parallel Roadwa	,		A	81%	1%	1%	1%	16%	1%	F	NA	,,		28000	
	To		ECL Marion													
uth	Smyth County	0.05	14000	A	82%	1%	1%	1%	15%	1%	F	0.113	Α		14000	
1)	Combined Traffic Estimates for 2 Parallel Roadwa			A	81%	1%	1%	1%	16%	1%	, E	NA	٨		28000	
	то		SCL Marion		0.70	. , 0		. , 0	.070	. , 0	•					
uth	Town of Marion (Maint: 86				82%	1%	10/	10/	150/	10/	_	0.113	۸		14000	
1	Combined Traffic Estimates for 2 Parallel Roadwa	,	14000	A A	82% 81%	1%	1% 1%	1% 1%	15% 16%	1% 1%	F	0.113 NA	Α		28000	
	Tollished Traffic Estimates for 2 T araffer Hoadwa				0176	1 /0	1 /0	1 /0	10 /6	1 /0	•	INA			20000	
uth	From		16 Commerc		202/	40/		40/	450/	40/	_	0.000	_		10000	
1	Town of Marion (Maint: 86	•	13000	F	82%	1%	1%	1%	15%	1%	-	0.089	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadwa	<u> </u>		F	81%	1%	1%	1%	16%	1%	F	NA			27000	
uth	To: From:		NCL Marion													_
<del>11</del> )	Smyth County	1.90	13000	F	82%	1%	1%	1%	15%	1%	F	0.089	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	26000	F	81%	1%	1%	1%	16%	1%	F	NA			27000	
uth	To: From:	FR-1	0 North Ma	in St												_
<u>1</u> )	Smyth County	2.64	13000	F	82%	1%	1%	1%	15%	1%	F	0.084	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	26000	F	81%	1%	1%	1%	16%	1%	F	0.080	F	0.526	27000	
uth	Tox From:	86-62	2 Nicks Cree	ek Rd												
1)	Smyth County	4.22	12000	Α	82%	1%	1%	1%	15%	1%	F	0.115	Α		12000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	25000	Α	81%	1%	1%	1%	16%	1%	F	0.108	Α	0.745	24000	
	Тα	•	683 Winsor	Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		· · ·						Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	86-	683 Winsor	Rd			2, 0.00	017100	TTTQII	Liian		1 40101		1 40101		
81)	Smyth Coul		10000	G	82%	1%	1%	1%	15%	1%	F	0.090	F		10000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	81%	1%	1%	1%	16%	1%	F	NA			22000	G
	To:	Wy	the County	Line												
South	From:		yth County 1						. = - /		_		_			_
81	Wythe Cour	•	10000	G	82%	1%	1%	1%	15%	1%	F -	0.090	F _		10000	G
· ·	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	81%	1%	1%	1%	16%	1%	F	0.081	F	0.504	22000	G
South	To: From:	SR 90; 9	8-680 Black	Lick R	d											
81)	Wythe Cou	nty 6.54	13000	Α	82%	1%	1%	1%	15%	1%	F	0.110	Α		12000	Α
OI)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	81%	1%	1%	1%	16%	1%	F	0.107	Α	0.537	25000	Α
	To		11, W Lee 1													
South	From:															
81	Wythe Cou	•	11000	G	82%	1%	1%	1%	15%	1%	F	0.088	F		12000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	G	81%	1%	1%	1%	16%	1%	F	NA			23000	G
Couth	To: From:	SO	CL Wythevi	lle												
South 81	Town of Wytheville	(Maint: 98) 2.71	11000	G	82%	1%	1%	1%	15%	1%	F	0.088	F		12000	G
(61)	Combined Traffic Estimates for 2 Parallel	,		G	81%	1%	1%	1%	16%	1%	F	NA	•		23000	G
	To:	•	US 52, N F			1 /0	$\overline{}$	1 70	1070	1 /0	•	14/1			20000	ď
South	From:	US	21, N Fourt													
(81) (52)	Town of Wytheville	(Maint: 98) 1.99	12000	Α	82%	1%	1%	1%	15%	1%	F	0.109	Α		12000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	Α	81%	1%	1%	1%	16%	1%	F	0.103	Α	0.539	26000	Α
0 11 11 11	To:	I-	77 Wythevi	lle			$\neg$ $\vdash$									
South North	Town of Wytheville	(Maint: 98) 1.29	22000	Α	75%	1%	1%	1%	21%	2%	F	0.128	Α		20000	Α
81 77 52	Combined Traffic Estimates for 2 Parallel	,		Ā	74%	1%	1%	1%	22%	2%	· F	0.120	Α	0.575	42000	Α
	To:		11, E Mair		74/0	1 /0	1 /0	1 /0	ZZ /0	2/0	•	0.116	^	0.575	42000	^
South North	From:		E Main St	ıgı												
(81) $(77)$ $(11)$ $(52)$	Town of Wytheville	(Maint: 98) 0.93	24000	Α	75%	1%	1%	1%	21%	2%	С	0.122	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.584	46000	Α
	Τα	No	CL Wythevi	lle.												
South North	From:				750/	10/	10/	10/	040/	00/	_	0.100	^		00000	^
81 77 11 52	Wythe Coul	,	24000	A	75%	1%	1%	1%	21%	2%	С	0.122	Α		23000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	С	NA			46000	Α
South North	To: From:	FR 326; FR 42 C	hapman Rd	; FR 43	Lee Hwy											
(81)     (77)     (11)     (52)	Wythe Cou	nty 2.31	23000	Α	75%	1%	1%	1%	21%	2%	F	0.123	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel	•	48000	Α	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.544	46000	Α
	To:	SR 121 Max Me	adows Rd;	Fort Chi	swell Rd											
South North	From:	US 52 Fort Chiswell														
(81) (77) (11)	Wythe Cou	•	23000	Α	75%	1%	1%	1%	21%	2%	F	0.119	Α		22000	Α
$\sim$	Combined Traffic Estimates for 2 Parallel			Α	74%	1%	1%	1%	22%	2%	F	0.113	Α	0.592	45000	Α
	To:	I-7′	7 Fort Chisy	vell												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Part									Tri	ıok			K		Dir		
South	Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   \$6000   A   74%   1%   1%   1%   22%   2%   F   0.089   F   0.080   35000   A	South	From:	I-77 Fo	ort Chiswo	ell												
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout		Wythe County	3.20 <b>1</b>	18000	Α	76%	1%	1%	1%	20%	2%	F	0.113	Α		17000	Α
Wythe County   1-21   1800   A   75%   1%   1%   1%   20%   2%   F   0.089   F   15000   G   3400    $\circ$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 3	36000	Α	74%	1%	1%	1%	22%	2%	F	0.104	Α	0.600	35000	Α	
Wythe County	South	To: From:	98-619 Ma	ajor Graha	ms Rd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   34000   G   74%   1%   1%   1%   1%   22%   2%   F   0.074   F   0.552   34000   G		Wythe County	1.96 <b>1</b>	16000	G	76%	1%	1%	1%	20%	2%	F	0.089	F		16000	G
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout		Combined Traffic Estimates for 2 Parallel Roadways on th	is Route: 3	34000		74%	1%	1%	1%	22%	2%	F	0.074	F	0.552	34000	G
Bill   11   Wythe Country   1.21   18000	O !!	To From	9	98-618													
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   S8000	South (81)	Wythe County	1.21 <b>1</b>	18000	Α	76%	1%	1%	1%	20%	2%	F	0.111	Α		18000	Α
Pulsaki County   2.58   1800   A   75%   1%   1%   1%   20%   2%   F   0.111   A   0.533   3500   A   2		, ,										F	-				Α
Pulaski County		Tα	Pulaski	i County L													
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 36000		Pulacki County				76%	10/	10/	10/	200/	20/	_	0 111	۸		19000	٨
South   Pulaski County   2.90   18000   A   76%   1%   1%   1%   20%   2%   F   0.115   A   18000   A   37000    A   370000   A   370000   A   370000   A   3700	(81) (11)	· · ·										, E	-	,,	0 533		Δ
Pulaski County   2.90   18000   A   76%   1%   1%   1%   20%   2%   F   0.115   A   18000   A		Tax				1376	1 /0		1 /0	ZZ /0	2 /0	'	0.101	^	0.555	33000	^
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 38000		From:	US 11 Lee Hi		_												
South   Pulaski County   1.91   1900   G   76%   1%   1%   1%   20%   2%   F   0.083   F   19000   G	(81) (100)	,											-				
Pulaski County   1.91   1900   G   76%   1%   1%   1%   20%   2%   F   0.083   F   19000   G   G   74%   1%   1%   1%   1%   1%   22%   2%	<b>O O</b>	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 3	38000	Α	74%	1%	1%	1%	22%	2%	F	0.101	Α	0.53	37000	Α
Pulaski County   1.91   19000   G   76%   1%   1%   1%   20%   2%   F   0.083   F   19000   G	South	T _O : From:	FR 47; FR 327	7 Old Bal	timore F	Rd											
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout		Pulaski County	1.91 <b>1</b>	19000	G	76%	1%	1%	1%	20%	2%	F	0.083	F		19000	G
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout	$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 3	39000	G	74%	1%	1%	1%	22%	2%	F	0.072	F	0.558	39000	G
Pulaski County	South	To: From:	SR 99 Co	ount Pulas	ki Dr												
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   38000   A   74%   1%   1%   1%   22%   2%   F   0.103   A   0.527   37000   A		Pulaski County	4.39 <b>1</b>	18000	Α	76%	1%	1%	1%	20%	2%	F	0.114	Α		18000	Α
Pulaski County   2.40   2000   G   76%   1%   1%   1%   20%   2%   F   0.08   F   2000   G	01) (100)	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route: 3	38000	Α	74%	1%	1%	1%	22%	2%	F	0.103	Α	0.527	37000	Α
Pulaski County   2.40   20000   G   76%   1%   1%   1%   20%   2%   F   0.08   F   20000   G		To: Boom	SR 100 C	Cleburne 1	Blvd			$\neg$ $\vdash$									
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   41000   G   74%   1%   1%   1%   22%   2%   F   0.073   F   0.531   41000   G		Pulaski County	240 2	מחחח	G	76%	1%	1%	1%	20%	2%	F	0.08	F		20000	G
South   Pulaski County   South   Proses   State Park   Proses   South   Proses   South   Proses   South   Proses   South   S	(81)	,										F		F	0.531		
Pulaski County 3.62 19000 A 76% 1% 1% 1% 20% 2% F 0.109 A 19000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 74% 1% 1% 1% 20% 2% F 0.100 A 0.638 39000 A Montgomery County Line    South   Similar	To To				, 0	. , ,		. , 0		-70		0.0.0	•	0.00			
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   3900   A   74%   1%   1%   22%   2%   F   0.100   A   0.638   39000   A	South	From:				700/	40/	40/	40/	000/	00/	_	0.400			10000	
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout	(81)	•										F			0.000		
South   Pulaski County Line   Pulaski Coun		Combined Traffic Estimates for 2 Parallel Roadways on th				74%	1%	1%	1%	22%	2%	Г	0.100	А	0.638	39000	А
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 74% 1% 1% 12% 2% 2% F NA 39000 A  South  Montgomery County 4.01 19000 A 76% 1% 1% 1% 20% 2% F 0.107 A 19000 A  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 74% 1% 1% 1% 22% 2% F 0.1 A 0.516 39000 A		From:															
South   SR 232 First St   South   SR 232 First St   South	(81)	ŭ ; ,			Α	76%	1%	1%	1%	20%	2%	F	0.109	Α		19000	Α
Montgomery County 4.01 19000 A 76% 1% 1% 20% 2% F 0.107 A 19000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 74% 1% 1% 1% 22% 2% F 0.1 A 0.516 39000 A	$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 3	39000	Α	74%	1%	1%	1%	22%	2%	F	NA			39000	Α
Montgomery County 4.01 <b>19000 A</b> 76% 1% 1% 1% 20% 2% F 0.107 A 19000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>39000 A</b> 74% 1% 1% 1% 22% 2% F 0.1 A 0.516 39000 A	South	To: From:	SR 23	232 First S	t												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 74% 1% 1% 1% 22% 2% F 0.1 A 0.516 39000 A	81	Montgomery County	4.01 <b>1</b>	19000	Α	76%	1%	1%	1%	20%	2%	F	0.107	Α		19000	Α
To: SR 177 Tyler Rd		Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 3	39000	Α	74%	1%	1%	1%	22%	2%	F	0.1	Α	0.516	39000	Α
		Tα	SR 17	77 Tyler R	d												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	1 11111	ury ur	na intersta	110 110	4100			Trı	ıok			- V		Dir		
Route	Jurisdiction L	ength	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
South	Fron:	SR	177 Tyler l	Rd			ZAXIE	3+Axie	HHall	ZIIali		Factor		Facioi		
(81)	Montgomery County	4.78	21000	A	76%	1%	1%	1%	20%	2%	С	0.107	Α		21000	Α
01)	Combined Traffic Estimates for 2 Parallel Roadways on this R	Route:	42000	Α	74%	1%	1%	1%	22%	2%	С	0.1	Α	0.617	42000	Α
	Tor	SR 8 1	Riner Rd; M	ain St												
South 81	Montgomery County	0.03	23000	F	76%	1%	1%	1%	20%	2%	F	0.086	F		23000	F
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this F			F	74%	1%	1%	1%	22%	2%	F	NA	'		47000	· F
	To		. Christiansh	-	7 170	1 70		1 70	LL 70	270					17000	
South	From:												_			
81	3 (	4.27	23000	F	76%	1%	1%	1%	20%	2%	F	0.086	F	0.540	23000	-
	Combined Traffic Estimates for 2 Parallel Roadways on this F			F	74%	1%	1%	1%	22%	2%	F	0.08	F	0.549	47000	F
South	Te- From:	U	S 11, US 46	50												
( <del>81</del> )	Town of Christiansburg (Maint: 60)	0.34	23000	G	76%	1%	1%	1%	20%	2%	С	NA			23000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	46000	G	75%	1%	1%	1%	21%	2%	С	NA			46000	G
South	To- Front	NCI	_ Christiansl	burg												
81	Montgomery County	9.39	23000	G	76%	1%	1%	1%	20%	2%	С	NA			23000	G
O.	Combined Traffic Estimates for 2 Parallel Roadways on this R	Route:	46000	G	75%	1%	1%	1%	21%	2%	С	NA			46000	G
-	Tor	60-6	03 Northfor	k Rd												
South	Montgomery County	2.06	22000	Α	78%	1%	1%	1%	19%	1%	С	0.111	Α		22000	Α
81	Combined Traffic Estimates for 2 Parallel Roadways on this F			A	75%	1%	1%	1%	21%	2%	F	0.099	A	0.554	45000	A
	Tw		oke County		7576	1 /0	1 /0	1 /0	2170	270		0.000		0.554	+3000	
South			omery Coun													
(81)	· · · · · · · · · · · · · · · · · ·	2.03	22000	Α	78%	1%	1%	1%	19%	1%	С	0.111	Α		22000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	46000	Α	75%	1%	1%	1%	21%	2%	F	NA			45000	Α
South	To: From:	80-647	7 Dow Hollo	ow Rd												
( <del>81</del> )	Roanoke County	4.40	24000	G	78%	1%	1%	1%	18%	1%	С	NA			24000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	50000	G	76%	1%	1%	1%	20%	2%	С	NA			49000	G
Carretta	To: From:		SCL Salem													
South 81	City of Salem (Maint: 80)	0.28	24000	G	78%	1%	1%	1%	18%	1%	С	NA			24000	G
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this F			G	76%	1%	1%	1%	20%	2%	C	NA			49000	G
	To		12 Wildwoo			. , ,		. 70	2070						.0000	
South	From:				700/	401		401	470/	407		0.404			00000	
81	,	0.14	28000	A	79%	1%	1%	1%	17%	1%	С	0.104	Α		29000	Α
<b>-</b>	Combined Traffic Estimates for 2 Parallel Roadways on this F			Α	79%	1%	1%	1%	17%	1%	F	NA			58000	Α
South	To: From:		NCL Salem													
( <del>81</del> )	Roanoke County	1.51	28000	Α	79%	1%	1%	1%	17%	1%	С	0.104	Α		29000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	57000	Α	79%	1%	1%	1%	17%	1%	F	NA			58000	Α
	Τα		SCL Salem													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and inte					Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
South	From:	SCL Sa	ılem			I									
( <del>81</del> )	City of Salem (Maint: 80)	0.90 2800	00 A	79%	1%	1%	1%	17%	1%	С	0.104	Α		29000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 5700	00 A	79%	1%	1%	1%	17%	1%	F	NA			58000	Α
South	To: From:	NCL Sa	alem												
81	Roanoke County	0.44 <b>280</b> 0	00 A	79%	1%	1%	1%	17%	1%	С	0.104	Α		29000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 5700	00 A	79%	1%	1%	1%	17%	1%	F	NA			58000	Α
Courth	To: Front	SR 311 Thompson	n Memoria	l Dr											
South 81	Roanoke County	1.37 <b>3000</b>	00 A	81%	1%	1%	1%	16%	1%	С	0.103	Α		31000	Α
01)	Combined Traffic Estimates for 2 Parallel Roadways of			80%	1%	1%	1%	16%	1%	С	0.098	Α	0.526	62000	Α
Oth-	To- From	SR 419 Ele	ctric Rd												
South 81	Roanoke County	2.21 3300	00 A	82%	1%	1%	1%	14%	1%	С	0.103	Α		34000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways o		-	82%	1%	1%	1%	15%	1%	C	NA			68000	Α
	To:	I-581, US													
South	From:	I-58													
(81) {220}	Roanoke County	3.15 <b>2900</b>	-	81%	1%	1%	1%	16%	1%	С	0.101	Α		29000	Α
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways o			80%	1%	1%	1%	17%	1%	С	0.101	Α	0.509	58000	Α
South	To: From	SR 115 Plan	tation Rd												
(81) (220)	Roanoke County	0.39 <b>2600</b>	00 G	81%	1%	1%	1%	16%	1%	F	0.1	F		26000	G
$\bigcirc\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 5000	00 G	80%	1%	1%	1%	17%	1%	F	0.083	F	0.567	50000	G
	To:	Botetourt Co													
South	Botetourt County	Roanoke Co 3.17 <b>2600</b>		81%	1%	1%	1%	16%	1%	F	0.1	F		26000	G
81 [220]	Combined Traffic Estimates for 2 Parallel Roadways o			80%	1%	1%	1%	17%	1%	F	NA	•		50000	G
	To:	Roanoke Rd; Alt US 2			1 70	—i~	1 70	17 70	1 /0	•	1471			00000	u
South	<u></u>	JS 220 Roanoke Rd; Alt	US 220 CI	overdale Rd											
( <del>81</del> )	Botetourt County	6.19 <b>2000</b>	-	70%	1%	1%	1%	26%	2%	F	0.075	F		19000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 3800	00 F	68%	1%	1%	1%	27%	2%	F	0.071	F	0.565	36000	F
South	To: From:	11-640 Brugh	ns Mill Rd												
(81)	Botetourt County	5.49 <b>180</b> 0	00 A	70%	1%	1%	1%	26%	2%	F	0.12	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 3700	00 A	68%	1%	1%	1%	27%	2%	F	0.110	Α	0.513	35000	Α
0 11	To: Form:	US 11 Lee Hwy, So	outh of Buc	hanan											
South 81	Botetourt County	5.81 <b>1700</b>		70%	1%	1%	1%	26%	2%	С	0.124	Α		16000	Α
01)	Combined Traffic Estimates for 2 Parallel Roadways o			68%	1%	1%	1%	27%	2%	С	0.124	A	0.535	32000	A
	Tolling Traine Estimates for 2 Taraffel Hoadways o				1 /0	1 /0	1 /0		270		0.110		0.555	02000	
South	From:	US 11 Lee Hwy, No										_			_
(81) (11)	Botetourt County	0.88 <b>1800</b>		70%	1%	1%	1%	26%	2%	F	0.079	F		16000	F
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways of			68%	1%	1%	1%	27%	2%	F	NA			33000	G
	To:	11-614 Arc	adia Rd												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout				iu iiileisia		ules			Tru	ıck			K		Dir		
Bill   Bedeutor County   S.20   18000   F   70%   1%   1%   26%   2%   F   0.111   A   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   1%   27%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   1%   2%   2%   F   NA   30000   F   70%   1%   1%   1%   1%   2%   2%   F   NA   30000   A   70%   1%   1%   1%   1%   2%   2%   F   NA   30000   A   70%	Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2 <b>Δ</b> vla	_	-		QC		QK		AAWDT	QW
Belefour Courty   5.20   18000   F   70%   1%   1%   1%   28%   2%   F   0.111   A   17000   F   17000   F   18000    F   180000   F   1	South	From:	11-6	514 Arcadia	Rd			ZAXIE	JTANE	THAI	ZIIali		i actor		1 actor		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000   F   68%   1%   1%   1%   27%   2%   F   NA   33000   F   70%   1%   1%   1%   1%   27%   2%   F   NA   17000   F   70%   1%   1%   1%   1%   28%   2%   F   0.111   A   17000   F   70%   1%   1%   1%   1%   28%   2%   F   0.111   A   17000   F   70%   1%   1%   1%   1%   28%   2%   F   0.111   A   17000   F   70%   1%   1%   1%   1%   28%   2%   F   0.111   A   17000   F   70%   1%   1%   1%   1%   28%   2%   F   0.111   A   17000   F   70%   1%   1%   1%   1%   28%   2%   F   0.078   F   0		Botetourt County				70%	1%	1%	1%	26%	2%	F	0.111	Α		17000	F
Recibility Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000   F 68%   1%   1%   1%   26%   2%   F 0.111   A 30000   F 68%   1%   1%   1%   26%   2%   F 0.111   A 30000   F 68%   1%   1%   1%   26%   2%   F 0.111   A 30000   F 68%   1%   1%   1%   26%   2%   F 0.111   A 30000   F 68%   1%   1%   1%   26%   2%   F 0.111   A 30000   F 68%   1%   1%   1%   26%   2%   F 0.111   A 30000   F 68%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 68%   1%   1%   1%   1%   1%   26%   2%   F 0.072   F 0.533   3000   F 0.000   F		•	Route:			68%	1%	1%		27%	2%	F	NA			33000	F
Rockbridge County		Tα			y Line												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000   F   88%   1%   1%   1%   27%   2%   F   NA   33000   F   10.00   F   1.00   F		From:															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 38000   F   70%   1%   1%   1%   1%   26%   2%   F   0.078   F   16000   F   70%   1%   1%   1%   1%   1%   1%   1%	(81) (11)											F	-	Α			F
USI   Lee   Hays, South   Factor   South   S	$\circ \circ$				•		1%	1%	1%	27%	2%	F	NA			33000	F
Rockbridge County   S.24   17000   F   70%   1%   1%   28%   2%   F   0.078   F   0.533   32000   F   35000   F   35000   F   88%   1%   1%   1%   27%   2%   F   0.072   F   0.533   32000   F   35000    F   350000   F	Carrida					<u> </u>											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 38000   F   68%   1%   1%   1%   27%   2%   F   0.72   F   0.533   32000   F	South						1%	1%	1%	26%	2%	F	0.078	F		16000	F
South   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   South   East   Sou	(81)	ğ ,	-									F		F	0 533		F
South   East							1 /0	1 /6	1 /0	21 /0	2 /0	'	0.072	'	0.555	32000	'
South   East   Rockbridge County   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   34000   A   70%   1%   1%   1%   26%   2%   F   0.119   A   0.546   36000   A   36000   A   368%   1%   1%   1%   1%   26%   2%   F   0.112   A   0.546   36000   A   36000   A   36000   A   36000   A   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%	South	From:	1 Lee Hwy	y, North of l	Natural	Bridge											
South   East   Rockbridge County   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   34000   A   70%   1%   1%   1%   26%   2%   F   0.119   A   0.546   36000   A   36000   A   368%   1%   1%   1%   1%   26%   2%   F   0.112   A   0.546   36000   A   36000   A   36000   A   36000   A   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%   368%	(81)	Rockbridge County	7.97	18000	Α	70%	1%	1%	1%	26%	2%	F	0.120	Α		17000	Α
Rockbridge County   2.67   1900   A 70%   1%   1%   26%   2%   F   0.119   A   1800	$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	34000	Α	68%	1%	1%	1%	27%	2%	F	NA			32000	Α
Rockbridge County   2.67   1900   A 70%   1%   1%   1%   28%   2%   F   0.119   A   18000   A   1800		To	US 6	0 Midland	Frail												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 38000		Pookbridge County	2.67	10000		70%	10/	10/	10/	260/	20/	_	0.110	۸		19000	۸
South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   South East   Sou	(81)	<b>,</b>										' -			0.546		
Rockbridge County   3.66   21000   A   71%   1%   1%   1%   24%   2%   F   0.118   A   20000   A   2		Combined Trainic Estimates for 2 Parallel Roadways on this				00%	176	1%	170	21%	2%	Г	0.112	А	0.546	36000	А
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   70%   1%   1%   1%   26%   2%   F   0.114   A   0.515   40000   A	South East	Ta- From:	I-64 S	South Interch	nange												
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   70%   1%   1%   1%   26%   2%   F   0.114   A   0.515   40000   A		Rockbridge County	3.66	21000	Α	71%	1%	1%	1%	24%	2%	F	0.118	Α		20000	Α
South East   Rockbridge County   S.59   21000   F   71%   1%   1%   1%   24%   2%   F   0.119   A   19000   F   70%   1%   1%   1%   1%   26%   2%   F   0.103   A   0.529   39000   F   70%   1%   1%   1%   1%   26%   2%   F   0.103   A   0.529   39000   F   70%   1%   1%   1%   1%   1%   26%   2%   F   0.103   A   0.529   39000   F   70%   1%   1%   1%   1%   1%   26%   2%   F   0.103   A   0.529   39000   F   70%   1%   1%   1%   1%   1%   1%   1%	$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	42000	Α	70%	1%	1%	1%	26%	2%	F	0.114	Α	0.515	40000	Α
South East   Rockbridge County   S.59   21000   F   71%   1%   1%   1%   24%   2%   F   0.119   A   19000   F   70%   1%   1%   1%   1%   26%   2%   F   0.103   A   0.529   39000   F   70%   1%   1%   1%   1%   26%   2%   F   0.103   A   0.529   39000   F   70%   1%   1%   1%   1%   26%   2%   F   0.103   A   0.529   39000   F   70%   1%   1%   1%   1%   1%   26%   2%   F   0.103   A   0.529   39000   F   70%   1%   1%   1%   1%   1%   1%   1%		To: US	S 11 Lee H	Iwy North o	of Lexin	oton											
Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   F   70%   1%   1%   1%   26%   2%   F   0.103   A   0.529   39000   F		ron.					10/	10/	10/	0.40/	00/	_	0.110	^		10000	_
South East   South East   State   St	(81) (64)												-		0.500		
Rockbridge County   A.41   21000   A   71%   1%   1%   24%   2%   F   0.122   A   19000   A   A   20000   A   70%   1%   1%   1%   24%   2%   F   0.114   A   0.618   39000   A   A   20000   A   20		Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	42000	F	70%	1%	1%	1%	26%	2%	F	0.103	А	0.529	39000	F
Rockbridge County   4.41   21000   A   71%   1%   1%   1%   24%   2%   F   0.122   A   19000   A   70%   1%   1%   1%   1%   26%   2%   F   0.114   A   0.618   39000   A   70%   1%   1%   1%   1%   26%   2%   F   0.114   A   0.618   39000   A   70%   1%   1%   1%   1%   26%   2%   F   0.114   A   0.618   39000   A   70%   1%   1%   1%   1%   1%   24%   2%   C   0.123   A   19000   A   70%   1%   1%   1%   1%   26%   2%   C   0.123   A   19000   A   70%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   24%   2%   C   0.123   A   19000   A   70%   1%   1%   1%   1%   1%   24%   2%   C   0.123   A   19000   A   70%   1%   1%   1%   1%   24%   2%   C   0.123   A   19000   A   70%   1%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   1%   1%   24%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   1%   1%   1%	South East	To: From:	81-	710 Sterret	Rd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 70% 1% 1% 1% 26% 2% F 0.114 A 0.618 39000 A    South East		Rockbridge County	4.41	21000	Α	71%	1%	1%	1%	24%	2%	F	0.122	Α		19000	Α
South   East   Rockbridge County   Line   Rockbridge County   Line   Rockbridge County   Line   Rockbridge County   Line   Rockbridge County   R		Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	42000	Α	70%	1%	1%	1%	26%	2%	F	0.114	Α	0.618	39000	Α
Rockbridge County   0.33   21000   A   71%   1%   1%   24%   2%   C   0.123   A   19000   A   A   70%   1%   1%   1%   26%   2%   C   NA   39000   A   A   70%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   24%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   1%   24%   2%   C   0.123   A   19000   A   70%   1%   1%   1%   1%   1%   24%   2%   C   0.123   A   19000   A   70%   1%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   26%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   1%   24%   2%   C   NA   39000   A   70%   1%   1%   1%   1%   1%   1%   24%   2%   F   0.12   A   20000   A   70%   1%   1%   1%   1%   1%   1%   24%   2%   F   0.12   A   20000   A   70%   1%   1%   1%   1%   1%   24%   2%   F   0.12   A   20000   A   70%   1%   1%   1%   1%   1%   24%   2%   F   0.12   A   20000   A   70%   1%   1%   1%   1%   1%   1%   24%   2%   F   0.12   A   20000   A   70%   1%   1%   1%   1%   1%   24%   2%   F   0.12   A   20000   A   70%   1%   1%   1%   1%   1%   1%   24%   2%   F   0.12   A   20000   A   70%   1%   1%   1%   1%   1%   1%   1%		To			DA												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 70% 1% 1% 1% 26% 2% C NA 39000 A    South East		From:															
South East   From   Rockbridge County Line   South East   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   71%   1%   1%   24%   2%   C   0.123   A   19000   A   39000   A     South East   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   70%   1%   1%   1%   26%   2%   C   NA   39000   A     South East   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   70%   1%   1%   1%   26%   2%   C   NA   39000   A     South East   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   70%   1%   1%   1%   24%   2%   F   0.12   A   20000   A     A   20000   A     A   20000   A	81 64													Α			Α
South East   Rockbridge County Line   Augusta County   7.96   21000   A   71%   1%   1%   24%   2%   C   0.123   A   19000   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   70%   1%   1%   1%   26%   2%   C   NA   39000   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   70%   1%   1%   1%   26%   2%   C   NA   39000   A   A   County   A   East   Augusta County   4.64   21000   A   71%   1%   1%   1%   24%   2%   F   0.12   A   20000   A   A   County   A   A   A   County   A   A   County   A   A   County   A   A   County   A   County   A   A   County   A   A   County   A   County   A   A   County   A   Coun	$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this				70%	1%	1%	1%	26%	2%	С	NA			39000	Α
Augusta County 7.96 21000 A 71% 1% 1% 24% 2% C 0.123 A 19000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 70% 1% 1% 1% 26% 2% C NA 39000 A South East    South East   South East   Augusta County   4.64 21000 A 71% 1% 1% 1% 24% 2% F 0.12 A 20000 A   A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000 A 20000	South East	From:						_									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 70% 1% 1% 1% 26% 2% C NA 39000 A    South East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East   C   South   East		Augusta County				71%	1%	1%	1%	24%	2%	С	0.123	Α		19000	Α
South East   US 11 Lee Jackson Memorial Hwy	01) 04)	,											-				
South East (81) (64) Augusta County 4.64 <b>21000 A</b> 71% 1% 1% 24% 2% F 0.12 A 20000 A							. 70		. 70	_5/0	_ /0	9	, .			22000	, ,
		ron	S 11 Lee J	lackson Mei	morial H	lwy											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 43000 A 70% 1% 1% 1% 26% 2% F 0.114 A 0.533 40000 A	(81) (64)	Augusta County	4.64	21000	Α	71%	1%	1%	1%	24%	2%	F	0.12	Α		20000	Α
	$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	43000	Α	70%	1%	1%	1%	26%	2%	F	0.114	Α	0.533	40000	Α
To: 07-654 White Hill Rd		Tα	07-65	54 White Hil	ll Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		illialy all	- Intorote	210 110	ules			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2ΔνΙρ	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
South East	From:	07-65	54 White Hi	11 Rd			27100	017100	TTTUI	ZIIdii		1 40101		1 40101		
(81) (64)	Augusta County	2.56	23000	Α	71%	1%	1%	1%	24%	2%	F	0.112	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	46000	Α	70%	1%	1%	1%	26%	2%	F	0.109	Α	0.517	44000	Α
0. 11. 5	To: From		SR 262													
South East 64	Augusta County	0.51	28000	F	71%	1%	1%	1%	24%	2%	F	0.106	F		26000	F
(81) (64)	Combined Traffic Estimates for 2 Parallel Roadways on this			F	70%	1%	1%	1%	26%	2%	F	0.084	F	0.588	54000	F
	Τα		North Interch		, .	.,,		. , 0	2070	_,,		0.00	•	0.000		
South	From:															
81	Augusta County	1.24	27000	Α	77%	1%	1%	1%	19%	2%	F	0.105	A		26000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this	3 Route:	54000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.504	54000	А
South	To: From:	US 25	0 Jefferson	Hwy												
81)	Augusta County	3.36	26000	Α	77%	1%	1%	1%	19%	2%	F	0.104	Α		26000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	52000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.511	52000	A
2 11	To From	SR 262 Wo	oodrow Wil	lson Pkv	vy		$\neg$									
South 81	Augusta County	2.11	25000	Α	77%	1%	1%	1%	19%	2%	F	0.105	Α		25000	A
01)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.524	51000	,
	Tol.				. 0,0	. , ,		. , 0	2070	_,,	•	0.000	•	0.02	0.000	•
South	From:		2 Laurel Hi													
81	Augusta County	7.56	24000	Α	77%	1%	1%	1%	19%	2%	F -	0.106	Α		24000	,
•	Combined Traffic Estimates for 2 Parallel Roadways on this	3 Route:	49000	Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.548	48000	P
outh	Too From:	SR 256	Weyers Ca	ave Rd												
81)	Augusta County	1.53	25000	Α	77%	1%	1%	1%	19%	2%	F	0.109	Α		25000	A
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	50000	Α	76%	1%	1%	1%	20%	2%	F	NA			50000	A
	To:		gham Count	_												
South 81	Rockingham County	3.28	sta County 25000	Line A	77%	1%	1%	1%	19%	2%	F	0.109	Α		25000	A
81)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.521	50000	ļ
	Tol.				. 0,0	. , ,		. , 0	2070	_,,	•	· · ·	•	0.02	00000	•
South	From:		Friedends C													
81	Rockingham County	2.25	24000	Α	77%	1%	1%	1%	19%	2%	F -	0.107	Α		24000	-
•	Combined Traffic Estimates for 2 Parallel Roadways on this	3 Route:	50000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.519	49000	,
South	To: From:	SCL	L Harrisonb	urg												
81)	City of Harrisonburg (Maint: 82)	1.01	24000	Α	77%	1%	1%	1%	19%	2%	F	0.107	Α		24000	/
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	50000	Α	76%	1%	1%	1%	20%	2%	F	NA			49000	,
	Tar	US 11	1, South Ma	in St			<u> </u>									
South 81	City of Harrisonburg (Maint: 82)		26000	A	77%	1%	1%	1%	19%	2%	С	0.105	Α		25000	,
81)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	76%	1%	1%	1%	20%	2%	C	0.105	A	0.501	51000	F
	COMONEO FIANCES MARKET DO A FARANCI DO ACWAYS ON IMS															

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary at			ules			Tri	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	SR 253	3 Port Repul	blic Rd			Z/ txic	OTTIAL	TTTUI	ZIII		1 40101		1 40101		
(81)	City of Harrisonburg		26000	Α	77%	1%	1%	1%	19%	2%	F	0.104	Α		25000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.544	50000	Α
Courth	To: From:	US	33, E Marke	et St												
South 81	City of Harrisonburg	(Maint: 82) 1.30	23000	Α	77%	1%	1%	1%	19%	2%	F	0.109	Α		22000	Α
(61)	Combined Traffic Estimates for 2 Parallel			A	76%	1%	1%	1%	20%	2%	F	0.105	Α	0.553	44000	Α
	Tar	, NC	L Harrisonb	niro												
South	Rockingham C		23000	A	77%	1%	1%	1%	19%	2%	_	0.109	Α		22000	۸
81	Combined Traffic Estimates for 2 Parallel	•		A	77% 76%	1%	1%	1%	20%	2% 2%		0.109 NA	А		44000	A
	Combined Trainic Estimates for 2 Faraner				7076	1 /0	1 /0	1 /0	20 /0	2/0	•	INA			44000	^
South	From:		1, N Valley	Pike												
81	Rockingham C	-	23000	Α	77%	1%	1%	1%	19%	2%	F	0.109	Α		22000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	Α	76%	1%	1%	1%	20%	2%	F	0.106	Α	0.541	44000	Α
South	To: From:	US 11, Lee Jackson M	emorial Hw	y; SR 25	59 Maylan	d Rd										
(81)	Rockingham C	County 5.86	20000	Α	77%	1%	1%	1%	19%	2%	F	0.116	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	Α	76%	1%	1%	1%	20%	2%	F	NA			38000	Α
0 "	To:		ndoah Count	_												
South 81	Shenandoah C		ngham Coun <b>20000</b>	ty Line A	77%	1%	1%	1%	19%	2%	F	0.116	Α		19000	Α
(61)	Combined Traffic Estimates for 2 Parallel			A	76%	1%	1%	1%	20%	2%	F	NA			38000	Α
	To		L New Mar			.,,										
South	From:				770/	10/	10/	10/	100/	00/	_	0.110	^		10000	^
81	Town of New Market Combined Traffic Estimates for 2 Parallel	'	20000	A	77% 76%	1% 1%	1%	1% 1%	19% 20%	2% 2%	F	0.116	Α		19000	A
	Combined Traffic Estimates for 2 Parallel			Α	76%	1%	1%	1%	20%	2%	г	NA			38000	Α
South	To: From:	US 2	11 Old Cros	ss Rd												
81)	Town of New Market	t (Maint: 85) 0.61	19000	G	77%	1%	1%	1%	19%	2%	F	0.081	F		18000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	G	76%	1%	1%	1%	20%	2%	F	0.075	F	0.550	36000	G
South	To: From:	NC	L New Mar	ket												
(81)	Shenandoah C	County 3.51	19000	G	77%	1%	1%	1%	19%	2%	F	0.081	F		18000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	G	76%	1%	1%	1%	20%	2%	F	NA			36000	G
	To	85-	730 Caverns	Rd												
South	Shenandoah C		20000	Α	77%	1%	1%	1%	19%	2%	F	0.115	Α		18000	Α
81	Combined Traffic Estimates for 2 Parallel	•		A	77 % 76%	1%	1%	1%	20%	2%	, F	0.113	A	0.535	37000	A
	Tame Estimates for 21 arailer				1070	1 /0	1 /0	1 /0	20 /0	2/0	•	5.110	А	0.000	37000	
South 81	From:		92 Conicvil													
81	Shenandoah C	,	21000	Α	77%	1%	1%	1%	19%	2%	F	0.114	Α		19000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel			Α	76%	1%	1%	1%	20%	2%	F	0.103	Α	0.573	40000	Α
	To:	85-614	4 South Mid	dle Rd												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary an	ia interste	ate Ho	uics			Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	. Q1
outh	From:	85-61/	South Mide	dle Rd			2/1/10	JTANIC	IIIaii	ZIIali		1 actor		i actor		
81)	Shenandoah C		18000	G	77%	1%	1%	1%	19%	2%	F	0.077	F		17000	G
01)	Combined Traffic Estimates for 2 Parallel I	•		G	76%	1%	1%	1%	20%	2%	F	0.071	F	0.512	36000	(
	тоГ				. 0 , 0	. , 0		. , 0	_0,0	_,,	•	0.07	•	0.0.2	00000	
outh	From:		Stoney Cre													
81)	Shenandoah C	•	20000	В	77%	1%	1%	1%	19%	2%	F	0.116	Α		19000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	41000	В	76%	1%	1%	1%	20%	2%	F	0.107	Α	0.567	39000	
outh	To: From:	SC	L Woodsto	ck												
81)	Town of Woodstock	(Maint: 85) 0.69	20000	В	77%	1%	1%	1%	19%	2%	F	0.116	Α		19000	
51)	Combined Traffic Estimates for 2 Parallel I	,	41000	В	76%	1%	1%	1%	20%	2%	F	NA			39000	
	To	-	12 Reservoir					.,.		_,,	-					
outh	From:										_		_			
31)	Town of Woodstock	'	20000	G	77%	1%	1%	1%	19%	2%	F	0.08	F		19000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	39000	G	76%	1%	1%	1%	20%	2%	F	0.074	F	0.506	38000	
outh	To: From:	NC	CL Woodsto	ck												
31)	Shenandoah C	County 7.17	20000	G	77%	1%	1%	1%	19%	2%	F	0.08	F		19000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	39000	G	76%	1%	1%	1%	20%	2%	F	NA			38000	
	To		1 Mount Oli	vo Pd												
outh	From:				770/	40/	40/	40/	100/	00/	_	0.440			04000	
31)	Shenandoah C	,	22000	F	77%	1%	1%	1%	19%	2%	F _	0.112	A		21000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	45000	F	76%	1%	1%	1%	20%	2%	F	0.103	Α	0.516	43000	
uth	To: From:	SR 55 J	Iohn Marsha	ıll Hwy												
31)	Shenandoah C	County 1.63	24000	Α	77%	1%	1%	1%	19%	2%	F	0.112	Α		23000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	49000	Α	76%	1%	1%	1%	20%	2%	F	0.101	Α	0.544	46000	
	Too		US 11													
outh	Shenandoah C	County 0.07	26000	Α.	77%	1%	1%	1%	19%	2%	_	0.110	Α		25000	
81	Combined Traffic Estimates for 2 Parallel I			A	76%	1%	1%	1%	20%	2% 2%		NA	А		51000	
	Combined Trainic Estimates for 2 Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parall	Frederick Co		A mance E		170	1%	1%	20%	2%	Г	INA			51000	
outh	From:	Shenandoah C														_
81)	Shenandoah County	(Maint: 34) 0.43	26000	Α	77%	1%	1%	1%	19%	2%	F	0.110	Α		25000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	53000	Α	76%	1%	1%	1%	20%	2%	F	NA			51000	
	To:		ren County l													
outh	Warren County (M		ndoah Count 26000	•	77%	1%	1%	1%	19%	2%	_	0.110	Α		25000	
31)	• •	•		A								-	А			
	Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle {\rm Tr}}$		rick County	A Line	76%	1%	1%	1%	20%	2%	г	NA			51000	
outh	From:		ren County													
81)	Frederick Cou		26000	Α	77%	1%	1%	1%	19%	2%	F	0.110	Α		25000	
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	53000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.547	51000	
	To:	 	I-66													

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	1 11116	iy ain	a intersta	alc Ho	1103			т				IZ.		D:-		
Route	Jurisdiction Le	ngth	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
Courth	From		I-66				2AXIE	3+Axle	1 I raii	21raii		Factor		Factor		
South 81	Frederick County 1	.95	24000	Α	80%	1%	1%	1%	16%	1%	F	0.102	Α		24000	Α
(61)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			A	80%	1%	1%	1%	17%	1%	F	0.098	Α	0.501	48000	Α
	To		27 Reliance													
South	Frederick County 4				000/	10/	10/	10/	100/	10/	_	0.100	^		05000	^
81	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	.28	24000	A A	80% 80%	1% 1%	1% 1%	1% 1%	16% 17%	1% 1%	F	0.102 0.097	A A	0.516	25000 50000	A A
	Combined Trainic Estimates for 2 Parallel Roadways of this Ro				80%	170	1%	170	17%	170	Г	0.097	А	0.516	50000	А
South	To: From:	SCL	Stephens (	City												
(81)	,	.10	24000	Α	80%	1%	1%	1%	16%	1%	F	0.102	Α		25000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute:	49000	Α	80%	1%	1%	1%	17%	1%	F	NA			50000	Α
South	To: From:	NCL	Stephens	City												
81)	Frederick County 0	.42	24000	Α	80%	1%	1%	1%	16%	1%	F	0.102	Α		25000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute:	49000	Α	80%	1%	1%	1%	17%	1%	F	NA			50000	Α
	Tar	SR 2	77 Fairfax	Pike												
South	Frederick County 2	.95	26000	Α	80%	1%	1%	1%	16%	1%	E	0.104	Α		26000	Δ
81	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			A	80%	1%	1%	1%	17%	1%	F	0.104	Α	0.52	54000	A
	Tallie Estimates for 21 arailer roadways on this ric	ato.			00 70	1 /0	1 /0	1 /0	17 /0	1 70		0.007	^	0.52	34000	
South	From:		SR 37								_					
81	,	.50	24000	Α	80%	1%	1%	1%	16%	1%	F -	0.102	Α		24000	Α
<b>O</b>	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute:	47000	Α	80%	1%	1%	1%	17%	1%	F	0.095	Α	0.527	47000	Α
South	From: US	17, U	S 50 Millw	ood Ave	<b>;</b>											
( <del>81</del> )	Frederick County 1	.65	30000	Α	80%	1%	1%	1%	16%	1%	С	0.097	Α		31000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute:	61000	Α	80%	1%	1%	1%	17%	1%	С	0.096	Α	0.566	62000	Α
Courth	To From:	SCI	L Winches	ter												
South 81	City of Winchester (Maint: 34) 0	.07	30000	Α	80%	1%	1%	1%	16%	1%	С	0.097	Α		31000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			A	80%	1%	1%	1%	17%	1%	C	NA			62000	Α
	то		L Winches	tor												
South	From L				000/	40/	40/	40/	4.00/	40/	_	0.007			04000	•
81	•	.26	30000	A	80%	1%	1%	1%	16%	1%	С	0.097	Α		31000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			Α	80%	1%	1%	1%	17%	1%	С	NA			62000	Α
South	To: From:	SR 7	Berryville	Pike												
( <del>81</del> )	· · · · · · · · · · · · · · · · · · ·	.20	28000	G	80%	1%	1%	1%	16%	1%	F	0.076	F		28000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute:	56000	G	80%	1%	1%	1%	17%	1%	F	NA			57000	G
South	Toe From	US 11 1	Martinsbur	g Pike												
South 81	Frederick County 3	.62	23000	Α	76%	1%	1%	1%	20%	2%	F	0.093	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			A	75%	1%	1%	1%	21%	2%	F	0.095	Α	0.521	47000	Α
	Tα		2 Hopewe												_	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davita		lecuia ali ati a ca		AADT		4T:	Dura		Trι	ick		00	K	OK	Dir	A A \ A \ \ D T	OW
Route		Jurisdiction	Length	AADT	QA	41IIE	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
South		From: Frederick County		72 Hopewe		76%	1%	10/	10/	200/	00/	С	0.006	^		22000	۸
81	Combined Troffic F	Estimates for 2 Parallel Roadwa	2.41	23000	A	76% 75%	1%	1% 1%	1% 1%	20% 21%	2% 2%	С	0.096 0.095	A A	0.51	23000 47000	A A
	Combined Trainic E	stimates for 2 Parallel Roadwa	•		Α	75%	170	1%	170	21%	2%	C	0.095	А	0.51	47000	А
South		From:	34-66	9 Rest Chui	rch Rd												
81		Frederick County	0.23	21000	Α	76%	1%	1%	1%	20%	2%	F	0.098	Α		22000	Α
$\smile$	Combined Traffic E	stimates for 2 Parallel Roadwa	•		Α	75%	1%	1%	1%	21%	2%	F	0.095	Α	0.556	44000	Α
		10.	West	Virginia Sta	te Line												
South	Exit 1A to US 58, US 421	City of Bristol (Maint: 95	0.17	I-81 S <b>NA</b>									NA			NA	
81) Hamp For G	LXIC 1A to 00 30, 00 421	To:		US 421 Eas	stbound								IVA			11/3	
South		From:		I-81 South													
	Exit 1B to US 58, US 421	City of Bristol (Maint: 95	0.33	1100	G								NA			1100	G
		To:	US 58	US 421 We	stbound												
South		From:		I-81 S													
81) Ramp I-81 S	Exit 5 to US 11; US 19	City of Bristol (Maint: 95		NA									NA			NA	
<u> </u>		10:	Į.	JS 11, US 1	9												
$\frac{\text{South}}{81}$ Ramp I-81 S	Exit 7 to Old Airport Rd	City of Bristol (Maint: 95	0.19	I-81 S <b>5100</b>	Α								0.117	Α		5100	Α
81 Hallip 1-01 3	Exit 7 to Old Allport Hu	To:		old Airport F									0.117	^		3100	^
outh		From:		I-81 South													
	Exit 10 to F-310	City of Bristol (Maint: 95	0.11	1700	G								NA			1700	G
		To:		F-310													
outh		From:		I-81 South													
81) Ramp I-81 S	Exit 13 to 95-611	Washington County	0.11	2000	F								NA			2000	F
		10.	95-61	1 Spring Cre	eek Rd												
$\frac{\text{outh}}{81}$ Ramp I-81 S	Exit 14 to SR-140; 95-647	Washington County	0.12	I-81 S <b>NA</b>									NA			NA	
81) Hamp For O	LXIC 14 to OTC 140, 55 047	To:		R 140; 95-6	47								IVA			11/3	
outh		From:		I-81 South													
	Exit 17 to SR-75	Washington County	0.10	4500	F	82%	1%	1%	1%	15%	1%	F	0.094	F		4700	F
		To:	SR	75 Cumming	gs St												
South		From:		I-81 S													
81 Ramp I-81 S	Exit 19 to US 11, US 58	Washington County	0.24	2000	F	82%	1%	1%	1%	15%	1%	F	0.103	F		2100	F
		To:	Ţ	JS 11, US 5	8			_									
South	Exit 22 to 95-704	Washington County	0.18	I-81 South	F	83%	1%	1%	2%	14%	0%	F	NA			1300	F
Ramp I-81 S	LAIL 22 IU 30-7 U4	To:		04 Enterpris		00 /0	1 /0	1 /0	£ /0	17 /0	U /0	1	INA			1300	1
outh		From:	73 1	I-81 South				1									
81) Ramp I-81 S	Exit 24 to SR-80	Washington County	0.09	660	F								NA			660	F
• •		To:	SR 80	) Glennbroo	k Ave			1									

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bu	Trucks	QC _ K QK _ Dir	AAWDT QW
	From		2Axle 3+Axle 1Trail 2Trail	Factor Factor	or
South (81) Ramp I-81 S Exit 26 to 95-737	Washington County	I-81 South 0.18 <b>580 F</b>		NA	580 F
(81) Hamp 1 31 3 2/m 23 to 33 73	To:	95-737 College Dr			
South	From:	I-81 South			
(81) Ramp I-81 S Exit 17 to SR 91	Washington County	0.13 <b>2200 F</b>		NA	2200 F
<u> </u>	To:	SR 91			
South	From:	I-81 South			_
Ramp I-81 S Exit 32 to US 11	Washington County	0.26 <b>340</b> F		NA	340 F
	То	US 11 Lee Highway			
South  Romp   81 C Fuit 25 to CD 107	Town of Chilhowin (Mainty 96)	I-81 South		NA	3300 F
81) Ramp I-81 S Exit 35 to SR 107	Town of Chilhowie (Maint: 86)	0.11 <b>3300 F</b> SR 107 White Top Ave		NA	3300 F
Courth	From:	I-81 South			
South (81) Ramp I-81 S Exit 39 to US 11	Smyth County	0.11 <b>1600 F</b>		NA	1600 F
(81)b . c	To:	US 11 Lee Highway			
South	From:	I-81 S			
(81) Ramp I-81 S Exit 44 to 86-730	Smyth County	0.13 <b>910 A</b>	<b>_</b>	0.135 A	1000 A
	To:	86-730 Paxton Rd			
South	From:	I-81 South			
(81) Ramp I-81 S Exit 45 to SR 16	Town of Marion (Maint: 86)	0.20 <b>1100 F</b>		NA	1100 F
South	To: From:	I-81 South Exit 45B to SR 16 I-81-S045B TO RT 16 NORTH			
(81) Ramp I-81 S Exit 45 to SR 16	Town of Marion (Maint: 86)	0.02 <b>NA</b>		NA	NA
	To:	SR 16 TO & FROM RT 81			
South	From:	Ramp I-81 S045A			
81 Ramp I-81 S Exit 45 to SR 16 NB	Town of Marion (Maint: 86)	0.03 <b>NA</b>		NA	NA
	To:	SR 16 N, S Commerce St			
South	From:	I-81 S			
(81) Ramp I-81 S Exit 47 to US 11	Smyth County	0.32 <b>1400 F</b>		NA	1400 F
	To:	US 11 Lee Highway			
South	From:	I-81 S		NIA	750 0
81 Ramp I-81 S Exit 50 to 86-622	Smyth County	0.14 <b>750 G</b> 86-622 Nicks Creek Rd		NA	750 G
South	From:				
(81) Ramp I-81 S Exit 54 to 86-683	Smyth County	I-81 S 0.27 <b>NA</b>		NA	NA
01) 1	To:	86-683 Winsor Ave			
South	From:	I-81 South to Rest Area			
(81) Atkins Rest Area Ramp	Smyth County	0.07 <b>NA</b>		NA	NA
	To:	Enter Rest Area Parking Lot			
South Augus Poort Area Poort	Prom:	Exit Rest Area Parking Lot		N/A	NIA
81 Atkins Rest Area Ramp	Smyth County	0.09 NA		NA	NA
-	10.	I-81 South from Rest Area			

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Facto	AAWDT	QW
South Ramp I-81 S Exit 60 to SR 90	Wythe County	I-81 South  0.13 <b>1800 G</b> SR 90; 98-680			0.106	F	1800	G
South [81] [52] Ramp I-81 S Exit 70 to US 21; US 58	Town of Wytheville (Maint: 98)	I-81 South 0.27 <b>3400 G</b> US 21; US 58			0.1	F	3400	G
South 81 Ramp I-81 S Exit 73 to US 11	Town of Wytheville (Maint: 98)	I-81 South 0.35 <b>3700 G</b> US 11			0.110	F	3700	G
South (81) Ramp I-81 S Exit 77 to FR 42; FR 326	Wythe County	I-81 South 0.13 <b>3200 G</b> FR 42 and FR 326			0.076	F	3200	G
South (81) Ramp I-81 S Exit 80 to US-52; SR 121	Wythe County	I-81 South 0.11 <b>3400 G</b> US 52; SR 121			0.083	F	3400	G
South Ramp	Wythe County	I-81 South 0.69 <b>6300 G</b> I-77 South	73% 1%	1% 1% 23% 2%	F 0.089	F	5600	G
South Ramp	Wythe County	I-81 South 0.14 <b>1700 G</b> 98-619 Major Grahams Rd			0.124	F	1700	G
South Ramp	Wythe County	I-81 South 0.11 <b>810 G</b> 98-618 Reed Creek Dr			0.351	F	810	G
South Ramp I-81 S Exit 89 to SR 100	Pulaski County	I-81 S 0.18 <b>1200 G</b> SR 100 S			0.132	F	1200	G
South Ramp I-81 S Exit 89 to US 11	Pulaski County	I-81 S 0.18 <b>200 G</b> US 11 N, Lee Highway			0.13	F	200	G
South Ramp I-81 S Exit 92 to FR 47; FR 327	Pulaski County	I-81 S 0.14 <b>570 G</b> FR 47; FR 327			0.116	F	570	G
South 81 Ramp I-81 S Exit 94 to SR 99	Pulaski County	I-81 S 0.16 <b>1400 G</b> SR 99 Count Pulaski Dr			0.109	F	1400	G
South 81 Ramp I-81 S Exit 98 to SR 100 N	Pulaski County	I-81 S 0.17 <b>4800 G</b> SR 100			0.098	F	4800	G
South (81) Ramp I-81 S Exit 101 to 77-660	Pulaski County	I-81 S 0.20 <b>1600 G</b> 77-660 State Park Rd			0.151	F	1600	G

8/4/2014

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and file					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		9 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From	I-81	c			ZAXIE	; S+AXIE	IIIaii	ZIIali		i actor		1 actor		
(81) Ramp I-81 S Exit 105 to SR 232	Montgomery County	0.26 <b>NA</b>									NA			NA	
(81)	To:	SR 2				$\neg$									
South	From:	I-81 South to				$\overline{}$									
(81) Radford Rest Area Ramp	Montgomery County	0.04 <b>N</b> A									NA			NA	
(81)	To:	Enter Rest Area		t		$\neg$									
South	From:	Exit Rest Area							-						
(81) Radford Rest Area Ramp	Montgomery County	0.05 <b>150</b>	0 G	72%	2%	2%	1%	23%	1%	С	NA			1500	G
$\overline{}$	To:	I-81 South from	n Rest Area												
South	From:	I-81	S											-	
(81) Ramp I-81 S Exit 101 to SR 177	Montgomery County	0.23 <b>NA</b>	1								NA			NA	
	Tox	I-81-S109B TO R	T 177 SOU	ГН		$\neg$ $\vdash$									
South (81) Ramp I-81 S Exit 101 to SR 177	Montgomer: County	0.06 <b>NA</b>									NA			NA	
81 Ramp I-81 S Exit 101 to SR 177	Montgomery County	SR 177 FROM R		77.7		_					NA			NA	
				н		<del> </del>									
South  Power L 84 C Evit 101 to CD 177	Montgomen County	I-81									NIA			NIA	
81 Ramp I-81 S Exit 101 to SR 177	Montgomery County	0.04 <b>NA</b> SR 177 S,				_					NA			NA	
						<u> </u>									
South	From:	I-81 Se									NIA			0000	F
81 Ramp I-81 S Exit 101 to SR 8	Town of Christiansburg (Maint: 60					_					NA			3800	Г
		SR 8 W M				<u> </u>									
South	From:	I-81-S118X TO PARKY		ERT 460							N.1.0			NIA	
Ramp	Town of Christiansburg (Maint: 60			TODIA							NA			NA	
		US 460 FROM RO				<u> </u>									
South	From:	I-81-S118X TO		1							NIA			NIA	
81 Ramp	Town of Christiansburg (Maint: 60	0.09 <b>NA</b>	1								NA			NA	
South	To: From:	I-81-S118D	ΓO RT 11			┲									
(81) Ramp	Town of Christiansburg (Maint: 60	0.29 <b>NA</b>									NA			NA	
	To:	US 460; 460 END C	L RT 81 SC	UTH											
South	From:	I-81-S118X				一									
(81) Ramp	Town of Christiansburg (Maint: 60										NA			NA	
	To:	US 11 FROM R	T 81 SOUT	Н											
South	From:	I-81-S118B				$\equiv$									
(81) Ramp	Town of Christiansburg (Maint: 60										NA			NA	
• •					C.T.										
South	110111	3 460-W124A FROM PA		KIVE WES	51		_								
81 Ramp	Town of Christiansburg (Maint: 60										NA			NA	
<u> </u>	To:	US 11 FROM	1 RT 81 S												
South		81-S BEGIN COLLECT		RTS 11 &	4										
(81) I-81 S Collector Rd	Town of Christiansburg (Maint: 60	0.34 <b>NA</b>									N I A			NIA	
(81) 1010 001100101110	To:	I-81-S118C									NA			NA	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction		Truck QC K QK Di 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT OW
outh 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60	*	NA	NA
outh 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60	•	NA	NA
outh B1 I-81 S Collector Rd	Town of Christiansburg (Maint: 60	<u> </u>	NA	NA
outh B1 I-81 S Collector Rd	Town of Christiansburg (Maint: 60	<u> </u>	NA	NA
outh 81) I-81 S Collector Rd	Town of Christiansburg (Maint: 60	*	NA	NA
outh 81) I-81 S Collector Rd	Town of Christiansburg (Maint: 60	·	NA	NA
outh B1 I-81 S Collector Rd	Town of Christiansburg (Maint: 60	S 11- 120A FROM RT 11 & 46000- PARKWAY  0) 0.32 NA  81-S END COLLECTOR RD00- RTS 460 & 11	NA NA	NA
Ramp I-81 S Exit 128 to SR 8	Montgomery County	I-81 S 0.10 <b>NA</b> 60-603 N Fork Rd	NA	NA
Ramp	Roanoke County	I-81 South 0.22 <b>3200 G</b> 80-647 Dow Hollow Rd	0.177 F	3200 G
uth 11 Ramp	Roanoke County	I-81 South 0.18 <b>6400 G</b> SR 112 Wildwood Rd	0.096 F	6400 G
Ramp	Roanoke County	I-81 South  0.11 <b>4200 G</b> SR 311 Thompson Memorial Dr	0.112 F	4200 G
Ramp	Roanoke County	I-81 South  0.22 5600 G  SR 419 Electric Rd	0.114 F	5600 G
outh 220 Ramp	Roanoke County	I-81 South  0.32 <b>9300 G</b> 93% 1%  I-581 South		10000 G
outh	Roanoke County	I-81 South 0.31 <b>2400 G</b>	0.141 F	2400 G

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Timary and interstate rioutes			
Route	Jurisdiction	Length AADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail QC	K QK Dir Factor Factor	AAWDT QW
South 81 Scale Ramp	Botetourt County	I-81 South 0.61 NA I-81 South		NA	NA
South Ramp I-81 S Exit 150A to ALT SR 220	Botetourt County	I-81 South 0.19 NA ALT SR 220 S		NA	NA
South Ramp I-81 S Exit 150A to ALT SR 220	Botetourt County	I-81 South 0.19 NA US 220 N, Roanoke Rd		NA	NA
South Ramp I-81 S Exit 156 to 11-640	Botetourt County	I-81 South 0.20 NA 11-640 Brughs Mill Rd		NA	NA
South (81) Troutville Rest Area Ramp	Botetourt County	I-81 South to Rest Area 0.05 NA Enter Rest Area Parking Lot		NA	NA
South Troutville Rest Area Ramp	Botetourt County	Exit Rest Area Parking Lot 0.06 <b>1600 A</b> I-81 South from Rest Area		0.135 A	1500 A
South Ramp I-81 S Exit 162 to US 11	Botetourt County	I-81 South  0.11 NA  US 11 Lee Highway		NA	NA
South Ramp I-81 S Exit 167 to US 11	Botetourt County	I-81 South 0.07 NA US 11		NA	NA
South Ramp I-81 S Exit 168 to 11-614	Botetourt County	I-81 South 0.10 NA 11-614 Arcadia Rd		NA	NA
South  81 Ramp I-81 S Exit 175 to US 11	Rockbridge County	I-81 South 0.21 <b>380 F</b> US 11		NA	380 F
South  81 Ramp I-81 S Exit 175 to US 11 S	Rockbridge County	I-81 S 0.16 <b>NA</b> US 11 S		NA	NA
South  81 Ramp I-81 S Exit 175 to US 11	Rockbridge County	I-81 S 0.10 <b>NA</b> US 11; FR 232		NA	NA
South  81 Ramp I-81 S Exit 188 to US 60 E	Rockbridge County	I-81 S 0.19 <b>NA</b> US 60 E		NA	NA
South Ramp I-81 S Exit 188 to US 60 W	Rockbridge County	I-81 S 0.21 <b>NA</b>		NA	NA
Ramp I-81 S Exit 175 to US 11  South Ramp I-81 S Exit 188 to US 60 E  South	To:	0.10 NA US 11; FR 232  I-81 S 0.19 NA US 60 E I-81 S		NA	NA

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Timal, and moretate reader		
Route	Jurisdiction	Longth AADT OA ATiro Buc		AAWDT QW
South	From:	I-81 S		
(81) Ramp I-81 S Exit 195 to US 11	Rockbridge County	0.19 <b>NA</b>	NA	NA
Carrette	Too From:	I-81-S195B TO RT 11 NORTH		
South $81$ Ramp I-81 S Exit 195 to US 11	Rockbridge County	0.04 <b>NA</b>	NA	NA
(81) Hamp For a Exit 100 to do 11	To:	US 11 FROM RT 81 SOUTH		14/1
South	From:	Ramp IS 81 S195A		
(81) Ramp I-81 S Exit 195 to US 11 N	Rockbridge County	0.02 <b>NA</b>	NA NA	NA
(81) camp cor a =	To:	US 11 N, N Lee Highway	7	
South	From:	I-81 South to Rest Area		
81) Fairfield Rest Area Ramp	Rockbridge County	0.08 <b>NA</b>	NA	NA
	To:	Enter Rest Area Parking Lot		
South	From:	Exit Rest Area Parking Lot		
81 Fairfield Rest Area Ramp	Rockbridge County	0.09 <b>NA</b>	NA NA	NA
<u> </u>	To:	I-81 South from Rest Area		
South	From:	I-81 S	□	
81 Ramp I-81 S Exit 200 to 81-710	Rockbridge County	0.20 <b>NA</b>	NA NA	NA
	10.	81-710 Sterrett Rd		
South	From:	I-81 S		NIA
81 Ramp I-81 S Exit 205 to 81-606	Rockbridge County	0.15 <b>NA</b> 81-606 Raphine Road	NA NA	NA
	- 1	·		
South (81) Ramp I-81 S Exit 213 to US 11 N	Augusta County	I-81 S 0.30 <b>NA</b>	NA	NA
81) Hallip 1-81 3 Exit 213 to 03 11 N	Augusta County	US 11 N, Lee Jackson Hwy		INA
O a control	From	I-81 S		
South (81) Ramp I-81 S Exit 213 to US 11 S	Augusta County	0.23 <b>NA</b>	NA	NA
(81) Hamp 1 31 3 2 xit 213 to 33 11 3	To:	US 11 S, Lee Jackson Hwy	7	10.1
South	From:	I-81 S		
81) Ramp I-81 S Exit 217 to 07-654	Augusta County	0.22 <b>NA</b>	 NA	NA
(i) a p 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	To:	07-654 White Hill Rd		
South	From:	I-81 South		
(81) Ramp I-81 S Exit 220 to SR 262	Augusta County	0.20 <b>5600 F</b>	NA	5600 F
	To:	SR 262		
South	From:	I-81 South		
(81) Ramp	Augusta County			7600 A
$\smile$	To:	I-64 East		
South	From	I-81 S		
(81) Ramp I-81 S Exit 222 to US 250	Augusta County	0.15 <b>NA</b>	NA NA	NA
$\overline{}$	To	I-81-S222B FROM RT 81 SOUTH	7	
South Ramp I-81 S Exit 222 to US 250	Augusta County	0.04 <b>NA</b>	NA	NA
81 Ramp I-81 S Exit 222 to US 250	Augusta County	US 250 US 250-E060A TO & FROM RT 81		INA
		US 250 US 250-E000A TO & FRUIVI KT 81		

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate houtes				
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus		Truck 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
South	From:	I-81 S	ZAXIC	OTANIC ITIAII ZITAII	1 40101	1 doloi
(81) Ramp I-81 S Exit 222 to US 250 E	Augusta County	0.03 <b>NA</b>			NA	NA
	To:	US 250 E				
South	From:	I-81 SB				
(81) Ramp I-81 S Exit 225 to SR 275	Augusta County	0.13 <b>NA</b>			NA	NA
	To:	SR 262 Woodrow Wilson Pkwy				
South	From:	I-81-S225B TO RT 262 EAST				
(81) Ramp I-81 S Exit 225 to SR 275	Augusta County	0.07 <b>NA</b>			NA	NA
$\overline{}$	То:	SR 262 FROM RT 81 SOUTH				
South	From:	Ramp I-81 S225A				
(81) Ramp I-81 S Exit 225 to SR 275	Augusta County	0.13 <b>NA</b>			NA	NA
$\bigcup$	To:	SR 275 E				
South	From:	I-81 S				
(81) Ramp I-81 S Exit 227 to 07-612	Augusta County	0.26 <b>NA</b>			NA	NA
	To:	07-612 Laurel Hill Rd				
South	From:	I-81 South to Rest Area				
(81) Mt. Sydney Rest Area Ramp	Augusta County	0.10 <b>NA</b>			NA	NA
(81) 5,	To:	Enter Rest Area Parking Lot				
South	From:	Exit Rest Area Parking Lot				
(81) Mt. Sydney Rest Area Ramp	Augusta County	0.09 <b>1500 G</b> 76% 1%	2%	1% 19% 1%	C NA	1500 G
$\overline{}$	To:	I-81 South from Rest Area				
South	From:	I-81 S				
(81) Ramp I-81 S Exit 235 to SR 256	Augusta County	0.16 <b>NA</b>			NA	NA
	To:	SR 256				
South	From:	I-81 South				
(81) Ramp	Rockingham County	0.19 <b>2600 G</b> 90% 0%	1%	5% 4% 0%	C 0.088 F	2600 G
(01)	To:	SR 257 Friedens Ch Rd				
South	From	I-81 South				
(81) Ramp	Rockingham County	0.10 <b>4200 G</b>			0.1 F	4200 G
(81) Hamp	To:	Ramps I-81 N 243A; I-81 243A Ramp to US 11			0.1	4200 G
0 11	From		<u> </u>			
South  Ramp I-81 S Exit 245 to Port Republic Rd	City of Horrisonburg (Mainty 82)	I-81 South 0 0.12 <b>3800 A</b> 97% 0%	1%	1% 1% 0%	F 0.117 A	3800 A
81 Ramp I-81 S Exit 245 to Port Republic Rd	City of Harrisonburg (Maint: 82)	<b>,</b>	176	1% 1% 0%	F 0.117 A	3600 A
-		SR 253 Port Republic Rd				
South	From:	I-81 S				
(81) Ramp I-81 S Exit 247 to US 33 E	City of Harrisonburg (Maint: 82)				NA	NA
<u> </u>	10:	US 33 E, E Market St				
South	From:	I-81 South				
(81) Ramp	City of Harrisonburg (Maint: 82)				0.124 F	1300 G
$\overline{}$	To:	US 33 W, E Market St				
South	From:	I-81 South				
(81) Ramp	Rockingham County	0.11 <b>1200 G</b>			0.121 F	1200 G
$\smile$	To:	Ramps I-81 N 251A; I-81 251A Ramp to US 11				
<u> </u>	<del></del>					

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT ()A 4 LIFE BUS	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Facto	AAWDT QW
South Ramp I-81 S Exit 257 to SR 259	Rockingham County	I-81 South 0.17 <b>480 G</b> SR 259 Mayland Rd	0.104 F	480 G
South New Market Rest Area Ramp	Rockingham County	I-81 South to Rest Area 0.07 NA Enter Rest Area Parking Lot	NA NA	NA
South New Market Rest Area Ramp	Rockingham County	Exit Rest Area Parking Lot 0.08 810 G  I-81 South from Rest Area	0.092 F	810 G
South Ramp I-81 S Exit 264 to US 211	Shenandoah County	I-81 S 0.19 <b>2000 G</b> US 211	0.106 F	2000 G
South 81 Ramp I-81 S Exit 269 to 85-730	Shenandoah County	I-81 S 0.14 <b>760 G</b> 85-730 Caverns Rd	0.145 F	760 G
South Ramp I-81 S Exit 273 to SR 292	Shenandoah County	I-81 S 0.23 <b>2400 G</b> SR 292 Conicville Rd	0.105 F	2400 G
South (81) Ramp I-81 S Exit 279 to SR 185	Shenandoah County	I-81 S  0.20 1000 G  SR 185 Stoney Creek Blvd	0.099 F	1000 G
South Ramp I-81 S Exit 283 to SR 42	Shenandoah County	I-81 S 0.18 <b>3600 G</b> SR 42 W Reservoir Rd	0.1 F	3600 G
South 81 Ramp I-81 S Exit 291 to 85-651	Shenandoah County	I-81 S 0.22 <b>3700 G</b> 85-651 Mount Olive Rd	0.094 F	3700 G
South Ramp I-81 S Exit 296 to SR 55	Shenandoah County	I-81 S 0.27 <b>2000 G</b> SR 55 John Marshall Hwy	0.129 F	2000 G
South Ramp I-81 S Exit 298 to US 11	Shenandoah County	I-81 S 0.17 <b>4200 A</b> US 11 Old Valley Pike	0.130 A	4400 A
South Ramp I-81 S Exit 300 to I-66 E at Exit 1	Frederick County	I-81 S 0.40 <b>7700 G</b> 85% 1% I-66 E		7100 G
South 81 Ramp I-81 S Exit 302 to 34-627	Frederick County	I-81 S 0.14 <b>3300 G</b> 34-627 Reliance Rd	0.100 F	3300 G
South 81 Scale Ramp	Frederick County	I-81 S 0.48 <b>5900 G</b> I-81 S	0.066 F	5900 G

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K	0::	Dir		٠
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
South	From:	I-81 S													
81) Ramp I-81 S Exit 307 to SR 277	Frederick County	0.17 <b>4900</b>	G								0.102	F		4900	G
<u> </u>	To:	SR 277													
South	From:	I-81 S													
81) Ramp I-81 S Exit 310 to SR 37	Frederick County	0.14 <b>5200</b>	G	92%	1%	1%	1%	5%	0%	С	0.105	F		5200	G
<u> </u>	To:	SR 37													
South	From:	I-81 S													
81) Ramp I-81 S Exit 313 to US 50 E	Frederick County	0.17 <b>7300</b>	G								0.080	F		7300	G
$\mathcal{L}$	To:	US 50 E, Millw	ood Ave												
outh	From:	I-81 S													
81) Ramp I-81 S Exit 313 to US 50 W	Frederick County	0.22 4600	G	96%	0%	2%	0%	1%	0%	С	0.082	F		4600	C
	To:	US 50 W, Millwood Av	e; Jubal E	arly Dr											
outh	From:	I-81 S													
81) Ramp I-81 S Exit 315 to SR 7	Frederick County	0.31 <b>7600</b>	G								0.081	F		7600	G
1	To:	SR 7 Berryvil													
outh	From:	I-81 S													
81) Ramp I-81 S Exit 317 to US 11	Frederick County	0.19 <b>5200</b>	G								0.093	F		5200	G
81) . ramp . 61 6 5xx 61/ 10 66 11	To:	US 11 Martinsb									0.000	•		0200	
Al-	From														
outh 81 Winchester Welcome Center	Frederick County	I-81 South to Welc 0.06 <b>1300</b>	ome Cent	er 76%	1%	1%	1%	20%	2%	F	0.139	Α		1300	A
81 Winchester Welcome Center	Tredefick County	Enter Welcome Center			1 /0		1 /0	20 /6	2 /0	•	0.100	^		1300	
South	From:	Exit Welcome Cente													
81) Winchester Welcome Center	Frederick County	0.08 <b>NA</b>									NA			NA	
***	To:	I-81 South from Wel	come Ce	nter											
outh	From:	I-81 S													
81) Ramp I-81 S Exit 321 to 34-672	Frederick County	0.21 <b>700</b>	G								0.089	F		700	G
81)	To:	34-672 Hopew										-			
outh	From	I-81 Sout													
South 81 S Exit 323 to 34-669	Frederick County	0.16 <b>2400</b>	<u>н</u>	60%	0%	2%	1%	36%	1%	С	0.094	Α		2500	A
81) Hamp 1 01 0 Exit 020 to 04 000	To:	34-669 Rest Ch		00 70	0 70		1 /0	0070	1 /0	O	0.004	,,		2000	,
	From														
82 Cleveland Rd	Town of Lebanon	US 19 Bus M 0.58 <b>3900</b>	ain St G	98%	0%	1%	1%	1%	0%	С	0.093	F	0.642	4100	
82 Cleveland Rd	Town of Lebanon	0.56 3900	G	90%	076	1 70	1 70	1 70	0%	C	0.093	Г	0.042	4100	Ċ
	To: From:	NCL Leba													
82) Cleveland St	Russell County	5.71 <b>1600</b>	G	97%	0%	1%	1%	1%	0%	С	0.100	F	0.608	1700	C
<u> </u>	To: From:	SCL Clevel	and			$\neg$ $\vdash$									
82)	Town of Cleveland (Maint: 83)	0.55 <b>1600</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.100	Ν	0.608	1700	Ν
	To:	83-600 Clev	eland												
	From:	US 23 Bus P	ound												
83) Clintwood Hwy	Town of Pound (Maint: 97)	0.93 <b>6100</b>	G	94%	0%	1%	1%	4%	0%	F	0.081	F	0.574	6300	G
30)	_				- / •	i	. , •	. , •	- / 0	•		-			Ì
$\overline{}$	From	ECL Pour		0.407	001		461	401	00′		0.004		0.57.4	0000	
83)	Wise County	2.64 <b>6100</b>	N	94%	0%	1%	1%	4%	0%	N	0.081	N	0.574	6300	Ν
<u> </u>	To:	Dickenson Cou	nty Line												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4	Tire Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Wise County Li		10/ 00/	101	40/	40/	00/		0.000	_	0.500	5700	_
83 Dickenson Hwy	Dickenson County	3.91 <b>5500</b>	<b>G</b> 9	4% 0%	1%	1%	4%	0%	С	0.089	F	0.582	5700	(
<u> </u>	To: From:	SR 72 Georges F												
83) W Main St	Dickenson County	0.69 <b>7800</b>	<b>G</b> 9	5% 1%	1%	1%	3%	0%	С	0.094	F	0.514	8100	(
<u> </u>	To: From:	WCL Clintwoo	od		-									
83)	Town of Clintwood (Maint: 25)	1.78 <b>7800</b>	<b>N</b> 9	5% 1%	1%	1%	3%	0%	Ν	0.094	Ν	0.514	8100	
<u> </u>	To: From:	ECL Clintwoo	od		<u> </u>									
B3 Dickenson Hwy	Dickenson County	5.57 <b>5600</b>		5% 1%	1%	1%	3%	0%	F	0.097	F	0.551	5800	
<u> </u>	То	SR 63 Fremor	nt											
33) (63) Dickenson Hwy	Dickenson County	4.94 <b>2900</b>		9% 0%	2%	1%	7%	0%	С	0.104	F	0.538	3000	
,	To:	SR 63 North of Cli							_					
	From:	SR 63 North of Clinchco I	<u> </u>											
₃₃ ) Dickenson Hwy	Dickenson County	2.44 <b>2700</b>	<b>G</b> 8	8% 1%	1%	2%	8%	0%	F	0.093	F	0.509	2800	
$\smile$	To: From	25-607												
B3) Dickenson Hwy	Dickenson County	3.23 <b>2500</b>	<b>G</b> 8	8% 1%	1%	2%	8%	0%	С	0.088	F	0.533	2600	
$\mathcal{L}$	To: From:	WCL Haysi												
83	Town of Haysi (Maint: 25)	0.56 <b>2500</b>	<b>N</b> 8	8% 1%	1%	2%	8%	0%	Ν	0.088	Ν	0.533	2600	
83)	То													
83 (80) Dickenson Hwy	Town of Haysi (Maint: 25)	SR 80 Haysi 0.34 <b>4400</b>		3% 0%	1%	2%	3%	0%	F	0.093	F	0.507	4600	
B3 Bickenson Hwy	rown of riaysi (Maint. 23)		u s	070 070	1 70	270	J /0	0 70	'	0.000	'	0.507	4000	
Distance Head	From:	E SR 63	•	00/ 00/	10/	00/	00/	00/	_	0.405	_	0.550	0000	
80 Dickenson Hwy	Town of Haysi (Maint: 25)	1.08 <b>3700</b>	<b>G</b> 9	3% 0%	1%	2%	3%	0%	F	0.105	F	0.559	3800	
	To: From:	NCL Haysi												
83) (80)	Dickenson County	0.01 <b>3700</b>	<b>N</b> 9	3% 0%	1%	2%	3%	0%	Ν	0.105	N	0.559	3800	
$\smile$	To: From	SR 80 Breaks Par	k Rd		$\Box$ $\vdash$									
83) Dickenson Hwy	Dickenson County	0.04 <b>2100</b>	<b>G</b> 9	3% 0%	1%	2%	3%	0%	С	0.103	F	0.531	2200	(
$\mathcal{I}$	To	WCL Haysi												
83)	Town of Haysi (Maint: 25)	0.04 <b>2100</b>		3% 0%	1%	2%	3%	0%	Ν	0.103	Ν	0.531	2200	
50)	Too													
90	Dickenson County	3.38 <b>2100</b>	<b>N</b> 9	3% 0%	1%	2%	3%	0%	N	0.103	N	0.531	2200	
33)	To:	Buchanan County		376 076	1 /0	2/0	J /6	0 /6	IN	0.103	IN	0.551	2200	
	From:	Dickenson County												
83)	Buchanan County	2.47 <b>2900</b>	<b>F</b> 9	7% 0%	1%	1%	1%	0%	F	0.102	F	0.721	3000	
<u> </u>	То:	13-604 Poplar Ga												
	From:	13-604 Sunset Ho		70/ 00/	10/	40/	40/	00/	_	0.400	_	0.004	0000	
33)	Buchanan County	5.96 <b>2800</b>	<b>F</b> 9	7% 0%	1%	1%	1%	0%	С	0.106	F	0.661	3000	
	To- From:	13-619 Lee Maste												
83) Dickenson Hwy	Buchanan County	1.95 <b>4500</b>	<b>F</b> 9	7% 0%	1%	1%	1%	0%	F	0.094	F	0.682	4800	
<u> </u>	To: From:	US 460			$\Box$ $\vdash$									
83) (460)	Buchanan County	1.99 <b>11000</b>	<b>G</b> 9	6% 1%	1%	1%	2%	0%	С	NA			12000	(
	To:	SCL Grundy	,											

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Jurisdictio	n Length	AADT (	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	- QV
From:		SCL Grundy													
Town of Grundy (N			G	96%	1%	1%	1%	2%	0%	С	NA			11000	G
To:	U														
Town of Grundy (	Maint: 13) 1 40		_	0/1%	10/_	10/-	10/_	30/	0%	F	0.1	F	0.557	7100	F
rown or crundy (i	<u> </u>		Г	34 /6	1 /0	1 /6	1 /0	J /6	0 /6	'	0.1	•	0.557	7100	'
From:			_	0.40/	40/		40/	00/	00/	_	0.000	_	0.01.1	5500	
Buchanan Co	ounty 2.93	5300	F	94%	1%	1%	1%	3%	0%	F	0.093	F	0.614	5500	ı
To: From:															
Buchanan Co	ounty 4.24	2800	F	94%	1%	1%	1%	3%	0%	С	0.099	F	0.531	3000	
To: From:	1	3-643 Stacy													
Buchanan Co	ounty 2.47	1700	F	94%	1%	1%	1%	3%	0%	F	0.107	F	0.566	1800	- 1
Too	13	-640 Hale Cr.													
Buchanan Co		800	F	94%	1%	1%	1%	3%	0%	F	0.098	F	0.740	840	
To:	West '	Virginia State I	Line												
From:	West '	Virginia State L	Line												
Highland Co.			G	95%	0%	3%	2%	1%	0%	F	0.142	F	0.546	170	(
- To:		45,600													
From: Highland Cou	untv 6.64		G	95%	0%	3%	2%	1%	0%	С	0.102	F	0.514	350	(
Tool										_					
From: Highland Co.				95%	Nº/-	3%	20/-	1%	<b>Λ</b> %-	F	0.005	F	0.534	530	(
Tigrilana Oot				3376	0 70		2 /0	1 /0	0 70		0.000	•	0.554	300	
Fron:															
Mecklenburg C				79%	1%	1%	1%	17%	2%	С	0.143	Α		9700	
<u> </u>	•												0.511		
Combined Traine Estimates for 2 Taraner	riodawayo on tino riodic.			7070	1 /0		1 /0	17 70	270	J	0.100	,,	0.011	10000	•
From:		58-903													
<del>-</del>	•	12000	Α	79%	1%	1%	1%	17%	2%	F	0.142	Α		10000	
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	Α	79%	1%	1%	1%	17%	2%	F	0.131	Α	0.559	21000	
To	S	CL South Hill													
Town of South Hill			۸	70%	10/_	10/-	10/-	170/	20/-	F	0 142	Δ		10000	
										' -		^			
Combined Trainic Estimates for 2 Faraner	noadways on this noute.		^	1970	1 /0	1 /0	1 /0	17 /0	2/0	'	INA			21000	
To: From:		US 58													
Town of South Hill (	(Maint: 58) 2.53	11000	Α	79%	1%	1%	1%	17%	2%	F	0.136	Α		9300	
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	Α	79%	1%	1%	1%	17%	2%	F	0.127	Α	0.511	18000	,
To															
From:	(Maint 50) 0.50		_	700/	40/	40/	40/	470/	00/	_	0.444			0000	
Fown of South Hill ( Combined Traffic Estimates for 2 Parallel	•		A A	79% 79%	1% 1%		1% 1%	1/% 17%	2% 2%	F	0.141 NA	А			/
						1%			00/					18000	- 1
	Town of Grundy (I Town of Grundy (I Town of Grundy (I Town of Grundy (I Town of Grundy (I Town of Grundy (I Town of Grundy (I Town of Grundy (I Town Buchanan Co Buchanan Co Town Buchanan Co Town Highland Co Highland Co Town Highland Co Town Highland Co Town Mecklenburg (I Town of South Hill Combined Traffic Estimates for 2 Parallel Town of South Hill Combined Traffic Estimates for 2 Parallel Town of South Hill Combined Traffic Estimates for 2 Parallel Town of South Hill Combined Traffic Estimates for 2 Parallel Town of South Hill Combined Traffic Estimates for 2 Parallel	Town of Grundy (Maint: 13)   1.96	Town of Grundy (Maint: 13)	Town of Grundy (Maint: 13)	Town of Grundy (Maint: 13)   1.96   10000   G   96%	Town of Grundy (Maint: 13)	SCL Grundy	Town of Grundy (Maint: 13)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   2400   A 79%   1%   1%   1%   1%   1%   1%   1%	SCI_Grundy	Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carr	SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI_Claus    SCI	Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surphisor   Surp	Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Sect	SCL Ground   School
## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	Primary ar	ia microta	10 110	u100			Tru	ıck			K		Dir		
Route	Jurisdiction Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From: N	CL South Hi	11			ZANIC	, OTAXIC	TTTAII	ZITAII		1 actor		1 40101		
85)	Mecklenburg County 3.84	10000	Α	79%	1%	1%	1%	17%	2%	F	0.141	Α		8800	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	20000	Α	79%	1%	1%	1%	17%	2%	F	NA			18000	Α
		wick County													
North	Brunswick County 4.71	nburg Count	ty Line  A	79%	1%	1%	1%	17%	2%	_	0.141	Α		8800	Α
85	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	79% 79%	1%	1%	1%	17%	2% 2%	F	0.141	A	0.555	18000	A
	Combined Traine Estimates for 2 Farallel Hoadways on this houte.			13/0	1 /0	1 /0	1 /0	17 /0	2/0	'	0.130	^	0.555	10000	Α.
North	From:	12-644													
85)	Brunswick County 3.01	10000	Α	79%	1%	1%	1%	17%	2%	F	0.137	Α		8900	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	21000	Α	79%	1%	1%	1%	17%	2%	F	0.126	Α	0.509	18000	Α
North	To: From:	SR 46													
85)	Brunswick County 1.19	9900	Α	79%	1%	1%	1%	17%	2%	F	0.141	Α		8400	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	20000	Α	79%	1%	1%	1%	17%	2%	F	0.13	Α	0.57	17000	Α
	To:	US 1													
North	Prunouviale County C 20		_	700/	10/	10/	10/	17%	2%	_	0.107	Α		0000	^
85	Brunswick County 6.39 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	10000	A	79% 79%	1% 1%	1% 1%	1% 1%	17%	2% 2%		0.137 0.128	A	0.504	8900 18000	A
	Combined Trainic Estimates for 2 Faraner hoadways on this houte.		Α	79%	1 70	1 70	170	1770	270	Г	0.120	A	0.504	10000	A
North	To: From	12-630													
(85)	Brunswick County 4.71	10000	Α	79%	1%	1%	1%	17%	2%	F	0.138	Α		9000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	21000	Α	79%	1%	1%	1%	17%	2%	F	0.129	Α	0.562	18000	Α
North	To: From: 12-7	12 Old Stage	Rd												
(85)	Brunswick County 0.76	11000	Α	79%	1%	1%	1%	17%	2%	F	0.135	Α		9300	Α
00)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	22000	Α	79%	1%	1%	1%	17%	2%	F	NA			19000	Α
		iddie County	Line												
North		wick County		700/	40/	10/	40/	470/	00/	_	0.405			0000	
85	Dinwiddie County 2.38	11000	A	79%	1%	1%	1%	17%	2%	F	0.135	A	0.50	9300	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	79%	1%	1%	1%	17%	2%	F	0.124	Α	0.58	19000	Α
North	Toc From:	SR 40													
85)	Dinwiddie County 5.95	11000	Α	83%	1%	1%	1%	13%	1%	F	0.134	Α		9900	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	22000	Α	83%	1%	1%	1%	14%	1%	F	0.122	Α	0.575	20000	Α
North	To: From:	26-650													
North (85)	Dinwiddie County 4.88	12000	Α	83%	1%	1%	1%	13%	1%	F	0.132	Α		10000	Α
05)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	83%	1%	1%	1%	14%	1%	F	0.12	Α	0.581	21000	Α
	To To	26-703			- / -		. , ,	, 5	. , •	•	<b>-</b>				
North	From		-				,			_		_	_		
85	Dinwiddie County 8.52	13000	Α	83%	1%	1%	1%	13%	1%	С	0.123	A		12000	A
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	83%	1%	1%	1%	14%	1%	С	0.115	Α	0.568	23000	Α
	10:	US 460													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		. ,						Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		_	-		QC		QK		AAWDT	QW
North	From		US 460													
(85) (460)	Dinwiddie Co	ounty 1.77	19000	Α	83%	1%	1%	1%	13%	1%	F	0.105	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	Α	85%	1%	1%	1%	12%	1%	F	0.100	Α	0.512	36000	Α
NI al-	To From		US 1				$\rightarrow$									
North (85) (460)	Dinwiddie Co	ounty 1.18	24000	Δ	88%	1%	1%	1%	9%	1%	С	0.094	Α		24000	Α
85) (460)		•									_					
	To				0.70	. , 0		. , 0	. 0 , 0	. , 0	Ū				.,	
North	From	•														
(85) (460)	· · · · · · · · · · · · · · · · · · ·	,														
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	87%	1%	1%	1%	10%	1%	С	0.096	Α	0.53	47000	Α
North	To From	Squi	irrel Level F	Road												
	City of Petersburg	(Maint: 26) 2.57	27000	Α	88%	1%	1%	1%	9%	1%	F	0.092	Α		27000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α	87%	1%	1%	1%	10%	1%	F	0.094	Α	0.557	52000	Α
	Dimwiddle County   1.77   1900   A   83%   1%   1%   1%   1%   1%   1%   1%															
North	City of Petershura				88%	10/-	19/-	10/-	Q0/_	10/-	F	0.001	E		22000	G
85) 1-63 N Hamp	· · · · · · · · · · · · · · · · · · ·	,									· -		· -	0.596		
	Combined Trainic Estimates for 2 Faraner					1 /0	1 /0	1 /0	11/0	1 /0	'	0.079	'	0.566	44000	G
North	To From	Ramp to W	ashington S	t; Wyth												
85 Ramp	,	'		G	88%	1%	1%	1%	9%	1%	F	0.087	F		19000	G
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:			85%	1%	1%	1%	11%	1%	F	0.079	F	0.564	37000	G
	То															
North	From					40/		40/	4.40/	40/		0.400			000	
85 Bracey Welcome Center	r Mecklenburg (					1%	1%	1%	14%	1%	IN	0.162	N		920	IN
North	From						-									
85 Bracey Welcome Center	r Mecklenburg (	County 0.09	1100	Α	83%	1%	1%	1%	14%	1%	С	0.162	Α		920	Α
	То	I-85 North	from Welco	ome Cer	ter											
North	From		I-85 North													
85 Ramp	Mecklenburg (	County 0.18		F	97%	0%	1%	1%	2%	0%	F	0.089	F		1000	F
	To		58-903													
North	Dimwiddle County															
85 Ramp	Mecklenburg (				81%	1%	1%	1%	15%	1%	F	NA			2100	G
	10															
North Pamp	Modelashura	County			050/	10/	10/	10/	100/	00/	_	NIA			1200	C
85 namp	Route   Jurisdiction   Length AADT   QA   4Thre   Bus   2Auto   3-Auto   1Trail   2Trail   CG   Factor   QA   Factor   AADT   QA   4Thre   Bus   2Auto   3-Auto   1Trail   2Trail   CG   CG   CG   CG   CG   CG   CG   C		1200	G												
North	From															
North (85) Ramp	March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   Marc															
65) (10111)	Te				U+ /0	1 /0		1 /0	12/0	0 /0	'	14/-1			300	u
		651.		0												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ck			K	[	Dir	
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK Fa	ctor AAWI	OT QW
North	From:	I-85-N TO SCALES											
85	Brunswick County	0.26 <b>NA</b>								NA		NA	
	To:	I-85-N FR SCALES											
North	From:	I-85 North											
(85) Ramp	Brunswick County		83%	1%	1%	2%	13%	0%	F	NA		100	G
65)	To:												
North	From:				i								
85 Ramp	Brunswick County		90%	1%	1%	1%	7%	0%	F	NA		480	G
(83)	To:		0070	1 70		. 70	, ,0	0 70	•			.00	ŭ
N. II	From	-											
North	Primovials County		0.40/	10/	20/	10/	100/	00/	_	NIA		200	_
85 Ramp			04%	170	2%	170	12%	0%	Г	INA		260	G
<del>-</del>	100												
North	From:									o :-		<b>=</b>	_
(85) Alberta Rest Area Ramp	Brunswick County									0.15	А	590	А
North	To: From:												
North	Brunswick County		76%	10/	10/	10/	210/	10/	C	NΙΛ		040	G
85 Alberta Hest Alea Hamp			7076	1 /0	1 /0	1 /0	21/0	1 /0	C	INA		940	G
North	From:		0.40/	201	10/	40/	20/	201	_			400	•
85 Ramp	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   S												
	To:	12-630 Sturgeon Rd											
North													
85 Ramp		0.18 <b>580 G</b>	87%	1%	1%	1%	10%	0%	F	NA		590	G
	To:	12-712 Old Stage Rd											
North	From:	I-85 North											
85 Ramp	Dinwiddie County	0.20 <b>350 G</b>			<del>_</del>					0.106	F	350	G
$\bigcirc$	To:	SR 40 McKenney Hwy											
North	From:	I-85 North											
(85) Ramp	Dinwiddie County									NA		NA	
			Arms Rd										
North	From:	·			<del>-i</del>								
(85) Ramp	Dinwiddie County									0 121	F	250	G
65) . Idilip	To:				$\overline{}$					0.121	•	230	ч
N. d	From												
North										NIA		NI A	
85 Dinwiddie Rest Area Ramp	Diriwiddie County				_					INA		NA	
North	From:												
	Dinwiddie County		72%	2%	0%	0%	23%	2%	С	0.09	F	510	G
05) =b	To:		/0	-/-	Ť	0,0	_0 /0	_/0	-	0.00	•	510	<b>~</b>
NI Al-	From				_								
North										0.120	_	600	G
Ramp										0.120	Г	690	G
	10.	BUS US 460											

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		·	and milersi					Tru	ıck			K		Dir		
Route	Jurisdiction	n Lengt	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		3 TO RT 460	& 460 E	BUS?											
85 Ramp	Dinwiddie Cou ™-	•	NA 460 EDOM	DE 05 NE	,							NA			NA	
	Town!		460 FROM 1													
North 85 Ramp	Dinwiddie Cou		A TO US 46 NA	0 & 460 1	BUS							NA			NA	
85) 1 141111	To:	•	460 FROM 1	RT 85 NE	3							1471			1471	
North	From:		I-85 North				i									
Ramp	Dinwiddie Cou	unty 0.15	600	G								0.104	F		600	G
<u> </u>	To:	US	l Boydton Pl	ank Rd												
lorth	From:		I-85 North	1												
85) Ramp	Dinwiddie Cou	•	620	G								0.138	F		620	G
<u> </u>	To:	US	l Boydton Pl	ank Rd												
lorth	From:		I-85 North													
85) Ramp	City of Petersburg (		1300	G								0.096	F		1300	G
<u> </u>	Τα	123-9	011 Squirrel	Level Rd												
lorth	From:		I-85 North													
85 (460) Ramp	City of Petersburg (	Maint: 26) 0.10		Α	88%	0%	1%	1%	10%	0%	С	0.105	Α		6100	Α
	10.		I-95 South													
lorth 85 Ramp	From L City of Petersburg (I		rth Ramp to 2800	I-95 Nort <b>G</b>	h							0.119	F		2800	G
Ramp	City of Fetersburg (i	I-95 North Exit 5		-	shington S	St .						0.119	'		2000	G
orth	From:	1 75 North Exit 5	I-95 North		Similation C	,,										
Ramp	City of Petersburg (I			Α								0.11	Α		6100	Α
<u></u>	To:		St & Wash													
lorth 85) Ramp	City of Petersburg (I		35 North Exit 3500	<b>A</b>								0.113	Α		3800	А
65) Tump	To:		460-P Wash									0.110	,,		0000	
orth	From:		35 North Exit													
85) Ramp	City of Petersburg (I		2100	<b>A</b>								0.125	Α		2300	Α
• •	To:	,	EUS 460 Wy	the St												
outh	From:	North	n Carolina St	ate Line												
85)	Mecklenburg Co	ounty 4.59	12000	Α	79%	1%	1%	1%	18%	1%	С	0.137	Α		9600	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	: 23000	Α	79%	1%	1%	1%	17%	2%	С	0.136	Α	0.511	19000	Α
	To:		58-903				$\neg$									
outh	Mecklenburg Co	Sounty 7.78	12000	Α	79%	1%	1%	1%	18%	1%	F	0.127	Α		11000	Α
85	Combined Traffic Estimates for 2 Parallel F	•		A	79% 79%	1%	1%	1%	17%	2%	F	0.127	A	0.559	21000	A
	- F	-			13/6	1 /0	1 /0	1 /0	17 /0	<b>~</b> /0	'	0.101	^	0.000	21000	_
outh	To: From:		SCL South I	Hill												
85)	Town of South Hill (I			Α	79%	1%	1%	1%	18%	1%	F	0.127	Α		11000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	: <b>2400</b> 0	Α	79%	1%	1%	1%	17%	2%	F	NA			21000	Α
	To:		US 58													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillialy all			ules			Tri	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:		US 58					017.04.0				. 45151		. 40101		
(85)	Town of South Hill (	(Maint: 58) 2.72	11000	Α	79%	1%	1%	1%	18%	1%	F	0.125	Α		9000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	Α	79%	1%	1%	1%	17%	2%	F	0.127	Α	0.511	18000	Α
South	Ta: From:		US 1													
85)	Town of South Hill (	(Maint: 58) 0.29	10000	Α	79%	1%	1%	1%	18%	1%	F	0.128	Α		8800	Α
660	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	Α	79%	1%	1%	1%	17%	2%	F	NA			18000	Α
0	To'	No	CL South H	fill												
South 85	Mecklenburg C	County 3.74	10000	Α	79%	1%	1%	1%	18%	1%	F	0.128	Α		8800	Α
(65)	Combined Traffic Estimates for 2 Parallel	•		Α	79%	1%	1%	1%	17%	2%	F	NA			18000	Α
	Τσ		wick County	_												
South 85	From: L Brunswick Co		nburg Coun	nty Line	79%	1%	1%	1%	18%	1%	F	0.128	Α		8800	Α
85)	Combined Traffic Estimates for 2 Parallel	•		Ā	79%	1%	1%	1%	17%	2%	F	0.120	Α	0.555	18000	A
	To.		14 Brunswic			.,,		. , 0	,0		•	01.00		0.000	.0000	
South	From:				700/	40/	40/	40/	100/	40/	_	0.400			0000	_
85	Brunswick Co	,	10000	A	79%	1%	1%	1%	18%	1%	F	0.128	A	0.500	9000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Houte:		Α	79%	1%	1%	1%	17%	2%	F	0.126	Α	0.509	18000	Α
South	To: From:		SR 46													
(85)	Brunswick Co	,	10000	Α	79%	1%	1%	1%	18%	1%	F	0.129	Α		8700	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	Α	79%	1%	1%	1%	17%	2%	F	0.13	Α	0.57	17000	Α
South	To: From:		US 1													
(85)	Brunswick Co	ounty 6.26	10000	Α	79%	1%	1%	1%	18%	1%	F	0.126	Α		8900	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	Α	79%	1%	1%	1%	17%	2%	F	0.128	Α	0.504	18000	Α
South	Tac From:		12-630													
85)	Brunswick Co	ounty 4.86	10000	Α	79%	1%	1%	1%	18%	1%	F	0.127	Α		8800	Α
66)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	Α	79%	1%	1%	1%	17%	2%	F	0.129	Α	0.562	18000	Α
	To:	12-7	12 Old Stag	ge Rd												
South	Brunswick Co	ounty 0.24	12-712 <b>11000</b>	Α	79%	1%	1%	1%	18%	1%	F	0.125	Α		9400	Δ
85	Combined Traffic Estimates for 2 Parallel	,		A	79%	1%	1%	1%	17%	2%	F	NA	^		19000	A
	To.	<u> </u>	wick Count			. , ,		. , 0	,0		•				.0000	
South	From:				700/	40/	10/	10/	100/	10/		0.405			0.400	
85	Dinwiddie Co	•	11000	A	79%	1%	1%	1%	18%	1%	F	0.125	Α		9400	A
_	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:		Α	79%	1%	1%	1%	17%	2%	F	NA			19000	Α
South	To: From:		SR 40													
South 85	Dinwiddie Co	•	11000	Α	83%	1%	1%	1%	14%	1%	F	0.123	Α		10000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	Α	83%	1%	1%	1%	14%	1%	F	0.122	Α	0.575	20000	Α
	To:	-	26-650													

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and	a intersta	ate Ho	ıtes											
Devite	D. 12 0 0	1 0	A A S T		4T!	D		Tru	ıck		00	K	01/	Dir	A A \ A \ C T	0)4/
South   Sum   Su	QW															
South	From:		26-650													
	Dinwiddie Cour	nty 4.95	12000	Α	83%	1%	1%	1%	14%	1%	F	0.121	Α		10000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	23000	Α	83%	1%	1%	1%	14%	1%	F	0.12	Α	0.581	21000	Α
	Tα		26-703				<b>—</b> —									
South	Piowiddio Cour	ntv 0.26		^	020/	10/	10/	10/	1.40/	10/	0	0.116	۸		12000	۸
(85)		•												0.560		
	Combined Tranic Estimates for 2 Parallel No	oadways on this houte.		A	03%	1 70	1 70	1 70	1470	170	C	0.115	А	0.566	23000	A
South	To: From:		US 460													
	Dinwiddie Cour	nty 1.83	19000	Α	87%	1%	1%	1%	10%	1%	F	0.109	Α		18000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	37000	Α	85%	1%	1%	1%	12%	1%	F	0.100	Α	0.512	36000	Α
	Tα		US 1				$\neg$ $\vdash$									
~~~	Dipwiddio Cour	ntv 0.91		Λ.	979/	10/	10/	10/	100/	10/	_	0.100	٨		22000	۸
(85) (460)		,											^			
	Combined Trainic Estimates for 2 Parallel No				07 /6	1 /0	1 /0	1 /0	10 /6	1 /0	C	INA			47000	^
South	To: From:	SC	L Petersbu	rg												
	City of Petersburg (M	Maint: 26) 1.25	23000	Α	87%	1%	1%	1%	10%	1%	С	0.109	Α		23000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	48000	Α	87%	1%	1%	1%	10%	1%	С	NA			47000	Α
	To	Squir	rrel Level R	load												
~~~	City of Patershura (M	•			Q7%	10/	10/-	10/_	10%	10/-	E	0.107	Δ		24000	Δ
(85) (460)	,	,									· -			0.557		
	Combined Trainic Estimates for 2 Parallel At				07 /6	1 /0	1 /0	1 /0	10 /6	1 /0	'	0.034	^	0.557	32000	^
South	To: From:	Ram	p From I-9	5 N												
(85) I-85 S Ramp	,	,		G	83%	1%	1%	1%	13%	1%	F	0.094	F		22000	G
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	46000	G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.586	44000	G
	To:	Ramp Fro	om Washing	gton Ave	;											
	City of Petershura (M	Maint: 26) 0.16	20000	G	83%	1%	1%	1%	13%	1%	F	0 090	F		18000	G
(85) 1 03 0 Hamp	,	,									F		F	0.564		
	To:				00 /0	1 /0		1 /0	1170	1 /0	•	0.075		0.504	37000	ď
South	From:															
	Mecklenburg Co			Α	97%	0%	1%	1%	2%	0%	F	0.13	Α		1500	Α
(65)	To:	u, u			0.70	0,0		. , •	_,,	0,0	•	00			.000	
South	From:	,	I-85 South													
Ramp	Mecklenburg Co			G	81%	1%	1%	1%	15%	1%	F	NA			880	G
	To:	US 58	E, E Atlan	tic St												
South	Combined Traffic Estimates for 2 Parallel Roadways on this Route   28000															
	Dinwiddle Country															
	To:	1 95 001	2C TO PT	58 BIIC												
South	From: L			20 100								N			A	
(85) Hamp	<u> </u>	,		)	PII							NΑ			NA	
	100	CAUS 58 F	KOM RT 8	so sou".	Н											

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-		<u> </u>		Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tire	Bus				QC		QK		AAWDT	QW
South	From:	I-85-S012B TO Bus US 58		ZAXIC OTAXIC	TITAL	ZITAII		1 actor		1 actor		
(85) Ramp	Mecklenburg County							NA			NA	
(83)	To:											
South	From:											
(85) Ramp	Mecklenburg County		1%	1% 1%	2%	0%	F	0.106	F		1500	F
85) 1411	To:		1 70	170 170	270	0 70	•	0.100	•		1000	
0 11	Urans.											
South	Bruncwick County							NΙΛ			NΙΛ	
85	To:			_				IVA			INA	
South			40/	10/ 00/	400/	00/	_	NIA			050	_
85 Ramp			1%	1% 2%	13%	0%	г	NA			250	G
	10.											
South	From:	I-85 South					_		_			_
85 Ramp	Brunswick County		1%	1% 1%	2%	0%	F	0.218	F		640	F
<u> </u>	To:	US 1 Boydton Plank Rd										
South	From:	I-85 South to Rest Area										
(85) Alberta Rest Area Ramp	Brunswick County	0.11 <b>NA</b>						NA			NA	
<u> </u>	To:	Enter Rest Area Parking										
South Alberta Book Area Borer	Promounials County	No.	10/	10/ 00/	010/	10/	_	0.140	^		<b>F</b> 10	^
85 Alberta Hest Area Hamp	Brunswick County		1%	1% 0%	21%	1%	C	0.149	А		510	А
	10.											
South	Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Sect											
85 Ramp	Brunswick County		2%	1% 1%	2%	0%	F	0.222	Α		120	Α
<u> </u>	To:	12-630 Sturgeon Rd										
South	From:											
(85) Ramp	Brunswick County		1%	<u>1</u> % 1%	10%	0%	F	0.084	F		1200	F
<u> </u>	To:	12-712 Old Stage Rd										
South	From:											
(85) Ramp	Dinwiddie County	0.18 <b>690 G</b>						0.135	F		690	G
$\smile$	Τα	I-85 South Exit 42B to SR 40										
South	Prom:							NIA			NIA	
85 Ramp	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   S											
	100											
South	From:											
85 Ramp	Dinwiddie County							NA			NA	
<u> </u>	To:	SR 40 FROM RT 85 SB										
South	From:											
85) Ramp	Dinwiddie County							0.196	F		420	G
$\smile$	To:	26-650 Hamilton Arms Rd										
South	From:	I-85 South										
(85) Ramp	Dinwiddie County			-				0.137	F		1800	G
\/												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	Louis all all an	Leavelle AADT OA ATion	D	Tr	uck			K	01/	Dir	AAMOT	014
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QN
South	Pipuiddia County	I-85-S053A TO RT 703						NIA			NIA	
Ramp	Dinwiddie County	0.10 <b>NA</b> 26-703 FROM RT 85 SB						NA			NA	
South	From:	I-85 South to Rest Area										
85 Dinwiddie Rest Area Ramp	Dinwiddie County	0.15 <b>NA</b>		_				NA			NA	
South	From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot										
85) Dinwiddie Rest Area Ramp	Dinwiddie County	0.25 <b>910 G</b> 76%	1%	1% 1%	20%	1%	С	0.086	F		910	G
85) 2	To:	I-85 South from Rest Area	1 70	70 170	2070	1 70	Ū	0.000	•		0.0	
	From											
South Ramp	Dinwiddie County	I-85 South 0.18 <b>6600 G</b>						0.120	F		6600	c
Ramp	Diriwiddie Gourty							0.120	'		0000	
South	Te: From:	I-85 South Exit 61B to US 460										
85) Ramp	Dinwiddie County	0.03 <b>NA</b>						NA			NA	
	То:	US 460 Airport St										
South	From:	I-85-S061A TO US 460										
85) Ramp	Dinwiddie County	0.05 <b>NA</b>						NA			NA	
85) · · · · · · · · · ·	To:	US 460 US 460-E312A Gap TO		$\neg$								
South	From:	I-85 South										
85) Ramp	Dinwiddie County	0.19 <b>3500 G</b>						0.11	F		3500	G
85) 1 141115	To:	US 1 Boydton Plank Rd		<del>-</del>				0	•		0000	ŭ
South	From:	I-85 South		İ								
85 Ramp	Dinwiddie County	0.21 <b>3600 G</b>						0.125	F		3600	G
	To:	US 1 Boydton Plank Rd										
South	From:	I-85-S										
85) Ramp	City of Petersburg (Maint: 26)	0.13 <b>2900 A</b>						0.114	Α		3100	Α
	То:	123-9011; Squirrel Level Rd										
	From:	SCL Danville; NC State Line		1								
86) South Main St	City of Danville	1.11 <b>11000 G</b> 98%	0%	0% 0%	1%	0%	С	0.096	F	0.516	12000	G
00)	T-			<b>—</b>	.,.		_		•			_
Courte Main Ct	From:	Lockett Dr 0.61 <b>11000 G</b> 98%	0%	00/ 00/	10/	0%		0.000	F	0.53	10000	_
86) South Main St	City of Danville	0.61 <b>11000 G</b> 98%	0%	0% 0%	1%	0%	F	0.092	г	0.53	12000	G
	To: From:	Broadnax St										
86 South Main St	City of Danville	0.63 <b>18000 G</b> 99%	0%	<u>1%</u> 0%	0%	0%	С	0.088	F	0.553	19000	G
$\smile$	To: From:	Central Blvd										
Construct Dhard		South Main St	00/	10/ 00/	00/	00/	_	0.000	_	0.507	10000	_
86 Central Blvd	City of Danville	0.38 <b>17000 G</b> 99%	0%	1% 0%	0%	0%	С	0.089	F	0.587	18000	G
	To: From:	SR 293 West Main St										
86) Central Blvd	City of Danville	0.60 <b>21000 G</b> 99%	0%	0% 0%	0%	0%	С	0.092	F	0.575	23000	G
$\smile$	To:	Bus US 29 & SR 413 Memorial Dr										
	From:	North Carolina State Line										
87 Morehead Rd	Henry County	3.27 <b>7500 G</b> 90%	1%	0% 1%	7%	1%	С	0.087	F	0.567	7800	G
$\smile$	To:	SCL Ridgeway										

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Trι	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SCL Ridg	geway												
87) Morehead Ave	Town of Ridgeway (Maint: 44)	0.55 <b>960</b>	0 G	90%	1%	0%	1%	7%	1%	F	0.090	F	0.505	10000	(
<u></u>	To: From:	Bus US 220 Chur	ch St; Main	St											
87) Morehead Ave	Town of Ridgeway (Maint: 44)	0.28 <b>650</b>		86%	1%	1%	1%	11%	1%	С	0.083	F	0.524	6700	
$\smile$	To:	US 220 Gree	nsboro Rd												
	From:	North Carolina													
89) Skyline Hwy	Grayson County	4.89 <b>340</b>	0 G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.56	3600	
	To: From:	SCL G													
89) Main St	City of Galax	1.26 <b>500</b>	0 F	97%	0%	1%	1%	1%	0%	С	0.091	F	0.566	5400	
<u></u>	To: From:	SR 97 Piper	s Gap Rd												
₈₉ ) Main St	City of Galax	0.90 <b>590</b>	0 F	99%	0%	1%	0%	0%	0%	С	0.086	F	0.559	6200	
<u> </u>	To: From:	Maroon T	ide Dr												
89) Main St	City of Galax	0.16 <b>500</b>	0 F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.564	5300	
$\mathcal{I}$	To: From:	Oldtow	n St												
89) Main St	City of Galax	0.64 300		98%	0%	1%	0%	0%	0%	С	0.102	F	0.561	3200	
	To:	US 58 Stı	ıart Dr												
	From:	98-616 Baumg	ardner Ave												
Main St	Town of Rural Retreat (Maint: 98)	0.60 <b>630</b>	0 G	98%	0%	0%	0%	1%	0%	С	0.094	F	0.581	6500	
<u> </u>	To	NCL Rural	Retreat												
90)	Wythe County	0.66 <b>630</b>		98%	0%	0%	0%	1%	0%	Ν	0.094	Ν	0.581	6500	
<u> </u>	To	US 11 Staleys (	Tross Roads	,											
90) Main St	Wythe County	0.47 <b>590</b>		98%	0%	0%	0%	1%	0%	F	0.079	F	0.858	6200	
,,,,	Τσ:	I-81													
	From:	SR 9	0												
Ramp to I-81 N at Exit 60	Wythe County	0.13 <b>210</b>									0.105	F		2100	
	To:	I-81	N												
	From:	SR 90; 9	8-680												
Ramp to I-81 S at Exit 60	Wythe County	0.13 <b>100</b>	0 G								0.097	F		1000	
<u> </u>	Τσ:	I-81	S												
_	From:	Tennessee S													
91) Mountain City Rd	Washington County	1.62 <b>260</b>	0 F	93%	0%	1%	1%	5%	0%	С	0.085	F	0.533	2700	
<u> </u>	To: From:	US 58 Douglas Dr;	Jeb Stuart 1	Hwy											
01) (58) Jeb Stuart Hwy	Washington County	0.54 <b>370</b>	0 N	92%	0%	1%	2%	5%	0%	Ν	0.081	Ν	0.552	3900	
	To	ECL Dan	nascus												
91) (58) Jeb Stuart Hwy	Town of Damascus (Maint: 95)	0.45 <b>370</b>		92%	0%	1%	2%	5%	0%	С	0.081	F	0.552	3900	
,	To:	Damasc	-												
	From:	US 58 Jeb St	tuart Hwy												
91 ) Damascus Dr	Town of Damascus (Maint: 95)	0.70 <b>170</b>		97%	0%	1%	0%	2%	0%	С	0.102	F	0.516	1800	
<u> </u>	To:	NCL Dan	nascus												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	NCL Damaso													
91)	Washington County	6.40 <b>1700</b>	N	97%	0%	1%	0%	2%	0%	N	0.102	Ν	0.516	1800	Ν
	To: From:	95-803 Liberty H													
91) Monroe Rd	Washington County	1.48 <b>1900</b>	F	97%	0%	1%	0%	2%	0%	F	0.102	F	0.516	2000	F
<u> </u>	Toc From:	95-762 Loves M	Iill Rd												
91) Monroe Rd	Washington County	3.51 <b>2500</b>	F	96%	0%	1%	1%	1%	0%	С	0.094	F	0.52	2600	F
<u> </u>	To: From:	US 11 Lee H													
<u></u>	Washington County	US 11 Lee High 0.51 <b>8400</b>	nway <b>N</b>	98%	0%	0%	0%	2%	0%	Ν	0.089	N	0.661	8800	ı
91)	washington oddrity			30 /6	0 70	0 /6	0 76	2/0	0 /6	14	0.003	14	0.001	0000	'
Monlo Ct	Town of Clade Caring (Maint, OF)	SCL Glade Sp		000/	0%	0%	00/	2%	0%		0.000	F	0.661	0000	
91) Maple St	Town of Glade Spring (Maint: 95)	1.37 <b>8400</b> BUS SR 91 Gla	F .do St	98%	0%	0%	0%	2%	0%	F	0.089	Г	0.661	8800	
	From:	BUS SR 91 Ma													
91) Monte Vista Dr	Town of Glade Spring (Maint: 95)	0.77 <b>4300</b>	F	98%	0%	0%	0%	2%	0%	С	0.096	F	0.686	4500	
	To:	NCL Glade Sp	rina			—									
91) Crescent Rd	™ From: L Washington County	5.43 <b>2400</b>	F	98%	0%	0%	0%	2%	0%	F	0.088	F	0.789	2600	
91)	T-						- , -	_,,		-		-			
91 S Main St	Town of Saltville (Maint: 95)	WCL Saltvil 0.52 <b>2600</b>	F	97%	0%	1%	0%	2%	0%	С	0.091	F	0.647	2700	
91) S Main St	Town of Saltville (Maint. 93)	Smyth County		31 /6	0 /6	1 /0	0 /6	Z /0	0 /6	C	0.031	'	0.047	2700	
	From:	Washington Coun													
91) Main St	Town of Saltville (Maint: 86)	1.15 <b>2000</b>	F	93%	0%	1%	5%	1%	0%	С	0.091	F	0.567	2100	
$\mathcal{O}$	To	Palmer Ave	ρ.												
91) Main St	Town of Saltville (Maint: 86)	0.26 <b>6500</b>	F	93%	0%	1%	5%	1%	0%	F	0.106	F	0.547	6800	
91)	To														
91 E Main St	Town of Saltville (Maint: 86)	SR 107 Worthy 1.96 <b>2500</b>	F Blvd	93%	1%	1%	5%	0%	0%	С	0.1	F	0.59	2600	
91 E Main St	Town of Saltville (Maint. 66)			30 /6	1 /0	1 /0	376	0 /6	0 /6	O	0.1	•	0.55	2000	
	From:	NCL Saltvil		000/	40/		<b>5</b> 0/	20/	00/		0.4		0.50	2000	
91)	Smyth County	0.17 <b>2500</b>	N	93%	1%	1%	5%	0%	0%	Ν	0.1	N	0.59	2600	١
<u> </u>	From:	86-743 Clark 86-743 Upper Poor		1											
91) Saltville Hwy	Smyth County	4.66 <b>1400</b>	F	93%	1%	1%	5%	0%	0%	F	0.109	F	0.513	1400	
,	Tot					i									
91) Veterans Rd	Smyth County	SR 42 Bluegrass 0.54 <b>560</b>	F	93%	1%	1%	5%	0%	0%	F	0.099	F	0.594	590	
91 Veterans Rd	Siffyth County	Tazewell County		93 /6	1 /0	1 /0	J /o	0 /6	0 /6	'	0.033	'	0.554	390	
	From:	Smyth County													
91) Veterans Rd	Tazewell County	5.37 <b>80</b>	G	100%	0%	0%	0%	0%	0%	F	0.124	F	0.769	90	(
	То	92-607 Little Tumblin		24											
91) Madien Springs Rd	Tazewell County	5.64 <b>80</b>		100%	0%	0%	0%	0%	0%	С	0.198	F	0.5	80	(
g   Madicii Opiniga i la	razowen county				0 /0	U /0	0 /0	0 /0	0 /0	J	5.156	•	0.5	00	`
	From	92-604 Thompson \			0-1		051	001	001		0.4=0		0.510	400	
91) Maiden Spring Rd	Tazewell County	2.62 110	G	100%	0%	0%	0%	0%	0%	F	0.152	F	0.512	120	(
$\sim$	To:	92-609 College Es	tates Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davita	luvia di akia a	Lawarth AAD	T 04	4T:ua	Dura		Tru	ıck		00	K	OK	Dir	A A \ A \ D T	. 01
Route	Jurisdiction .	Length AAD		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Mhitten Valley Rd	Tazewell County	92-609 College 9.48 <b>100</b>		100%	0%	0%	0%	0%	0%	F	0.123	F	0.688	110	G
91 Whitten Valley Rd	Tazeweii County	US 19 Crock		100 /6	0 /6		0 /6	0 /6	0 /6	'	0.123	•	0.000	110	
	From:	SR 9				1									
91) Ramp to I-81 N at Exit 29	Washington County	0.19 <b>220</b>									NA			2200	(
91)	To:	I-81 No													
	From:	SR 9													
91) Ramp to I-81 S at Exit 29	Washington County	0.15 <b>440</b> 0									0.116	F		4400	ı
91)	To:	I-81 S													
Bus	From:	S SR 91 Glad	le Spring												
91) Glade St	Town of Glade Spring (Maint: 9			99%	0%	1%	0%	0%	0%	С	0.112	F	0.582	750	F
31)	To:	N SR 91 Glade Spr													
	From:	US 58 1													
92	Town of Boydton (Maint: 58)			98%	1%	0%	0%	0%	0%	С	0.12	F	0.688	860	F
32)	To		. 44												
20	Mecklenburg County	NCL Boy 9.25 <b>840</b>		98%	1%	0%	0%	0%	0%	N	0.12	N	0.688	860	1
92	Weeklenburg County			30 70	1 /0	0 70	0 70	0 70	0 70	11	0.12	14	0.000	000	
O Maria Ot	From Prom	SCL Chas		050/	40/		40/	00/	00/		0.407	_	0.5	0000	
92) S Main St	Town of Chase City (Maint: 5	8) 0.44 <b>320</b> 0	) F	95%	1%	1%	1%	2%	0%	С	0.107	F	0.5	3200	F
	To: From:	"B" S	Т												
₉₂ ) S Main St	Town of Chase City (Maint: 5	8) 0.23 <b>320</b> 0	) F	94%	1%	1%	1%	2%	0%	С	0.095	F	0.514	3300	I
<u> </u>	To	Sycamor	e St												
92) N Main St	Town of Chase City (Maint: 5			96%	1%	1%	1%	2%	0%	С	0.092	F	0.502	4900	F
<del>3-)</del>	To:	E Secon	d St												
	From:	S RT 4								_		_			_
92) (49) E Second St	Town of Chase City (Maint: 5	8) 0.19 <b>700</b> 0	) F	95%	0%	1%	1%	3%	0%	С	0.089	F	0.547	7200	F
<u> </u>	To: From:	Endly	St												
92 (49) W Second St	Town of Chase City (Maint: 5	8) 0.56 <b>520</b> 0	) F	93%	1%	1%	1%	4%	0%	С	0.096	F	0.564	5400	F
$\smile$	To:	N SR	49			$\lnot$ $\sqsubseteq$									
92	Town of Chase City (Maint: 5			92%	0%	1%	1%	5%	0%	С	0.094	F	0.502	3000	F
3-)	To:	WCL Chas	o City												
00	Mecklenburg County	3.42 <b>290</b>		92%	0%	1%	1%	5%	0%	N	0.094	N	0.502	3000	١
92)	meditionizing deality			0270	0 70		1 70	0 70	070		0.001	• • •	0.002	0000	
	From From Country	58-609; 5		000/	00/	10/	10/	F0/	00/	N.I	0.004	N.I.	0.500	0000	
92	Mecklenburg County	0.21 <b>290</b> 0	) N	92%	0%	1%	1%	5%	0%	Ν	0.094	N	0.502	3000	1
	To: From:	58-600 Air													
92	Mecklenburg County	1.52 <b>290</b> 0		92%	0%	1%	1%	5%	0%	N	0.094	Ν	0.502	3000	١
<u> </u>	To: From:	Charlotte Con													
g2 JEB Stuart Hwy	Charlotte County	Mecklenburg C 2.11 <b>220</b> 0		92%	0%	1%	1%	5%	0%	F	0.096	F	0.554	2200	(
92 JEB Stuart Hwy	Ghanotte County			JZ /0	U /0	1 /0	1 /0	J /0	U /0	'	0.030	1	0.554	2200	
	To: From:	US 15 Barnes										_			
92) JEB Stuart Hwy	Charlotte County	3.80 <b>190</b> 0		92%	0%	1%	1%	5%	0%	F	0.096	F	0.537	2000	C
<u>~</u>	To:	US 360 Kin	gs Hwy												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				_		Truc	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US 360 Kings Hv												
92) JEB Stuart Hwy	Charlotte County	0.70 <b>420</b>	<b>G</b> 93%	2%	1%	1%	3%	0%	F	NA			430	C
<u> </u>	To:	Halifax County Li												
Clayer Dd	Halifay County	Charlotte County L		2%	10/	10/	20/	00/	0	NA			400	,
92) Clover Rd	Halifax County	4.19 <b>450</b>	<b>G</b> 93%	2%	1%	1%	3%	0%	С	INA			460	(
	To: From:	NCL Clover												
92) Clover Rd	Clover (Maint: 41)	0.47 <b>450</b>	<b>N</b> 93%	2%	1%	1%	3%	0%	Ν	NA			460	1
<u> </u>	To	41-746; 41-1001	1											
92) Clover Rd	Clover (Maint: 41)	0.33 <b>450</b>	N 93%	2%	1%	1%	3%	0%	Ν	NA			460	
<u></u>	Ter													
92 Clover Rd	Halifax County	0.80 <b>450</b>	N 93%	2%	1%	1%	3%	0%	N	NA			460	1
92 Clover Rd	Talliax County	US 360 South of Cl		2/0	1 /0	1 /0	3 /0	0 /6	IN	INA			400	'
Mela and I have	Prom:	North Carolina State		00/		00/	00/	00/	_	0.000	_	0.5	000	
93) Wilson Hwy	Grayson County	0.92 <b>640</b>	<b>G</b> 94%	0%	2%	2%	2%	0%	С	0.090	F	0.5	660	•
<u> </u>	To:	US 58 Near Mouth Of	Wilson											
	From:	US 58 West of Ga												
₉₄ ) Riverside Dr	Grayson County	4.22 <b>1700</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.100	F	0.568	1800	
<u> </u>	To-	SR 274 Riverside	Dr		<u> </u>									
94) Scenic Rd	Grayson County	2.05 1900	<b>G</b> 96%	1%	1%	0%	1%	0%	F	0.09	F	0.713	2000	
	To:	38-805 Southwest of Fries S	Spring Valley											
	From:	38-805 Spring Valle												
94 ) Scenic Rd	Grayson County	2.20 <b>1900</b>	<b>G</b> 96%	1%	1%	0%	1%	0%	С	0.091	F	0.565	1900	(
$\smile$	Tec	WCL Fries												
94)	Town of Fries (Maint: 38)	0.48 1900	N 96%	1%	1%	0%	1%	0%	Ν	0.091	Ν	0.565	1900	- 1
94)														
Casaria Dd	From:	38-1001 W Main		10/	10/	00/	10/	00/		0.000	F	0.574	0000	,
94) Scenic Rd	Town of Fries (Maint: 38)	0.56 <b>1900</b>	<b>G</b> 96%	1%	1%	0%	1%	0%	F	0.092	г	0.574	2000	(
	To- From:	NCL Fries												
94)	Grayson County	0.63 <b>1900</b>	<b>N</b> 96%	1%	1%	0%	1%	0%	Ν	0.092	Ν	0.574	2000	1
$\smile$	To:	Carroll County Li												
	From:	Grayson County L							_		_			
94) Ivanhoe Rd	Carroll County	9.20 990	<b>F</b> 96%	1%	1%	0%	1%	0%	F	0.086	F	0.519	1000	
<u> </u>	From:	Wythe County Li												
94 Ivanhoe Rd	Wythe County	Carroll County Li 0.85 <b>1100</b>	<b>G</b> 96%	1%	1%	0%	1%	0%	F	0.092	F	0.621	1200	
94) Ivanhoe Rd	Wythe Gounty	0.03	<b>G</b> 90 78	1 /0	1 /0	0 /6	1 /0	0 /6		0.032	•	0.021	1200	
$\overline{}$	To: From:	98-639 Riverview												
94 ) Ivanhoe Rd	Wythe County	2.66 <b>2000</b>	<b>G</b> 96%	1%	1%	0%	1%	0%	F	0.090	F	0.555	2100	(
<u> </u>	To	98-619 Austinville Rd; H	Iuddle Rd											
94) Ivanhoe Rd	Wythe County	3.48 <b>3900</b>	<b>G</b> 96%	1%	1%	0%	1%	0%	F	0.094	F	0.631	4100	(
<u></u>	To:	98-634 Lots Gap Rd; Ri				-						-		
	From:	98-634 Lots Gap Rd R												
94) Ivanhoe Rd	Wythe County	2.06 <b>3600</b>	<b>G</b> 96%	1%	1%	0%	1%	0%	F	0.095	F	0.730	3800	(
$\smile$	To:	US 52 Farmers Sto	ore											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT QA	4Tire	Ruc	Tru xle 3+Axle			QC	K Factor	QK F	Dir Factor	AAWDT	QW
95) Ramp	Greensville Cou	unty 0.13	0 FROM RT 95		27.		THUI Z	- Truii		NA	<u>'</u>	uotoi	NA	
	To: From:	I-95-S054A	301 Skippers Rd A JB-20 FROM RT	`95										
95 Ramp	City of Colonial Heights	SR 14	NA 44 FROM RT 95							NA			NA	
95 Ramp	City of Richmond (M	Maint: 20) 0.05	0 FROM RT 95 <b>NA</b> SR 161- A Gap TO	)						NA			NA	
95 Ramp	City of Richmond (M	Maint: 20) 0.22	95 North 73A <b>9800 A</b> -7561 Maury St	91%	1% 19	% 1% 	6%	0%	F	0.110	Α		11000	Α
95 Ramp	City of Richmond (M	Maint: 43) 0.16	95-S074C FROM  NA  FROM ROUTE 95							NA			NA	
95 Ramp	Four Fairfax Count To:	ty 0.09	72A FROM RT 95 <b>NA</b> 8- 6A TO AND FRO							NA			NA	
95 Ramp	Form_ Fairfax Count	ty 0.11	NA 41 FROM RT 95							NA			NA	
NB Express Lanes	From: City of Alexandria (M Combined Traffic Estimates for Parallel R	Maint: 29) 0.95	Rpress Roadway NI NA NA	В						NA NA			NA NA	
ExpN 95 NB Express Lanes	City of Alexandria (M	Maint: 29) 0.87	Patrick St; Mill Rd  NA  NA							NA NA			NA NA	
ExpS	Tα From:	District of Colu	ambia Line, Potoma Express Lanes SB	nc River										
95 SB Express Lanes	City of Alexandria (M Combined Traffic Estimates for Parallel R	Roadways on this Route:	NA NA			İ				NA NA			NA NA	
SB Express Lanes	City of Alexandria (M Combined Traffic Estimates for Parallel R	Maint: 29) 0.95 Roadways on this Route:	Patrick St; Mill Rd  NA  NA  umbia Line, Potoma	ac River						NA NA			NA NA	
ExpS 95 Ramp	From: City of Alexandria (Μ ^{Tα}		B Express Lanes  NA  Mill Rd							NA			NA	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-	Primary						T.	بماد			I/		D: _*		
Route	Jurisdiction Leng	h <b>AADT</b>	QA	4Tire	Bus		Trı	-		QC	K	QK	Dir Factor	AAWDT	QW
North	From: Non	h Carolina St	nto I ino			ZAXIE	3+Axle	TITAL	ZITAII		Factor		Factor		
95)	Greensville County 4.13		В	81%	1%	1%	1%	17%	0%	С	0.143	Α		15000	В
99	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>37000</b>	В	82%	1%	1%	1%	16%	0%	С	0.131	Α	0.646	31000	В
	Tor	40-629 Skipp	ers												
North 95	Greensville County 4.12	•	Α	81%	1%	1%	1%	17%	0%	F	0.149	Α		16000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		A	82%	1%	1%	1%	16%	0%	F	0.136	Α	0.549	32000	A
	<u> </u>	301 South of l		0270	1 70		170	1070	070		0.100		0.010	02000	
North	From:		-	040/	40/	40/	40/	470/	00/	_	0.440			10000	
95	Greensville County 1.70		A	81%	1%	1%	1%	17%	0%	F F	0.146	A	0.000	16000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		Α	82%	1%	1%	1%	16%	0%	г	0.135	Α	0.600	33000	Α
North	To: From	SCL Empor	ia												
95)	City of Emporia (Maint: 40) 1.05		Α	81%	1%	1%	1%	17%	0%	F	0.146	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>39000</b>	Α	82%	1%	1%	1%	16%	0%	F	NA			33000	Α
North	To: From:	US 58													
95)	City of Emporia (Maint: 40) 0.62	17000	Α	81%	1%	1%	1%	17%	0%	F	0.154	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>33000</b>	Α	75%	1%	2%	1%	22%	0%	F	NA			28000	Α
NI	Te- From	NCL Empor	ia												
North 95	Greensville County 1.37	17000	Α	81%	1%	1%	1%	17%	0%	F	0.154	Α		14000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		Α	75%	1%	2%	1%	22%	0%	F	0.138	Α	0.567	28000	Α
		301 North of 1	Emporia												
North	Greensville County 0.52		А	81%	1%	1%	1%	17%	0%	_	0.157	Α		13000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		A	75%	1%	2%	1%	22%	0%	F	0.137	A	0.560	27000	A
	<u></u>			7570	1 /0	270	1 /0	<i>LL</i> /0	0 70		0.14		0.500	27000	^
North	• • • • • • • • • • • • • • • • • • • •	)-614 Otterda													
95	Greensville County 3.63		Α	81%	1%	1%	1%	17%	0%	F	0.154	A		14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	ussex County	A Line	75%	1%	2%	1%	22%	0%	F	0.139	Α	0.524	28000	Α
North		enville Coun													
95)	Sussex County 0.16	17000	Α	81%	1%	1%	1%	17%	0%	F	0.154	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>33000</b>	Α	75%	1%	2%	1%	22%	0%	F	NA			28000	Α
North	To: From:	US 301													
95)	Sussex County 2.95	16000	Α	81%	1%	1%	1%	17%	0%	F	0.158	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>33000</b>	Α	75%	1%	2%	1%	22%	0%	F	0.140	Α	0.502	27000	Α
	To	91-631 Jarra	ntt			<u> </u>									
North 95	Sussex County 4.04		Α	81%	1%	1%	1%	17%	0%	F	0.158	Α		12000	Α
90	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		A	75%	1%	2%	1%	22%	0%	F	0.136	A	0.551	25000	A
	Semember Traine Estimates for 2 Faranci Floatways of this Float	91-645		10/0	1 /0		1 /0	/0	0 /0	•	0.170	$\sim$	0.001	20000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Jurisdiction  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Town of Stony Creek  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I	nty 6.63 Roadways on this Route:  SR  nty 0.22 Roadways on this Route:  SC  (Maint: 91) 0.09 Roadways on this Route:  NC  nty 2.14 Roadways on this Route:  nty 1.37	17000 34000 2L Stony Cr 17000 34000 2L Stony Cr 17000 34000 91-602 18000	A A reek A A	4Tire  81% 75%  71% 70%  71% 70%  84%	1% 1% 1% 1% 1% 1%		Trn 3+Axle 1% 1% 0% 0% 0% 0% 0%			F F C C C C C C	0.157 0.137 0.155 0.134 0.155 NA	A A A A	Dir Factor 0.599 0.557	14000 28000 14000 28000 14000 28000 14000 28000	A A A A A
Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Town of Stony Creek  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Sussex Cour	Roadways on this Route:  SR  nty 0.22  Roadways on this Route:  SC  (Maint: 91) 0.09  Roadways on this Route:  NC  nty 2.14  Roadways on this Route:  nty 1.37	17000 33000 40 Stony C 17000 34000 CL Stony Cr 17000 34000 CL Stony Cr 17000 34000 91-602 18000	A A Peek A A Peek A A	75% 71% 70% 71% 70%	1% 1% 1% 1%	1% 2% 1% 2% 1% 2%	1% 1% 0% 0% 0%	17% 22% 25% 26% 25% 26%	0% 0% 1% 1% 1%	C C C	0.157 0.137 0.155 0.134 0.155 NA	A A A	0.599	28000 14000 28000 14000 28000	A A A
Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Town of Stony Creek  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Sussex Cour	Roadways on this Route:  SR  nty 0.22  Roadways on this Route:  SC  (Maint: 91) 0.09  Roadways on this Route:  NC  nty 2.14  Roadways on this Route:  nty 1.37	17000 33000 40 Stony C 17000 34000 CL Stony Cr 17000 34000 CL Stony Cr 17000 34000 91-602 18000	A A Peek A A Peek A A	75% 71% 70% 71% 70%	1% 1% 1% 1%	2% 1% 2% 1% 2%	1% 0% 0% 0% 0% 0%	25% 25% 26% 25% 25%	1% 1% 1% 1%	C C C	0.137 0.155 0.134 0.155 NA 0.155	A A A		28000 14000 28000 14000 28000	A A A
Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Town of Stony Creek  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Combined Traffic Estimates for 2 Parallel I  Sussex Cour  Sussex Cour	Roadways on this Route:  SR  nty 0.22  Roadways on this Route:  SC  (Maint: 91) 0.09  Roadways on this Route:  NC  nty 2.14  Roadways on this Route:  nty 1.37	33000 40 Stony C 17000 34000 2L Stony Cr 17000 34000 2L Stony Cr 17000 34000 91-602 18000	A A Peek A A Peek A A	75% 71% 70% 71% 70%	1% 1% 1% 1%	2% 1% 2% 1% 2%	1% 0% 0% 0% 0% 0%	25% 25% 26% 25% 25%	1% 1% 1% 1%	C C C	0.137 0.155 0.134 0.155 NA 0.155	A A A		28000 14000 28000 14000 28000	A A A
Sussex Counciliant Combined Traffic Estimates for 2 Parallel In Town of Stony Creek Combined Traffic Estimates for 2 Parallel In Town of Sussex Counciliant Combined Traffic Estimates for 2 Parallel In Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In Town Combined Traffic Estimates for 2 Parallel In	nty 0.22 Roadways on this Route:  SC (Maint: 91) 0.09 Roadways on this Route:  NO  nty 2.14 Roadways on this Route:  nty 1.37	17000 34000 2L Stony Cr 17000 34000 2L Stony Cr 17000 34000 91-602 18000	A A reek A A	71% 70% 71% 70% 71% 70%	1% 1% 1% 1%	1% 2% 1% 2% 2%	0% 0% 0% 0%	25% 26% 25% 26%	1% 1% 1% 1%	C C C	0.155 0.134 0.155 NA	A A		14000 28000 14000 28000	A A A
Combined Traffic Estimates for 2 Parallel I  Town of Stony Creek Combined Traffic Estimates for 2 Parallel I  Sussex Coul Combined Traffic Estimates for 2 Parallel I  Sussex Coul From:  Sussex Coul	nty 0.22 Roadways on this Route:  (Maint: 91) 0.09 Roadways on this Route:  No nty 2.14 Roadways on this Route:  nty 1.37	17000 34000 EL Stony Cr 17000 34000 EL Stony Cr 17000 34000 91-602 18000	A A A Preek A A	70% 71% 70% 71% 70%	1% 1% 1%	2% 1% 2% 1%	0% 0% 0%	26% 25% 26% 25%	1% 1% 1%	C C C	0.134 0.155 NA 0.155	A	0.557	28000 14000 28000	A A A
Combined Traffic Estimates for 2 Parallel I  Town of Stony Creek Combined Traffic Estimates for 2 Parallel I  Sussex Coul Combined Traffic Estimates for 2 Parallel I  Sussex Coul From:  Sussex Coul	Roadways on this Route:  SC (Maint: 91) 0.09 Roadways on this Route:  NO nty 2.14 Roadways on this Route:  nty 1.37	34000 CL Stony Cr 17000 34000 CL Stony Cr 17000 34000 91-602 18000	A reek A A	70% 71% 70% 71% 70%	1% 1% 1%	2% 1% 2% 1%	0% 0% 0%	26% 25% 26% 25%	1% 1% 1%	C C C	0.134 0.155 NA 0.155	A	0.557	28000 14000 28000	A A A
Town of Stony Creek Combined Traffic Estimates for 2 Parallel I  Sussex Coul Combined Traffic Estimates for 2 Parallel I  Town  Sussex Coul From:  Sussex Coul	(Maint: 91) 0.09 Roadways on this Route:  NO  nty 2.14 Roadways on this Route:  nty 1.37	2L Stony Cr 17000 34000 2L Stony Cr 17000 34000 91-602 18000	A A reek A A	71% 70% 71% 70%	1% 1%	1% 2% 1%	0% 0%	25% 26% 25%	1% 1%	C C	0.155 NA 0.155	A	0.557	14000 28000	A A
Combined Traffic Estimates for 2 Parallel I  Tour  From:  Sussex Coun  Combined Traffic Estimates for 2 Parallel I  From:  Sussex Coun	(Maint: 91) 0.09 Roadways on this Route:  No nty 2.14 Roadways on this Route:  nty 1.37	17000 34000 EL Stony Cr 17000 34000 91-602 18000	A A reek A A	70% 71% 70%	1%	2%  1%	0%	26% 25%	1%	C	NA 0.155			28000 14000	A A
Combined Traffic Estimates for 2 Parallel I  Tour  From:  Sussex Coun  Combined Traffic Estimates for 2 Parallel I  From:  Sussex Coun	Roadways on this Route:  NO  nty 2.14  Roadways on this Route:  nty 1.37	34000 CL Stony Cr 17000 34000 91-602 18000	A A A	70% 71% 70%	1%	2%  1%	0%	26% 25%	1%	C	NA 0.155			28000 14000	A
Sussex Coul Sussex Coul Combined Traffic Estimates for 2 Parallel I From Sussex Coul	nty 2.14 Roadways on this Route:	17000 34000 91-602 18000	A A	71% 70%	1%	1%	0%	25%	1%	С	0.155	A		14000	A
Combined Traffic Estimates for 2 Parallel I	nty 2.14 Roadways on this Route: nty 1.37	17000 34000 91-602 18000	A A	70%						_		A			
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	34000 91-602 18000	A	70%						_		Α			
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	34000 91-602 18000	A	70%						_					^
Front Sussex Coul	nty 1.37	91-602 <b>18000</b>				ightharpoons				_					Α
	,	18000	R	0/10/											
	,		ĸ		40/	40/	00/	4.40/	00/	_	0.454			45000	_
combined Trainic Estimates for 2 Parallel I		05000			1%	1%	0%	14%	0%	С	0.151	A	0.010	15000	В
To:	•		B inty Line	77%	1%	1%	0%	20%	0%	г	0.132	Α	0.612	29000	В
From:															
Prince George	County 2.41	18000	В	84%	1%	1%	0%	14%	0%	С	0.151	Α		15000	В
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	35000	В	77%	1%	1%	0%	20%	0%	F	NA			29000	В
To: From:	7	4-623 Cars	on												
Prince George (	County 3.73	18000	Α	84%	1%	1%	0%	14%	0%	F	0.153	Α		15000	Α
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	35000	Α	85%	1%	1%	0%	13%	0%	F	0.131	Α	0.579	30000	Α
Tα			SR 156												
Prince Coorse				0E0/	10/	10/	00/	100/	00/	0	0.140	۸		17000	Α
•	•									_			0.575		A
Combined Trainic Estimates for 2 Faralier i	noadways on this noute.		А	65%	1 70	1 70	076	1270	076	C	0.124	А	0.575	34000	А
To- From:		US 301													
<u> </u>	•	21000	Α	85%	1%	1%	0%	13%	0%	F	0.136	Α		18000	Α
Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:			85%	1%	1%	0%	12%	0%	F	0.119	Α	0.573	37000	Α
To: From:						+									
L Prince George (	County 0.30	13000	Α	85%	1%	1%	0%	13%	0%	F	0.129	Α		12000	Α
6	,	27000	Α	85%	1%	1%	0%	12%	0%	F	0.116	Α	0.544	24000	Α
Too	•														
City of Datasch	(Maint: 74) 1 1 7			OF0/	10/	10/	00/	120/	00/	г	0.110	٨		14000	٨
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ombined Tranic Estimates for 2 Parallel I المراتبة	noadways on this Houte:			85%	1%	1%	U%	12%	υ%	г	0.107	А	0.582	29000	Α
	Combined Traffic Estimates for 2 Parallel  Prince George ( Combined Traffic Estimates for 2 Parallel  Trace  Prince George ( Combined Traffic Estimates for 2 Parallel  Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( Prince George ( 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George ( Prince George ( Prince George ( Prince	Prince George County 2.41  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Prince George County 3.73  Prince George County 3.73  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Prince George County 4.54  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Prince George County 4.54  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Prince George County 1.11  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Prince George County 0.30  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Prince George County 0.30  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 74) 1.15	Prince George County 2.41 18000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000  Prince George County 3.73 18000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000  Prince George County 3.73 18000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000  Prince George County 4.54 20000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 40000  Prince George County 1.11 21000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000  Prince George County 1.11 21000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000  Prince George County 0.30 13000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 27000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000	Prince George County   2.41   18000   B	Prince George County 2.41 18000 B 84% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 B 77%  Prince George County 3.73 18000 A 84% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 A 85%  Prince George County 4.54 20000 A 85%  Prince George County 4.54 20000 A 85%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 40000 A 85%  Prince George County 1.11 21000 A 85%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 85%  Prince George County 1.11 21000 A 85%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 85%  Prince George County 0.30 13000 A 85%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 27000 A 85%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 27000 A 85%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000 A 85%  Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000 A 85%	Prince George County   2.41   18000   B   84%   1%   1%   2.41   18000   B   77%   1%   1%   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41   2.41	Prince George County   2.41   18000   B   84%   1%   1%   1%   1%   1%   1%   1%	Prince George County 2.41 18000 B 84% 1% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Prince George County   2.41   18000   B   84%   1%   1%   0%   14%   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1.5   1	Prince George County   2.41   18000   B   84%   1%   1%   0%   14%   0%   0%   0%   0%   0%   0%   0%	Prince George County   2.41   18000   B   84%   1%   1%   0%   14%   0%   C   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   35000   B   77%   1%   1%   0%   20%   0%   F   Forestand Prince George County   3.73   18000   A   84%   1%   1%   0%   14%   0%   F   Forestand Prince George County   3.73   18000   A   85%   1%   1%   0%   13%   0%   F   Forestand Prince George County   4.54   20000   A   85%   1%   1%   0%   13%   0%   F   Forestand Prince George County   4.54   20000   A   85%   1%   1%   0%   12%   0%   C   C   C   C   C   C   C   C   C	Prince George County   2.41   18000   B   84%   1%   1%   0%   14%   0%   C   0.151	Prince George County   2.41   18000   B   84%   1%   1%   0%   14%   0%   C   0.151   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   35000   B   77%   1%   1%   0%   14%   0%   C   0.151   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   35000   A   84%   1%   1%   0%   14%   0%   F   0.153   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   35000   A   85%   1%   1%   0%   13%   0%   F   0.131   A     A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   40000   A   85%   1%   1%   0%   13%   0%   C   0.142   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   40000   A   85%   1%   1%   0%   13%   0%   F   0.136   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   85%   1%   1%   0%   13%   0%   F   0.136   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   85%   1%   1%   0%   13%   0%   F   0.119   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   85%   1%   1%   0%   13%   0%   F   0.119   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   85%   1%   1%   0%   13%   0%   F   0.119   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   85%   1%   1%   0%   13%   0%   F   0.116   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   85%   1%   1%   0%   13%   0%   F   0.116   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   85%   1%   1%   0%   13%   0%   F   0.116   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   85%   1%   1%   0%   13%   0%   F   0.116   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   85%   1%   1%   0%   13%   0%   F   0.116   A   A   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   42000   A   85%   1%   1%   0%   13%   0%	Prince George County   2.41   1800   B   84%   1%   1%   0%   14%   0%   C   0.151   A	Prince George County 2.41 18000 B 84% 1% 1% 0% 14% 0% C 0.151 A 15000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 B 77% 1% 1% 0% 20% 0% F NA 29000 Prince George County 3.73 18000 A 84% 1% 1% 1% 0% 14% 0% F 0.153 A 15000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 35000 A 85% 1% 1% 0% 13% 0% F 0.131 A 0.579 30000 Prince George County 4.54 2000 A 85% 1% 1% 0% 12% 0% C 0.142 A 17000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.136 A 18000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.136 A 18000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.119 A 0.573 37000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.119 A 0.573 37000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.119 A 0.573 37000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.110 A 0.544 24000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 13% 0% F 0.116 A 0.544 24000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.116 A 0.544 24000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.116 A 0.544 24000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.118 A 14000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.118 A 14000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.118 A 14000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 0% 12% 0% F 0.118 A 14000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4000 A 85% 1% 1% 1% 0% 12% 0% F 0.118 A 14000 Combined Traffic Estimates for 2 Parallel

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary at			ules			Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		Wagner Rd													
95)	City of Petersburg (	(Maint: 74) 2.79	22000	Α	85%	1%	1%	0%	13%	0%	F	0.106	Α		21000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	85%	1%	1%	0%	12%	0%	F	0.097	Α	0.516	43000	Α
North	Tor From:	US 460 Cour	nty Rd; US 3	01 Crat	er Rd											
95)	City of Petersburg (	(Maint: 74) 0.03	19000	Α	85%	1%	1%	0%	13%	0%	F	0.112	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	Α	85%	1%	1%	0%	12%	0%	F	0.101	Α	0.574	36000	Α
	To:	Maintenan	ce Jurisdicti	on Char	ige											
North	City of Petersburg (	(Maint: 26) 0.44	I-85 <b>44000</b>	Α	92%	1%	1%	1%	6%	0%	_	0.095	Α		43000	Α
95	Combined Traffic Estimates for 2 Parallel	'				1%	1%	1%	6%	0% 0%		0.095	A	0.556	83000	A
	Combined Trainc Estimates for 2 Faraner			Α	91%	170	1 70	1 70	070	0%	Г	0.094	A	0.556	03000	А
North	To: From:	US 301, Bu	s US 460 Wa	ashingto	n St											
95)	City of Petersburg (	(Maint: 26) 0.64	50000	Α	92%	1%	1%	1%	6%	0%	F	0.094	Α		49000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel			Α	91%	1%	1%	1%	6%	0%	F	NA			99000	Α
NI = -4l-	To:		Cl. Patarahan													
North 95	City of Colonial Heigh		CL Petersbu 50000	A A	92%	1%	1%	1%	6%	0%	F	0.094	Α		49000	Α
95)	Combined Traffic Estimates for 2 Parallel	,		A	91%	1%	1%	1%	6%	0%	F	0.092	Α	0.504	99000	Α
	Tell				0.70	1 70		1 70	070	0 70	•	0.002	,,	0.001	00000	,,
North	From:		outhpark Bly	/d												
95)	City of Colonial Heigh	,	42000	Α	92%	1%	1%	1%	6%	0%	F	0.094	Α		42000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	85000	Α	91%	1%	1%	1%	6%	0%	F	0.092	Α	0.514	84000	Α
North	To: From:	SR	144 Temple	Ave												
95)	City of Colonial Heigh	ts (Maint: 20) 2.38	47000	Α	92%	1%	1%	1%	6%	0%	С	0.094	Α		47000	Α
00)	Combined Traffic Estimates for 2 Parallel		94000	Α	91%	1%	1%	1%	6%	0%	С	NA			94000	Α
	To	NCL	Colonial He	eights												
North 95	Chesterfield C	ounty 1.55	47000	Α	92%	1%	1%	1%	6%	0%	С	0.094	Α		47000	Α
95)	Combined Traffic Estimates for 2 Parallel	,		Ā	91%	1%	1%	1%	6%	0%	C	0.093	Α	0.507	94000	A
	Table Traine Estimates for 2 Taraner				0170	1 70	1 70	1 /0	070	0 70	Ü	0.000	, ·	0.007	04000	,,
North	From:		0 Woods Ed	ge Rd												
95)	Chesterfield C	,	46000	Α	92%	1%	1%	1%	6%	0%	F	0.092	Α		47000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	93000	Α	91%	1%	1%	1%	6%	0%	F	0.092	Α	0.509	93000	Α
North	To: From:	SR 10	West Hundi	red Rd												
95)	Chesterfield C	ounty 1.81	54000	Α	92%	1%	1%	1%	6%	0%	F	0.097	Α		56000	Α
	Combined Traffic Estimates for 2 Parallel	•	107000	Α	91%	1%	1%	1%	6%	0%	F	0.096	Α	0.522	111000	Α
	Tool	,	SR 288													
North	From:	0.01			000/	401		461	001	00′	_	0.446			40000	
95	Chesterfield C	,	47000	Α	92%	1%	1%	1%	6%	0%	F	0.113	A		49000	Α
~	Combined Traffic Estimates for 2 Parallel			Α	91%	1%	1%	1%	6%	0%	F	0.094	Α	0.601	97000	Α
	To:	20	-613 Willis I	Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	ia interett	110 110	4100				-			17		D:		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
NI	From:	20	-613 Willis	D.1			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
North 95	Chesterfield County	2.77	48000	A	92%	1%	1%	1%	6%	0%	F	0.111	Α		50000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadwa			A	91%	1%	1%	1%	6%	0%	F	0.094	Α	0.629	100000	Α
	To-	<u> </u>			0.70	. , ,		. , 0	0,0	070	•	0.00		0.020		
North	From:		Chippenhar		2121					221					4=000	
95)	Chesterfield County	0.80	45000	Α	91%	1%	1%	1%	6%	0%	F	0.124	A		47000	A
	Combined Traffic Estimates for 2 Parallel Roadwa	lys on this Route:	91000	Α	91%	1%	1%	1%	7%	0%	F	0.094	Α	0.671	95000	Α
North	To: From:	S	CL Richmor	nd												
95)	City of Richmond (Maint: 2	0) 1.12	45000	Α	91%	1%	1%	1%	6%	0%	F	0.124	Α		47000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	91000	Α	91%	1%	1%	1%	7%	0%	F	NA			95000	Α
NI	Tov. From:	SF	R 161 Bells I	Rd												
North 95	City of Richmond (Maint: 2	0) 3.81	45000	Α	91%	1%	1%	1%	6%	0%	С	0.118	Α		46000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadwa	,		F	91%	1%	1%	1%	7%	0%	C	0.093	Α	0.611	91000	F
	To		Maury St													
North	From:	0) 0.45			0.10/	40/	40/	40/	00/	00/	_	0.400			50000	
95	City of Richmond (Maint: 2	,	51000	Α	91%	1%	1%	1%	6%	0%	-	0.106	A	0.540	53000	A
	Combined Traffic Estimates for 2 Parallel Roadwa	lys on this Route:	103000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α	0.542	107000	Α
North	To: From:	Jam	nes River Bri	idge												
95)	City of Richmond (Maint: 4	3) 0.40	51000	Α	91%	1%	1%	1%	6%	0%	F	0.106	Α		53000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	103000	Α	91%	1%	1%	1%	7%	0%	F	NA			107000	Α
N. a	Tre- Front	SR 195 D	owntown Ex	pressw	ay											
North 95	City of Richmond (Maint: 4	3) 0.62	56000	Α	91%	1%	1%	1%	6%	0%	F	0.101	Α		58000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadwa	,		A	91%	1%	1%	1%	7%	0%	F	0.089	Α	0.605	127000	Α
	To		S 250 Broad					.,,	. , ,							
North	From:				2121						_					
95	City of Richmond (Maint: 4	,	59000	Α	91%	1%	1%	1%	6%	0%	F _	0.093	Α		61000	A
	Combined Traffic Estimates for 2 Parallel Roadwa	lys on this Route:	122000	Α	91%	1%	1%	1%	7%	0%	F	0.089	Α	0.511	127000	Α
North East	Tee From:	I-64 S	South Intercl	hange												
95) (64)	City of Richmond (Maint: 4	3) 0.30	66000	Α	93%	1%	1%	1%	5%	0%	F	0.095	Α		69000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	136000	Α	92%	1%	1%	1%	5%	0%	F	0.091	Α	0.537	142000	Α
N. d. E. d	To- From:	Cha	amberlayne A	Ave			<u> </u>									
North East 64	City of Richmond (Maint: 4	3) 0.24	53000	Α	93%	1%	1%	1%	5%	0%	F	0.099	Α		54000	Α
95 64	Combined Traffic Estimates for 2 Parallel Roadwa	,		A	92%	1%	1%	1%	5%	0%	, F	0.099	A	0.509	112000	A
		<u> </u>				1 /0	- 70	1 /0	J /0	0 /0	•	0.000	^	0.500	112000	73
North East	From:	<u> </u>	JS 301 Belvi													
(95) (64)	City of Richmond (Maint: 4	,	60000	Α	93%	1%	1%	1%	5%	0%	С	0.097	Α		63000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa	•		Α	92%	1%	1%	1%	5%	0%	С	0.094	Α	0.514	128000	Α
	To:	SR	161 Boulev	ard												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		and inters					т	1 .			17		D!		
Route	Jurisdiction Len	th <b>AADT</b>	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
North Foot	From:	SR 161 Boule	word			ZAXIE	3+Axle	TTrail	ZTraii		Factor		Factor		
North East $95$ $64$	City of Richmond (Maint: 43) 0.7		varu A	93%	1%	1%	1%	5%	0%	F	0.099	Α		70000	Α
93) (04)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou			92%	1%	1%	1%	5%	0%	F	0.092	Α	0.538	142000	Α
		North Intercha													
North	1100				10/	10/	10/	<b>C</b> 0/	00/	_	0.005	^		FC000	^
95	City of Richmond (Maint: 43) 1.0  Combined Traffic Estimates for 2 Parallel Roadways on this Rou		A G	92% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%		0.095 NA	Α		56000 109000	A G
				9176	1 70	1 70	170	070	076	Г	INA			109000	G
North	rrom:	CL Richmond,	SR 161												
95)	Henrico County 0.9		Α	92%	1%	1%	1%	6%	0%	F	0.098	Α		52000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>103000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.519	106000	Α
North	To: From:	US 1 Brook	Rd												
95)	Henrico County 0.3	0 <b>47000</b>	Α	92%	1%	1%	1%	6%	0%	F	0.1	Α		48000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>94000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.092	Α	0.536	96000	Α
N. d	To US	301 Chamberl	ayne Ave	:											
North	Henrico County 1.8	2 <b>45000</b>	Α	92%	1%	1%	1%	6%	0%	С	0.098	Α		46000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways		В	91%	1%	1%	1%	6%	0%	С	0.091	Α	0.524	92000	В
	Tel			0170	1 70		170	070	070	Ū	0.001	, ,	0.021	02000	_
North	From:	SR 73 Parhar								_		_			
95)	Henrico County 1.4		Α	92%	1%	1%	1%	6%	0%	F	0.104	Α		49000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>84000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.090	Α	0.660	84000	Α
North	To- From:	I-295													
95)	Henrico County 1.9	4 65000	Α	87%	1%	1%	1%	10%	0%	F	0.092	Α		62000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou			87%	1%	1%	1%	10%	0%	F	0.088	Α	0.515	125000	Α
North		Hanover Count Henrico Count	_												
North $95$	Hanover County 0.9		A A	87%	1%	1%	1%	10%	0%	F	0.092	Α		62000	Α
(33)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>13100</b> 0		87%	1%	1%	1%	10%	0%	F	NA			125000	Α
	To	2-656 Sliding	Hill Rd												
North	riun:	•		070/	10/	10/	10/	100/	00/	0	0.004	Α		E0000	۸
95	Hanover County 1.7		A B	87% 87%	1% 1%	1%	1% 1%	10% 10%	0% 0%	C	0.094	A	0.505	52000 102000	A B
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			0776	1 70	1%	170	10%	0%	C	0.069	A	0.505	102000	Ь
North	riun:	2-802 Lewisto	wn Rd												
95)	Hanover County 2.1		Α	87%	1%	1%	1%	10%	0%	F	0.098	Α		47000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>107000</b>	Α	87%	1%	1%	1%	10%	0%	F	0.092	Α	0.522	97000	Α
North	To: From:	SCL Ashla	nd												
95)	Town of Ashland (Maint: 42) 0.5	3 <b>53000</b>	Α	87%	1%	1%	1%	10%	0%	F	0.098	Α		47000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>107000</b>	Α	87%	1%	1%	1%	10%	0%	F	NA			97000	Α
	To:	SR 54 Ashla	ınd												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q١
lorth	From:	SI	R 54 Ashlan	ıd			1									
95)	Town of Ashland (Ma	aint: 42) 1.72	49000	Α	87%	1%	1%	1%	10%	0%	F	0.105	Α		43000	F
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	100000	Α	87%	1%	1%	1%	10%	0%	F	NA			87000	1
orth	To: From:	N	NCL Ashland	d												
95)	Hanover Count	ty 4.29	49000	Α	87%	1%	1%	1%	10%	0%	F	0.105	Α		43000	
9	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	100000	Α	87%	1%	1%	1%	10%	0%	F	0.098	Α	0.533	87000	
	To From	SR 30 King	gs Dominion	Boulev	ard											
rth 5	Hanover Count	ty 3.36	48000	Α	87%	1%	1%	1%	10%	0%	F	0.105	Α		41000	
	Combined Traffic Estimates for 2 Parallel Ro	•		Α	87%	1%	1%	1%	10%	0%	F	NA			83000	
	To:	Caro	line County													
th	Caroline Count		48000	Line A	87%	1%	1%	1%	10%	0%	F	0.105	Α		41000	
5	Combined Traffic Estimates for 2 Parallel Ro	•		A	87%	1%	1%	1%	10%	0%	F	0.105	A	0.517	83000	
	Combined Trainc Estimates for 2 Parallel No				07 /6	1 /0	1 /0	1 /0	10 /6	0 /6	'	0.1	٨	0.517	83000	
th	To- From:		Rogers Clar	rk Blvd												_
5	Caroline County	•	45000	Α	86%	1%	1%	0%	11%	1%	F	0.103	Α		39000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	87000	G	86%	1%	1%	1%	11%	0%	F	NA			75000	
th	To: From:	16-63	39 Ladysmit	h Rd												_
5	Caroline County	y 6.35	46000	Α	86%	1%	1%	0%	11%	1%	F	0.102	Α		40000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	92000	Α	86%	1%	1%	1%	11%	0%	F	0.097	Α	0.526	80000	
41-	To: From:		Ivania Count	_												
rth 5	Spotsylvania Cou		line County 46000	A	86%	1%	1%	0%	11%	1%	F	0.102	Α		40000	
3)	Combined Traffic Estimates for 2 Parallel Ro	•		A	86%	1%	1%	1%	11%	0%	F	NA	•		80000	
	To		Mudd Tave	ern Rd												
rth ⇒	Spotsylvania Cou		47000		86%	1%	1%	0%	11%	1%	С	0.100	Α		41000	
5	Combined Traffic Estimates for 2 Parallel Ro	•		A A	86%	1%	1%	1%	11%	0%	С	0.100	A	0.511	83000	
	Tax		17, Ramp I-9			1 /0	1/8	1 /0	11/0	0 /6	O	0.030	^	0.511	03000	
rth ~~~	From:	US 1, US 1	7 Jefferson		Iwy											
5) {17}	Spotsylvania Cou	•	57000	Α	86%	1%	1%	0%	11%	1%	F	0.089	Α		53000	
<i>&gt;</i> ~	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	116000	Α	86%	1%	1%	1%	11%	0%	F	0.085	Α	0.502	107000	
th	To: From:	SCL	Frederickst	ourg												_
17	City of Fredericksburg (I	Maint: 88) 0.89	57000	Α	86%	1%	1%	0%	11%	1%	F	0.089	Α		53000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	116000	Α	86%	1%	1%	1%	11%	0%	F	NA			107000	
rth.	To From:	Si	R 3 Plank R	d												
rth 5) 17	City of Fredericksburg (I	Maint: 88) 2.29	73000	Α	86%	1%	1%	0%	11%	1%	F	0.080	Α		70000	
9 (1)	Combined Traffic Estimates for 2 Parallel Ro			A	86%	1%	1%	1%	11%	0%	F	0.077	Α	0.514	137000	
	To:		ord County			.,,			, •		-					

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary an			u100			Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
North	From:	NCI	Fredericksh	niro			ZAXIE	3+Axie	IIIaii	ZIIali		i actor		i actor		
95) (17)	Stafford Count		73000	A	86%	1%	1%	0%	11%	1%	F	0.080	Α		70000	Α
9 (1)	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	143000	Α	86%	1%	1%	1%	11%	0%	F	NA			137000	Α
	To	US 17; BUS	S US 17 Wa	rrenton	Rd		<u> </u>									
lorth 95	Stafford Count	tv 2.53	66000	Α	91%	1%	1%	1%	7%	0%	F	0.079	Α		64000	Δ
95)	Combined Traffic Estimates for 2 Parallel Ro	•		A	91%	1%	1%	1%	7%	0%	F	0.074	Α	0.523	126000	-
	Tα		0 Centreport			.,.		.,,	. , ,							
orth	From:		•		91%	1%	10/	10/	7%	00/	_	0.08	۸		66000	,
95)	Stafford Count Combined Traffic Estimates for 2 Parallel Ro	,	68000	A A	91%	1%	1% 1%	1% 1%	7% 7%	0% 0%	F	0.08	A A	0.509	129000	,
	Combined Trainic Estimates for 2 Faraller Ac	<u> </u>			31/0	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.073	^	0.509	129000	′
orth	From:		0 Courthous													
95)	Stafford Count	•	67000	Α	91%	1%	1%	1%	7%	0%	С	0.079	Α		65000	1
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	132000	Α	91%	1%	1%	1%	7%	0%	С	0.073	Α	0.527	129000	-
orth	T _C . From:	89-610	) Garrisonvil	lle Rd												
5)	Stafford Count	ty 4.84	68000	Α	91%	1%	1%	1%	7%	0%	F	0.087	Α		66000	
	Combined Traffic Estimates for 2 Parallel Ro	· · · · · · · · · · · · · · · · · · ·		Α	91%	1%	1%	1%	7%	0%	F	NA			133000	
orth.	To: From:		Villiam Cour ord County I													
orth 95	L Prince William Co		68000	A	91%	1%	1%	1%	7%	0%	F	0.087	Α		66000	
,,,	Combined Traffic Estimates for 2 Parallel Ro	•	136000	Α	91%	1%	1%	1%	7%	0%	F	0.072	Α	0.510	133000	
	Ta	Russ	sell Rd Quan	ntico												
orth	Prince William Co		67000	Α	91%	1%	1%	1%	7%	0%	F	0.081	Α		67000	
95)	Combined Traffic Estimates for 2 Parallel Ro	,		A	91%	1%	1%	1%	7%	0%	F	0.001	Α	0.503	132000	
	Tor				0170	170		170	7 70	0,0	·	0.072		0.000	102000	
orth	From:		619 Joplin F		2121								_			
95	Prince William Co	•	79000	F	91%	1%	1%	1%	7%	0%	-	0.084	F		78000	
	Combined Traffic Estimates for 3 Parallel Ro			F	91%	1%	1%	1%	7%	0%	r	NA			161000	
orth	To: From:	SR 2	34 Dumfries	s Rd												
95)	Prince William Co	ounty 3.55	72000	F	92%	1%	1%	0%	6%	0%	С	0.071	В		71000	-
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	161000	G	92%	1%	1%	0%	6%	0%	F	NA			159000	(
orth	To: From:	76-	784 Dale Bl	vd												
95)	Prince William Co	ounty 2.22	68000	F	92%	1%	1%	0%	6%	0%	F	0.075	F		69000	
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	161000	F	92%	1%	1%	0%	6%	0%	F	NA			165000	ı
	To	76-3000 1	Prince Willia	am Pkw	y		_									
orth 95	Prince William Co		82000	F	92%	1%	1%	0%	6%	0%	F	0.076	F		83000	
90)	Combined Traffic Estimates for 3 Parallel Ro	•		G	92%	1%	1%	0%	6%	0%	F	NA	•		191000	
	To:		23 Gordon I		0_70	. /0		0 /0	5 / 0	0 /0	•	, .			.0.000	`

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
North	From:	SR 1	23 Gordon	Blvd												
95)	Prince William County	0.74	91000	F	92%	1%	1%	0%	6%	0%	F	0.088	F		91000	F
$\smile$	Combined Traffic Estimates for 3 Parallel Roadway			F	93%	1%	1%	0%	6%	0%	F	NA			214000	F
NI	To:	Fairfax Cour Prince William C														
North 95	Fairfax County	0.38	91000	F	92%	1%	1%	0%	6%	0%	F	0.088	F		91000	F
95)	Combined Traffic Estimates for 3 Parallel Roadway			F	93%	1%	1%	0%	6%	0%	F	NA	•		214000	F
	Toll				0070	1 /0		0,0	070	0,0	•				21 1000	•
North	From:		Richmond													
95	Fairfax County	2.49	77000	G	92%	1%	1%	0%	6%	0%	F	NA			74000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route:	190000	G	93%	1%	1%	0%	6%	0%	F	NA			186000	G
North	To: From:	29-	-642 Lorton	Rd												
95)	Fairfax County	1.90	88000	G	91%	1%	1%	1%	7%	0%	F	NA			86000	G
00)	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route:	203000	G	92%	1%	1%	0%	6%	0%	F	NA			206000	G
	To	Ramn	to Express	Lanes												
North	From:	•			000/	10/	10/	00/	<b>C</b> 0/	00/	_	NIA			00000	_
95	Fairfax County	0.79	92000	G	92%	1%	1%	0%	6% 6%	0%	F	NA			90000	G
	Combined Traffic Estimates for 3 Parallel Roadway			G	93%	1%	1%	0%	6%	0%	г	NA			216000	G
North	To: From:	29-617 Backlick Rd	l, 29-7100 F	airfax C	ounty Pkw	vy										
95	Fairfax County	2.56	110000	G	92%	1%	1%	0%	6%	0%	F	NA			107000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route:	218000	G	92%	1%	1%	0%	6%	0%	F	NA			216000	G
NI	To: From:	Exp	ress Lane R	amp												
North 95	Fairfax County	0.14	110000	N	92%	1%	1%	0%	6%	0%	N	NA			107000	N
95)	Combined Traffic Estimates for 3 Parallel Roadway				92%	1%	1%	0%	6%	0%	N	NA			244000	
	Tod															
North	From:	I-395; 29-644 Fran														
95	Fairfax County	1.96	122000	G	92%	1%	1%	0%	6%	0%	F _	NA			123000	G
	Combined Traffic Estimates for 2 Parallel Roadway		223000 Capital Bel		92%	1%	1%	0%	7%	0%	F	NA			222000	G
North	From:	1-493	I-495	itway												
95 Capital Beltway	Fairfax County	0.96	89000	Α	92%	1%	1%	0%	6%	0%	F	0.088	Α		96000	Α
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	176000	Α	92%	1%	1%	0%	7%	0%	F	0.083	Α	0.527	189000	Α
		Capital Beltwa	y is also s	signed	as I-495	5										
N	To:	29-6	513 Van Doi	rn St												
North  (95) Capital Beltway	Fairfax County	1.54	68000	G	92%	1%	1%	0%	6%	0%	F	NA			71000	G
95 Capital Beltway	Combined Traffic Estimates for 2 Parallel Roadway				92% 91%	1%	1%	0% 0%	6% 7%	0% 0%	F	NA NA			159000	
	Complified Traine Estimates for 2 Farallet Roadway	Capital Beltwa					1 70	U 70	1 70	U 70	r	INA			138000	G
	To		wer Ave Co	_		,										

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	on Leng	th <b>A</b>	Δητ	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
	Gariodictic					71110		2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QIV	Factor	70,000	
North (95) Capital Beltway	Fairfax Cou			Ave Cor 2000	nnector <b>G</b>	90%	1%	1%	1%	7%	0%	С	NA			73000	G
95) Supital Zoitta)	Combined Traffic Estimates for 2 Parallel	,			G	94%	1%	1%	0%	4%	0%	C	NA			153000	G
		Capital Belty				as I-495	5										
	To	S	R 241 T	Telegraph	ı Rd												
North (95) Capital Beltway	Fairfax Cou			4000	G	95%	1%	1%	1%	2%	0%	F	NA			62000	G
95 Capital Bellway	Combined Traffic Estimates for 2 Parallel	•	_		G	93%	1%	1%	1%	5%	0%	, F	NA			137000	G
	Combined Traine Estimates for 2 Taraner	Capital Belty						1 70	170	070	0 70	•	1471			107000	u
	Te	:		Alexandr													
North	From	,		County L		2521					221						
95 Capital Beltway	City of Alexandria	` '		4000	G	95%	1%	1%	1%	2%	0%	F	NA			62000	G
	Combined Traffic Estimates for 4 Parallel	•			<b>G</b>	ac I 405	-						NA			NA	
	т.	Capital Belty				as 1-490	,										
North	From			hmond I													
95 Capital Beltway	City of Alexandria			0000	G	92%	1%	1%	0%	6%	0%	F	NA			79000	G
	Combined Traffic Estimates for 4 Parallel				G		_						NA			NA	
	To	Capital Belty District of C					)										
	Grown																
North  (95) Skippers Welcome Cer	nter Greensville C			Welcom	e Cente	r							NA			NA	
95) 5ppc.c 110.00	To	Enter W			Parking	Lot											
North	From			Center P								_					
95 Skippers Welcome Cer	nter Greensville C	County 0.04	1	500	Α	98%	0%	1%	0%	0%	0%	С	0.173	Α		1100	Α
North	Te From	RAOA	FROM	PARKI	NG ARI	EA											
95) Skippers Welcome Cer	nter Greensville C	county 0.0		NA									NA			NA	
	Te		I-95	5 North													
North	From	i.		5 North													_
95 Ramp	Greensville C			300	G								0.073	F		1300	G
	From	•		oores Fei	ry Rd												
North	Greensville C			North 100	G								0.094	F		1100	G
95 Ramp	To			uth Exit									0.054	•		1100	u
North	From			5 North													
(95) Ramp	City of Emporia (	Maint: 40) 0.13		300	G								0.078	F		3300	G
	Te	I-95 N		it 11A R		it											
North	City of Emperia			TO RT :	58 BUS								NA			NA	
95 Ramp	City of Emporia (			OM RT	95 N								INA			IVA	
North	Fron			5 North	,,,1												
(95) Ramp	City of Emporia (	Maint: 40) 0.12		100	G								0.077	F		1100	G
'	To			JS 58													

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K	QK _ Dir AAWDT QW
	From		2Axle 3+Axle 1Trail 2Trail Factor	Factor
North (95) Ramp	City of Emporia (Maint: 40)	I-95-N011A TO Bus US 58 0.05 <b>NA</b>	NA	NA
93)	To:	FROM RT 95 N		
North	From:	I-95 North		
(95) Ramp	Greensville County	0.08 <b>530 A</b>	0.163	A 630 A
	To:	US 301		
North	From:	I-95 North	0.110	E 010 C
95 Ramp	Greensville County ™	0.24 <b>210 G</b> 40-614 Otterdam Rd	0.116	F 210 G
North	From:	I-95 North		
95) Ramp	Sussex County	0.16 <b>1000 G</b>	0.106	F 1000 G
93) 1	To:	US 301 Blue Star Hwy		
North	From:	I-95 North		
(95) Ramp	Sussex County	0.22 <b>310 G</b>	0.090	F 310 G
<u> </u>	Τα	91-631 Jarratt Rd		
North	From:	I-95 North	0.400	
95 Ramp	Sussex County	0.21 <b>140 G</b> 91-645 Owen Rd	0.132	F 140 G
North	From:	I-95 North		
95) Ramp	Sussex County	0.23 <b>610 G</b>	0.095	F 610 G
93)	To:	SR 40 Sussex Dr		
North	From:	I-95 North		
95) Ramp	Sussex County	0.21 <b>1000 G</b>	0.083	F 1000 G
<u> </u>	To:	91-602 Cabin Point Rd		
North	From:	I-95 North to Rest Area		
95 Carson Rest Area Ramp	Prince George County	0.19 <b>1200 G</b> 78% 0%  Enter Rest Area Parking Lot	1% 0% 20% 0% C 0.101	F 1200 G
North	From:	Exit Rest Area Parking Lot  Exit Rest Area Parking Lot		
95 Carson Rest Area Ramp	Prince George County	0.20 <b>NA</b>	NA	NA
	To:	I-95 North from Rest Area		
North	From:	I-95 North		5 040 0
95 Ramp	Prince George County	0.25 <b>340 G</b> 74-623 Rowanty Rd	0.103	F 340 G
North	From:			
North 95 Ramp	Prince George County	I-95 North to Weigh Station 0.36 <b>2200 G</b>	0.066	F 2200 G
	To:	I-95 North from Weigh Station		
North	From:	I-95 North		
95) Ramp	Prince George County	0.23 <b>460 G</b>	0.102	F 460 G
	To:	SR 35 Courtland Rd		
North	From:	I-95 North		
95 Ramp	Prince George County	0.80 <b>490 G</b>	0.103	F 490 G
	100	US 301 Crater Rd		

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Ti	ro Rue	ruckle 1Trail 2Trail	QC K Factor	$\cap$ k	oir AAWDT	QW
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.17 <b>850 A</b> 123-9008 Rives Rd			0.108	Α	830	Α
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.35 <b>260 A</b> 123-9010 Wagner Rd			0.141	A	290	Α
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.23 <b>690 G</b> 123-9010 Wagner Rd			0.097	F	690	G
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North Collector Rd 0.11 <b>720 G</b> US 460 County Dr			0.204	F	720	G
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.14 <b>500 G</b> BUS US 460 P			0.1	F	500	G
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.16 1900 G US 301			0.131	F	1900	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	I-95 North 0.04 NA			NA		NA	
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp to US 460 East 0.15 <b>2800 G</b>			0.1	F	2800	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.26 <b>10000 A</b>			0.144	Α	12000	Α
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp to US 301 North  0.22 NA  Ramp to US 301 South			NA		NA	
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.06 <b>9700 G</b> Ramp From US 301			0.134	F	9700	G
North 95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.14 <b>14000 A</b> Ramp to Wythe & Washington Streets			0.121	Α	15000	Α
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.01 NA  I-95 North			NA		NA	
North 95 Ramp	City of Petersburg (Maint: 26)	I-95 North Collector Rd 0.47 <b>3600 G</b> 5 North Exit 68B To Wythe St & Washingt	on St		0.094	F	3600	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

North   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Start   Star	5400 NA 10000 6300	G A G
North   From     1-95 North	NA 10000 6300	A G
North   From   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1-95 North   1	NA 10000 6300	A G
North	10000	G
North	10000	G
North   From:   1-95 North   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpark Blvd   106-2 Southpar	6300	G
City of Colonial Heights (Maint: 20)   0.21   10000   A     0.113   A	6300	G
North	6300	
City of Colonial Heights (Maint: 20)   0.31   6300   G   98%   0%   0%   0%   0%   0%   0%   C   0.084   F		
North   From:   I-95 North		
North   From   I-95 North	8000	
Pamp         Chesterfield County         0.29         8000         G         0.089         F           To         20-746 Ruffin Mill Rd         North         I-95 North	8000	G
Tot         20-746 Ruffin Mill Rd           North         From:         I-95 North		
North From: I-95 North		u
Description of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Co		
Ramp Chesterfield County 0.38 2900 G 0.084 F	2900	G
SR 10 E, West Hundred Rd		
North         I-95 North           95         Ramp         Chesterfield County         0.24         4500         G         0.111         F	4500	G
SR 10 W, West Hundred Rd	4300	G
North Front I-95 North		
Ramp Chesterfield County 0.09 3100 A 0.136 A	3600	Α
To: 20-613 Willis Rd		
North From: I-95 North	0500	_
95 Ramp Chesterfield County 0.70 <b>2300 A</b> 0.108 A	2500	Α
North From: I-95 North		
95) Ramp Chesterfield County 0.48 12000 G 0.102 F	12000	G
To: 1SR 150-P		
North Front I-95 North		
95         Ramp         City of Richmond (Maint: 20)         0.30         5700         G         0.143         F           To:         I-95 South Exit 69A Ramp	5700	G
North         Free:         I-95 North           (95) Ramp         City of Richmond (Maint: 20)         0.50         1800         A           0.211         A	2100	Α
To: I-95 South Exit 73A		
North I-95 North		
Ramp City of Richmond (Maint: 43) 0.26 NA NA	NA	
Tec SR 195		<del></del>
North         I-95 North           (95) Ramp         City of Richmond (Maint: 43)         0.06         10000         F         0.135         F	10000	F
Tec I-95-N074D TO BROAD ST VIA 17TH ST	10000	

8/4/2014

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire	Duo	Truck3+Axle 1Trail 2Tra	$\sim$	K Factor	QK _	Dir AAWDT	QW
North	From:	I-95-N074D TO BROAD ST VIA 17TH ST	ZAXIE	S+Axie IIIali 2116	<u>ali i</u>	racioi		acioi	
95) Ramp	City of Richmond (Maint: 43)	0.14 <b>4300 F</b>	<u> </u>			0.184	F	4300	F
$\overline{}$	To:	I-95-S074C I-95- 74C FROM ROUT							
North	From:	I-95-N074C TO BROAD ST VIA 17TH ST							
95) Ramp	City of Richmond (Maint: 43)					0.115	F	5900	F
$\overline{}$	To:	1US 360-P; 127-7608 VENABLE ST							
North	From:	I-95 North							
95) Ramp	City of Richmond (Maint: 43)	0.14 <b>20000 A</b>				0.093	Α	21000	Α
$\overline{}$	To:	Ramp to 7th Street							
North	From:	I-95-N075B TO RT 64 EAST & 7TH STREET						NIA	
95 Ramp	City of Richmond (Maint: 43)	0.08 <b>NA</b>				NA		NA	
North	To: From:	127-44-N001C FROM 7TH STREET							
95) Ramp	City of Richmond (Maint: 43)	0.12 <b>NA</b>				NA		NA	
93)	То:	I-64-E FROM RT 95 NORTH & 7TH STREET							
North	From:	I-95 North Exit 75A							
95) Ramp	City of Richmond (Maint: 43)					0.134	F	1800	F
93)	To:	7th Street	1				•	. 555	•
North	From:	I-95 North	<u> </u>						
95) Ramp	City of Richmond (Maint: 43)					0.105	F	12000	F
95) 1 121111	To:	127-50 Chamberlayne Pkwy				0.100	•	12000	•
NI	From:								
North (95) Ramp	City of Richmond (Maint: 43)	I-95 North 0.08 <b>4100 F</b>				0.130	F	4100	F
95) Tamp	To:	I-95 North Exit 78B				0.100	•	4100	•
North	From:	I-95-N078B Ramp							
95) Ramp	City of Richmond (Maint: 43)	0.04 <b>4100 N</b>				0.130	Ν	4100	Ν
	To:	127-7603 Hermitage Rd							
North	From:	I-95-N078A Ramp							
95) Ramp	City of Richmond (Maint: 43)		-			NA		NA	
	To:	127-7603 Hermitage Rd							
North	From:	I-95 North							
95) Ramp	City of Richmond (Maint: 43)		0% 1%	0% 0% 0%	_s F	0.113	Α	5400	Α
(33) The part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of the part of t	To:	127-7576 Westbrook Ave							
North	From:	I-95 North	<u> </u>						
95) Ramp	Henrico County	0.13 <b>4600 F</b>				0.116	F	4600	F
337	To:	Wilmer Ave					•		•
North	From:	I-95 North	<u> </u>						
95) Ramp	Henrico County	0.18 <b>5200 A</b>				0.131	Α	5800	Α
93) 1141116	To:	US 301; 2US 301-P FROM R				0.101	/ \	3000	Α
NItl-	From:		<u> </u>						
North Ramp	Henrico County	I-95 North 0.27 <b>2500 F</b>				0.145	F	2500	F
95 Ramp	Henrico County					0.145	Г	2000	۲
-	10.	SR 73 E, Parham Rd							

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate noutes	T 1	
Route	Jurisdiction	Longth AADT OA ATiro Ruc	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	_ AAWDT QW
Name	From	I-95 North	2Axle 3+Axle 1Trail 2Trail Factor Factor Factor	r
North (95) Ramp	Henrico County	0.22 <b>5800 F</b>	0.109 F	5800 F
95) Hamp	To:	SR 73 W, Parham Rd	0.103	3000 1
North	From	I-95 North		
95 Ramp	Henrico County	0.30 <b>4200 F</b>	 0.149 F	4200 F
95)	To:	I-295 East Collector Road	5.116	1200
North	From:	I-95 North	1	
(95) Ramp	Henrico County	0.24 <b>6300</b> F	0.132 F	6300 F
93)b	То:	I-295 West Collector Road	¬	
North	From:	I-95 North	1	
(95) Ramp	Hanover County	0.40 <b>8800 G</b>		8800 G
93)	To:	42-656 Sliding Hill Rd	¬	3333 G
North	From:	I-95 North	1	
(95) Ramp	Hanover County	0.24 <b>3300 G</b>	0.118 F	3300 G
93)	То:	42-656 Sliding Hill Rd	¬	
North	From:	I-95-N BEGIN COLLECTOR ROAD00- RT 656		
95) Collector Distributor Ramp	Hanover County	0.18 <b>13000 G</b>	 0.101 F	13000 G
93)	7-			
North	From:	I-95-N086A TO RT 656		
(95) Collector Distributor Ramp	Hanover County	0.16 <b>NA</b>	NA	NA
<u> </u>	To	42-656-E000B FROM RT 656 EAST		
North  (95) Collector Distributor Ramp	Hanover County	0.19 <b>NA</b>	 NA	NA
95 Collector Distributor Hamp	Transver County			INA
North	To: From:	I-95-N086B TO RT 656 WEST		
95 Collector Distributor Ramp	Hanover County	0.18 <b>NA</b>	NA	NA
	To:	42-656-W000B FROM RT 656	<u> </u>	
North	From:		<b></b>	
95 Collector Distributor Ramp	Hanover County	0.08 <b>NA</b>	NA NA	NA
		I-95-N END COLLECTOR ROAD00- RT 656		
North	From:	I-95 North		0000 5
95 Ramp	Hanover County	0.16 <b>5300 F</b>	0.138 F	6000 F
		42-802 Lewistown Rd		
North	From:	I-95 North		1400
95 Ramp	Hanover County	0.19 <b>1400 G</b> SR 54 East Patrick Henry Rd	0.094 F	1400 G
	-			
North	Honover Court:	I-95-N TO RT 54 0.24 <b>7400 G</b>	 0.099 F	7400 G
95 Ramp	Hanover County		0.099 F	7400 G
		SR 54 FROM RT 95		
North	From:	I-95-N TO RT 30		0000
95 Ramp	Hanover County	0.17 <b>2600 G</b>	0.114 F	2600 G
	100	I-95-N098B JB-42 FROM RT 95		

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate houtes			
Route	Jurisdiction		Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Fact	$\Lambda \Lambda M \Pi \Pi \Pi \Pi M \Pi M$
North	From:  Hanover County	I-95-N098B JB-42 FROM RT 95 0.04 <b>NA</b>		NA	NA
95 Ramp	Ta:	SR 30 FROM RT 95		IVA	IVA
North	From:	I-95-N098A JB-42 FROM RT 95			
95 Ramp	Hanover County	0.03 <b>NA</b> SR 30 SR 30- B TO AND FROM RT	$\neg$	NA	NA
North	From:	I-95-N TO RT 207			
95 Ramp	Caroline County		2% 1% 37% 1%	C NA	8400 G
North	Too From:	I-95-N104B FROM RT 95			
95 Ramp	Caroline County	0.09 <b>8100 G</b>	_	NA	8100 G
North	From:	SR 207 FROM RT 95 I-95-N104A FROM RT 95			
(95) Ramp	Caroline County	0.05 <b>NA</b>		NA	NA
<u> </u>	To:	SR 207 TO AND FROM RT			
North  (95) Ladysmith Rest Area Ramp	Caroline County	I-95 North to Rest Area 0.17 <b>2600 G</b> 82% 1%		C NA	2600 G
$\cup$	Τα:	Enter Rest Area Parking Lot			
North (95) Ladysmith Rest Area Ramp	Caroline County	Exit Rest Area Parking Lot 0.07 2200 A		0.13 A	1900 A
	To:	I-95 North from Rest Area	7		
North	From: Caroline County	I-95-N TO RT 639 0.15 <b>NA</b>		NA	NA
95 Ramp	Tax	16-639; 16-639- 5B TO AND FROM RT		INA	INA
North	From:	I-95-N TO RT 66			
95 Ramp	Spotsylvania County	0.22 <b>2400 G</b> 88-606 FR RT 95 TO RT	$\neg$	0.097 F	2400 G
North	From:	I-95 North			
(95) Ramp	Spotsylvania County	0.29 <b>4300 G</b>	<b>-</b>	0.094 F	4300 G
	To:	US 1 Jefferson Davis Hwy			
North (95) Ramp	Spotsylvania County	I-95-N TO RT 1 0.08 <b>1700 G</b>		0.089 F	1700 G
	Tα:	US 1 Gap FROM RT 95			
North (95) Ramp	Spotsylvania County	I-95 North 0.37 <b>3500 G</b>		0.090 F	3500 G
95 Ramp	Spoisylvania County	SR 3 Plank Rd	<u> </u>	0.090 F	3300 G
North	From:	I-95-N TO RT 3 WB			
95 Ramp	Spotsylvania County	0.18 <b>6000 G</b> SR 3 SR 03-E032B TO AND FROM RT	٦	0.075 F	6000 G
North	From:	I-95 Collector Rd	1		
95 Ramp	Stafford County	0.29 <b>2000 G</b> 92% 1%	2% 1% 3% 0%	C NA	2000 G
<u> </u>	To:	US 17 BUS			

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AA</b> I	OT QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
North	From:	I-95 Colle	ctor Rd			2Axie	3+Axle	1 I raii	21raii		Factor		Factor		
95) (17) Ramp, I-95 N to US 17 N	Stafford County	0.16 <b>150</b> 0		87%	1%	1%	1%	9%	0%	С	0.085	Ν	0.564	15000	G
<u> </u>	To:	BUS U													
North (95) (17) Collector Rd	Stafford County	0.45 I-95 N		87%	1%	1%	1%	9%	0%	С	NA			17000	G
North	To: From:	I-95-N133A TO	) RT 17 BU	S											
95) (17) Collector Rd	Stafford County	0.30 <b>NA</b>	A								NA			NA	
North	To: From:	US 17-S180A FROM RT	17 SOUTH	@ 17 BUS	S										
95) 17 Collector Rd	Stafford County	0.20 <b>NA</b>	A								NA			NA	
	To: From:	I-95-N133B RA	MP TO RT	17											
North (95) Collector Rd	Stafford County	0.18 <b>N</b> A	A								NA			NA	
	To:	C1US 17-N002A FROM	I RT 17 BU	S NORTH											
North (95) Collector Rd	Stafford County	0.36 <b>110</b>	00 G	96%	0%	1%	1%	1%	0%	F	NA			12000	G
	To:	I-95 N													
North	Stafford County	I-95-N TO CENTER! 0.37 <b>N</b> A		KWAY							NA			NA	
95	To:	89-8900 TO & I		О							INA			INA	
North	From:	I-95-N TO	RT 630												
95) Ramp	Stafford County	0.19 <b>N</b> A									NA			NA	
	From:	89-630; 89-630- 4B		R RT											
North (95) Ramp	Stafford County	0.20 <b>420</b>		96%	0%	1%	1%	2%	0%	С	NA			4200	G
93) **	To:	US 1 Jefferson													
North	From:	I-95 N													
95 Ramp	Stafford County	0.25 <b>690</b> 89-610 Garris		97%	1%	1%	0%	1%	0%	С	NA			6900	G
North	From:	I-95-N TO GOVE		RD											
(95) Ramp	Prince William County	0.13 430		KD.							NA			4300	G
	To:	FROM I	RT 95												
North	From:	I-95 N		000/	201	10/	00/	00/	00/	-	0.077			10000	
95 Ramp	Prince William County	0.08 <b>190</b>		98%	0%	1%	0%	0%	0%	F	0.077	А		19000	В
North	To: From:	I-95-N150B FI		5											
95 Ramp	Prince William County	0.08 <b>NA</b> 76-619 TO AN		т							NA			NA	
North	From:	I-95-N150A FI													
(95) Ramp	Prince William County	0.14 <b>N</b>		,							NA			NA	
	To:	76-619 FF	R RT 95												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate houte				Tri1/	-k			K		Dir		
Route	Jurisdiction	Length AADT QA 4	Tire E	2110	2Axle 3		-		QC	Factor	QK	Factor	AAWDT	QW
North	From:	I-95 North												
95) Ramp	Prince William County	0.24 <b>3100 G</b>								NA			3100	G
<u> </u>	To:	SR 234 Dumfries Rd												
North Page 1	Prince Millions County	I-95-N152A FROM RT 95								NIA			NIA	
95 Ramp	Prince William County	0.22 <b>NA</b> SR 234 FROM RT 95								NA			NA	
N. d	From													
North  (95) Dale City Rest Area Ramp	Prince William County	I-95 North to Scales 0.22 <b>4600 G</b> 1	13%	5%	3%	4%	72%	2%	С	NA			4600	G
95) Bale Oily Heat Hamp	To:	Enter Scales	1070	770		770	1270	270	Ü	1471			4000	ď
North	From:	Exit Rest Area Parking Lot												
95) Dale City Rest Area Ramp	Prince William County		38%	1%	2%	2%	52%	2%	С	NA			4800	G
<u> </u>	To:	I-95 North from Rest Area												
North	From:	I-95-N156X TO RT 784-DALE BLV	/D								_			
95 Ramp	Prince William County	0.29 <b>4800 F</b>								0.091	F		4800	F
<u> </u>	To:	FROM RT 95												
North	From:	I-95-N156X TO RT 784-DALE BLV	/D										NIA	
95 Ramp	Prince William County	0.24 <b>NA</b> 76-784 FR RT 95			_					NA			NA	
North  (95) Dale City Rest Area Ramp	Prince William County	I-95 North to Rest Area 0.20 NA								NA			NA	
95 Daie Oity Nest Area Hamp	Tro	Enter Rest Area Parking Lot			_					INA			INA	
North	From:	Exit Rest Area Parking Lot												
95) Dale City Rest Area Ramp	Prince William County	0.23 <b>1500 G</b> 9	98%	)%	1%	0%	1%	0%	С	NA			1500	G
$\overline{}$	To:	I-95 North from Rest Area												
North	From:	I-95-N BEG COLL RD- RT 784-DALE I	BLVD											
95 Ramp	Prince William County	0.19 <b>NA</b>								NA			NA	
North	To: From:	I-95-N156A TO RT 784-DALE BLV	/D											
(95) Ramp	Prince William County	0.11 <b>NA</b>								NA			NA	
(35) A P	To:	76-784-E006B FROM RT 784-DALE B	DI VID											
North	From:		DLVD											
95 Ramp	Prince William County	0.19 <b>NA</b>								NA			NA	
North	To: From:	I-95-N156B TO RT 784-DALE BLV	/D		$\Box$									
(95) Ramp	Prince William County	0.14 <b>NA</b>								NA			NA	
	Tec	76-784-W006B FROM RT 784-DALE B	DI VID											
North	From:		DLVD											
95 Ramp	Prince William County	0.17 <b>NA</b>								NA			NA	
North	To: From:	76-2000-E004A FROM RT 2000-OPITZ	BLVD											
(95) Ramp	Prince William County	0.27 <b>NA</b>								NA			NA	
$\vee$	<u>-</u>	76-2000-W004A FROM RT 2000-OPITZ	RIVD											
North	110m.		DLVD											
95 Ramp	Prince William County	0.21 <b>NA</b>			_					NA			NA	
~	To:	I-95-N END COLL RD00- RTS 784 & 20	00000-											

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bu	us 2Axle 3+Axle 1Trail 2Trail		Dir AAWDT QW Factor
North	From:	I-95-N158X TO RT 3000 EAST			
95) Ramp	Prince William County	0.26 <b>NA</b>		NA	NA
$\overline{}$	To:	76-3000 FROM RT 95 NORTH			
North	From:	I-95-N158X TO RT 3000 WEST			
95) Ramp	Prince William County	0.21 <b>NA</b>		NA	NA
	To:	76-3000; 76-3000-E014B TO & FROM ROUTE			
North	From:	I-95-N BEG COLL RD00- RT 3000PR WM PKW			
	Prince William County	0.12 <b>NA</b>		NA	NA
95 Ramp	Times William Geanty			1471	14/1
North	To: From:	I-95-N158A TO RT 3000 EAST			
95 Ramp	Prince William County	0.11 <b>NA</b>		NA	NA
	, T-1				
North	From:	76-3000-E014B FROM RT 3000 EAST			
95) Ramp	Prince William County	0.12 <b>NA</b>		NA	NA
	та	I-95-N158B TO RT 3000 WEST			
North	From:				
95) Ramp	Prince William County	0.13 <b>NA</b>		NA	NA
$\overline{}$	To:	76-3000-W014B FROM RT 3000 WEST			
North	110III.				
95) Ramp	Prince William County	0.12 <b>NA</b>		NA	NA
	To:	I-95-N END COLLECTOR Rd END COLLEC			
North	From:	I-95-N TO RT 123			
(95) Ramp	Prince William County	0.32 <b>NA</b>		NA	NA
$\overline{}$	To:	SR 123 FROM RT 95 NORTH			
North	From:	I-95-N TO ROUTE 123 NORTH			
95 Ramp	Prince William County	0.13 <b>NA</b>		NA	NA
	To	COMMUTED DADVING LOT EVIT			
North	From:	COMMUTER PARKING LOT EXIT			
95) Ramp	Prince William County	0.14 <b>NA</b>		NA	NA
$\smile$	To:	COMMUTER PARKING LOT ENT			
North	From:				
(95) Ramp	Prince William County	0.01 <b>NA</b>		NA	NA
$\overline{}$	To:	SR 123 FROM ROUTE 95 NORTH			
North	From:	I-95 North			
95) Exit 161 Ramp	Fairfax County	0.42 <b>16000 G</b> 91% 19	% 1% 1% 7% 0%	F NA	15000 G
	То:	US 1 Richmond Hwy			
North	From:	I-95-N TO RT 642			
95) Ramp	Fairfax County	0.23 <b>NA</b>		NA	NA
33) 1 131115	To:	29-642; 29-642- 2B TO		14/1	. 17 1
N. d	From:		l		
North		I-95-N TO FAIRFAX CO PARKWAY SOUTH		NIA	N 1 A
95 Ramp	Fairfax County	0.22 <b>NA</b>		NA	NA
North	To: From:	I-95-N166C TO LOISDALE ROAD @ FFX CO P			
North Ramp	Fairfax County	0.04 <b>NA</b>		NA	NA
95 Ramp	rainax County	FROM ROUTE 95 NORTH		IVA	IVA
	i i	TROM ROUTE 33 NORTH			

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	<b>QA</b> 4Tire Bus		Truck 3+Axle 1Trail		QC K	Q١	Dir Factor	AAWDT	QW
North 95 Ramp	^{Fronc} Fairfax Cour ™	I-95-N TO FAIRFAX CO PA  nty 0.18 <b>NA</b> FAIRFAX CO PARKWAY FRO!					N	A		NA	
North 95 Ramp	^{Front} Fairfax Cour ^{Tα}	I-95-N166A TO LOISDALE R  ty 0.03 <b>NA</b> FAIRFAX CO PARKW					N/	4		NA	
North 95	^{Front} Fairfax Cour ^{Tα}	I-95-N RAMP TO RTS 789 & oty 0.45 <b>NA</b> 29-789 Loisdal					N/	4		NA	
North 95	^{Front} Fairfax Cour ^{Tα}	I-95-N169A TO RT 64400- Onty 0.59 <b>NA</b> 29-644 FROM 95 1					N/	4		NA	
North 95 Ramp	Front Fairfax Cour Toc	I-95 North nty 0.18 <b>12000</b> 29-613 Van Do	A				0.1	13 A		13000	Α
North 95 Ramp	Fairfax Cour Fairfax Cour	I-95-N TO EISENHOWEI  nty 0.10 <b>NA</b> 100-6579 FROM &					N/	4		NA	
North 95 Ramp	^{Front} Fairfax Cour ^{τα}	I-95-N TO RT 241 TELI nty 0.37 <b>NA</b> SR 241; 29-4117 FR					N/	4		NA	
North 95 Ramp	From: Fairfax Cour ⊤∝	I-95-N TO RT 241 TELI nty 0.50 <b>NA</b> I-95-S175B TO R					N/	4		NA	
lorth 95 Exit 177 A B	From: City of Alexandria (Ι τα	I-95 N Maint: 29) 0.11 <b>NA</b> Exit 177 A; Exit	177 B				NA	4		NA	
North 95 Exit 177 A	From: City of Alexandria (I ™	Exit 177 A l	3				NA	A		NA	
North 95 Ramp	From: City of Alexandria (I	1-95 N Maint: 29) 0.37 <b>NA</b> US 1 Patrick S	t N				N	A		NA	
95	Prince William C Combined Traffic Estimates for 3 Parallel F	Roadways on this Route: 163000	F 99% 1% F 91% 1%	0% 1%	1% 0% 1% 7%	0% 0%	C 0.1:	-		14000 161000	F
95 95	Prince William C  Combined Traffic Estimates for 3 Parallel F	•	N 99% 1% N 92% 1%	0% 1%	1% 0% 0% 6%	0% 0%	N 0.12	-		14000 149000	N N

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	- Intersta	ale Ho	ules			Trı	ıok			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QI
Rev	From:	Ramp to I-95 S Between	een SR 234 (	and 76-7	784 Dale F	Rlvd	2/1/10	JTANIC	IIIaii	ZIIali		1 actor		1 actor		
95)	Prince William		22000	G	97%	1%	0%	0%	2%	0%	F	NA			24000	G
55)	Combined Traffic Estimates for 3 Parallel	•	161000	G	92%	1%	1%	0%	6%	0%	F	NA			159000	(
	To		-784 Dale Bl	lvd												
Rev	From:				070/	40/		00/	00/	00/	_	0.400	_		10000	
95	Prince William	•	14000	F	97%	1%	0%	0%	2%	0%	-	0.122	F		18000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	161000	F	92%	1%	1%	0%	6%	0%	F	NA			165000	
lev	To: From:	76-3000	Prince Willia	am Pkw	У											
95)	Prince William	County 1.65	22000	G	97%	1%	0%	0%	2%	0%	С	NA			28000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	185000	G	92%	1%	1%	0%	6%	0%	F	NA			191000	
	To	SR !	123 Gordon I	Blvd			$\neg$									
Rev 95	Prince William	County 0.29	33000	F	98%	1%	0%	0%	1%	0%	С	0.100	F	1	39000	
95)	Combined Traffic Estimates for 3 Parallel	•		F	93%	1%	1%	0%	6%	0%	F	NA	'	'	214000	
	To:	Fairfax Coun				1 /0	1 /0	0 /6	0 /6	0 /6	•	INA			214000	
ev	From:		William Cour	_												
Nev 95)	Fairfax Cou	,	33000	F	98%	1%	0%	0%	1%	0%	С	0.100	F	1	39000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	208000	F	93%	1%	1%	0%	6%	0%	F	NA			214000	
01/	Too: From:	US !	1 Richmond I	Hwy			⊒⊢									
8ev 95)	Fairfax Cou	untv 3.71	36000	G	98%	1%	0%	0%	1%	0%	С	NA			42000	
,5)	Combined Traffic Estimates for 3 Parallel	,		G	93%	1%	1%	0%	6%	0%	F	NA			186000	
	To	Frm I-95 NB N														
ev	From:					40/		00/	40/	00/					10000	
95)	Fairfax Cou	,	36000	N	98%	1%	0%	0%	1%	0%	N	NA			42000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	207000	N	93%	1%	1%	0%	6%	0%	N	NA			209000	
ev	To: From:	To I-95 S	B South of N	Newingto	on											
95)	Fairfax Cou	unty 0.92	37000	G	97%	1%	0%	0%	2%	0%	С	NA			48000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	208000	G	93%	1%	1%	0%	6%	0%	F	NA			216000	
	To	To I-95 !	NB North of	29-710	0		$\neg$									
Rev 95)	Fairfax Cou	unty 0.71	32000	G	96%	1%	1%	0%	2%	0%	F	NA			32000	
95)	Combined Traffic Estimates for 3 Parallel	•		G	92%	1%	1%	0%	6%	0%	' F	NA			216000	
	To:	Frm I-95 SB (				1 /0	1 /0	0 /6	0 /6	0 78	•	INA			210000	
lev	From:		amp South o													
95)	Fairfax Cou	,	24000	G	97%	1%	0%	0%	2%	0%	F	NA			31000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	241000	N	92%	1%	1%	0%	6%	0%	Ν	NA			244000	
Pay	Too From:	29-7900 Franconia-S	Springfield F	Pkwy Po	inting Sou	th										
<u>Rev</u> 95)	Fairfax Cou	unty 0.38	24000	N	97%	1%	0%	0%	2%	0%	N	NA			31000	
M() /		•														
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	241000	N	92%	1%	1%	0%	6%	0%	N	NA			244000	

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
ev	From:	29-7900 Franconia-S														
15	Fairfax County		24000	N	97%	1%	0%	0%	2%	0%	N	NA			31000	
	Combined Traffic Estimates for 3 Parallel Ro			N	92%	1%	1%	0%	6%	0%	N	NA			244000	)
	To:	I 395 Rerversi			29-644											
outh	Greensville Cour		Carolina Stat		83%	10/	10/	10/	1 E 0 /	00/	С	0.150	Α		16000	
95		,	19000	A		1%	1%	1%	15%	0%	-	0.150		0.040		
	Combined Traffic Estimates for 2 Parallel Ro			В	82%	1%	1%	1%	16%	0%	С	0.131	Α	0.646	31000	
uth	To: From:	40	-629 Skipper	rs												_
95)	Greensville Cour	nty 3.83	19000	Α	83%	1%	1%	1%	15%	0%	F	0.149	Α		16000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	39000	Α	82%	1%	1%	1%	16%	0%	F	NA			32000	
	To- Front	US 301	South of En	nporia												
outh 95	Greensville Cour	nty 1.81	20000	Α	83%	1%	1%	1%	15%	0%	F	0.146	Α		16000	
95)	Combined Traffic Estimates for 2 Parallel Ro	,		A	82%	1%	1%	1%	16%	0%	F	0.135	Α	0.600	33000	
	Traine Estimates for 21 drainer for				02 /0	1 /0	1 /0	1 /0	10 /0	0 70	'	0.100	^	0.000	33000	
outh	From:		CL Emporia	l .												_
95)	City of Emporia (Mai	nt: 40) 1.24	20000	Α	83%	1%	1%	1%	15%	0%	F	0.146	Α		16000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	39000	Α	82%	1%	1%	1%	16%	0%	F	NA			33000	
uth	To From:		US 58													
outh 95)	City of Emporia (Mair	nt: 40) 0.35	16000	Α	69%	1%	2%	1%	27%	1%	F	0.149	Α		14000	
13)	Combined Traffic Estimates for 2 Parallel Ro	,		A	75%	1%	2%	1%	22%	0%	F	NA			28000	
	To		ICL Emporia		, .	. , 0		. , 0		0,0	•					
uth	From:															
95)	Greensville Cour	,	16000	Α	69%	1%	2%	1%	27%	1%	F	0.149	Α		14000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	33000	Α	75%	1%	2%	1%	22%	0%	F	0.138	Α	0.567	28000	
outh	To- From:	40-6	14 Otterdam	Rd												
95)	Greensville Cour	nty 3.63	17000	Α	69%	1%	2%	1%	27%	1%	F	0.148	Α		14000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	33000	Α	75%	1%	2%	1%	22%	0%	F	0.139	Α	0.524	28000	
	To:		ex County L													
outh	From:		sville County		600/	10/		10/	070/	10/	_	0.140	^		1 1000	
95)	Sussex County		17000	Α	69%	1%	2%	1%	27%	1%	-	0.148	Α		14000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	33000	Α	75%	1%	2%	1%	22%	0%	F	NA			28000	
uth	To: From:		US 301													_
95)	Sussex County	3.04	16000	Α	69%	1%	2%	1%	27%	1%	F	0.149	Α		13000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	33000	Α	75%	1%	2%	1%	22%	0%	F	0.140	Α	0.502	27000	
	_ Too	9	1-631 Jarratt	t			<u> </u>									
outh	Sussex County		15000	Α.	69%	1%	2%	1%	27%	1%	_	0.158	Α		13000	
95	Combined Traffic Estimates for 2 Parallel Ro								27%	1% 0%	г г	0.158		0.551	25000	
	Combined Trainic Estimates for 2 Parallel Ro	auways on this houte:	30000	Α	75%	1%	2%	1%	22%	U%	Г	0.145	Α	0.551	25000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
South	From:		91-645		000/	40/		40/	070/	40/	_	0.440	•		1 1000	
95	Sussex Cour	,	17000	Α	69%	1%	2%	1%	27%	1%	-	0.149	A	0.500	14000	F
	Combined Traffic Estimates for 2 Parallel F	•		Α	75%	1%	2%	1%	22%	0%	F	0.137	Α	0.599	28000	Α
outh	To: From:	SR	40 Stony C	reek												
95)	Sussex Cour	,	17000	Α	69%	1%	2%	1%	27%	1%	С	0.147	Α		14000	A
$\bigcirc$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	34000	Α	70%	1%	2%	0%	26%	1%	С	0.134	Α	0.557	28000	A
South	To- From:		91-602													
95)	Sussex Cour	nty 0.97	17000	Α	69%	1%	2%	1%	27%	1%	F	0.144	Α		14000	/
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	35000	В	77%	1%	1%	0%	20%	0%	F	NA			29000	ı
	To:		George Cou													
outh 95	Prince George C		17000	Line <b>A</b>	69%	1%	2%	1%	27%	1%	F	0.144	Α		14000	
95)	Combined Traffic Estimates for 2 Parallel F	•		В	77%	1%	1%	0%	20%	0%	F	NA	^		29000	
	To.	•			1170	1 /0		0 /0	2070	0 70	•	1471			20000	
outh	From:		1-623 Carso										_			
95	Prince George C	•	18000	Α	86%	1%	1%	0%	12%	0%	F	0.139	Α		15000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	35000	Α	85%	1%	1%	0%	13%	0%	F	0.131	Α	0.579	30000	
outh	To: From:	US 30	1, SR 35, S	R 156												_
95)	Prince George C	County 5.45	20000	Α	86%	1%	1%	0%	12%	0%	С	0.137	Α		17000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	40000	Α	85%	1%	1%	0%	12%	0%	С	0.124	Α	0.575	34000	
a th	To: From:		US 301													
outh 95	Prince George C	County 0.16	21000	Α	86%	1%	1%	0%	12%	0%	F	0.126	Α		18000	
33)	Combined Traffic Estimates for 2 Parallel F	•		A	85%	1%	1%	0%	12%	0%	F	0.119	Α	0.573	37000	
	To		I-295													
outh	From <b>L</b> Prince George C	Sounds 0.04		_	86%	1%	10/	00/	100/	00/	_	0.100	Α		10000	
95	Combined Traffic Estimates for 2 Parallel F	•	14000	A	85%	1%	1% 1%	0% 0%	12% 12%	0% 0%		0.123 0.116	A	0.544	12000 24000	
	Combined Traine Estimates for 2 Parallel P			Α	05 /6	1 /0	1 /0	U /o	12/0	0 /6	'	0.110	^	0.544	24000	
outh	To- From:	So	CL Petersbu	rg												
95)	City of Petersburg (I	Maint: 74) 0.34	14000	Α	86%	1%	1%	0%	12%	0%	F	0.123	Α		12000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	27000	Α	85%	1%	1%	0%	12%	0%	F	NA			24000	
outh	To: From:		Rives Rd													
95)	City of Petersburg (I	Maint: 74) 1.22	16000	Α	86%	1%	1%	0%	12%	0%	F	0.112	Α		15000	
	Combined Traffic Estimates for 2 Parallel F	,	32000	Α	85%	1%	1%	0%	12%	0%	F	0.107	Α	0.582	29000	
	_ Tor	-	Wagner Rd													
outh	From L City of Petersburg (I	Maint: 74) 1.50	23000	Α	86%	1%	1%	0%	12%	0%	_	0.098	Α		22000	
95	Combined Traffic Estimates for 2 Parallel F	,		A	85%	1%	1%	0% 0%	12%	0% 0%	F	0.098	A	0.516	43000	
	Told Tallic Estimates for 2 Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Parallel Pa	US 460 Coun				I 70	1 70	U 70	1470	U 70	Г	0.087	A	0.516	43000	,

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	South of US 460				40/	10/	00/	100/	00/		0.404	^		10000	
95	City of Petersburg (	•	19000	Α	86%	1%	1%	0%	12%	0%	-	0.104	A	0.574	18000	A
	Combined Traffic Estimates for 2 Parallel	•		Α	85%	1%	1%	0%	12%	0%	F	0.101	Α	0.574	36000	Α
South	To: From:	North of US 460	County Rd;	US 301	Crater Rd											
95)	City of Petersburg (	Maint: 26) 0.41	29000	Α								0.094	Α		29000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	48000	Α								NA			47000	Α
South	To: From:		I-85													
95)	City of Petersburg (	Maint: 26) 0.66	42000	Α	91%	1%	1%	1%	7%	0%	F	0.096	Α		41000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	Α	91%	1%	1%	1%	6%	0%	F	0.094	Α	0.556	83000	Α
Cth-	To: From:	US 301, Bu	s US 460 W	ashingto	n St		$\Box$									
South 95	City of Petersburg (	Maint: 26) 0.48	50000	Α	91%	1%	1%	1%	7%	0%	F	0.094	Α		49000	Α
93)	Combined Traffic Estimates for 2 Parallel			A	91%	1%	1%	1%	6%	0%	F	NA			99000	Α
	Τα:	SCL	Colonial He													
South	From:		CL Petersbu		91%	1%	1%	10/	7%	0%	_	0.094	Α		49000	Α
95	City of Colonial Height Combined Traffic Estimates for 2 Parallel I		50000	A A	91%	1%	1%	1% 1%	7% 6%	0% 0%		0.094	A	0.504	99000	A
	Combined Trainic Estimates for 2 Faraner	-			9170	I 70	1 70	1 70	070	0%	Г	0.092	A	0.504	99000	A
South	From:		outhpark Bl	vd												
95)	City of Colonial Height		43000	Α	91%	1%	1%	1%	7%	0%	F	0.094	Α		42000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	85000	Α	91%	1%	1%	1%	6%	0%	F	0.092	Α	0.514	84000	Α
South	To: From:	SR	144 Temple	Ave												
95)	City of Colonial Height	ts (Maint: 20) 2.15	47000	Α	91%	1%	1%	1%	7%	0%	С	0.096	Α		46000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	Α	91%	1%	1%	1%	6%	0%	С	NA			94000	Α
South	Tac Fron:	NCL	Colonial H	eights												
95)	Chesterfield Co	ounty 1.60	47000	Α	91%	1%	1%	1%	7%	0%	С	0.096	Α		46000	Α
00)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	Α	91%	1%	1%	1%	6%	0%	С	0.093	Α	0.507	94000	Α
	To	20-62	0 Woods Ed	lge Rd												
South 95	Chesterfield Co		46000	A	91%	1%	1%	1%	7%	0%	F	0.095	Α		47000	Α
95)	Combined Traffic Estimates for 2 Parallel	•		A	91%	1%	1%	1%	6%	0%	F	0.093	Α	0.509	93000	A
	Tallet Traine Estimates for 2 Tallation				J 1 /0	1 /0		1 /0	0 /0	0 70	•	0.032	^	0.505	33000	^
South	From:		West Hund								_		_			
95	Chesterfield Co	•	53000	Α	91%	1%	1%	1%	7%	0%	F	0.100	Α		55000	Α
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	107000	Α	91%	1%	1%	1%	6%	0%	F	0.096	Α	0.522	111000	Α
South	To: From:		SR 288				$\Box$									
95)	Chesterfield Co	ounty 2.18	47000	Α	91%	1%	1%	1%	7%	0%	F	0.112	Α		48000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	94000	Α	91%	1%	1%	1%	6%	0%	F	0.094	Α	0.601	97000	Α
	To:	20	-613 Willis	Rd												

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary at			ules			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	20	0-613 Willis I	Rd				017.00				. 45151		. 40101		
95)	Chesterfield County	3.14	49000	Α	91%	1%	1%	1%	7%	0%	F	0.112	Α		50000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	97000	Α	91%	1%	1%	1%	6%	0%	F	0.094	Α	0.629	100000	Α
South	To: From:	SR 150	) Chippenhar	n Pkwy												
95)	Chesterfield County	0.24	46000	Α	91%	1%	1%	1%	7%	0%	F	0.124	Α		47000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	91000	Α	91%	1%	1%	1%	7%	0%	F	0.094	Α	0.671	95000	Α
South	To: From:	S	CL Richmon	nd												
95)	City of Richmond (Maint: 20	0) 1.39	46000	Α	91%	1%	1%	1%	7%	0%	F	0.124	Α		47000	Α
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	91000	Α	91%	1%	1%	1%	7%	0%	F	NA			95000	Α
South	To: From:	SF	R 161 Bells I	Rd												
95)	City of Richmond (Maint: 20	0) 3.86	44000	F	91%	1%	1%	1%	7%	0%	С	0.11	Α		45000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	88000	F	91%	1%	1%	1%	7%	0%	С	0.09	Α	0.625	91000	F
South	To- From:		Maury St													
95)	City of Richmond (Maint: 20	0) 0.75	52000	Α	91%	1%	1%	1%	7%	0%	F	0.107	Α		54000	Α
(93)	Combined Traffic Estimates for 2 Parallel Roadwa	,		Α	91%	1%	1%	1%	7%	0%	F	0.091	Α	0.542	107000	Α
Courth	To- From	SR 19	5 Downtown	n Expy												
South 95	City of Richmond (Maint: 43	3) 0.45	66000	Α	91%	1%	1%	1%	7%	0%	F	0.1	Α		69000	Α
(33)	Combined Traffic Estimates for 2 Parallel Roadwa	,	123000	Α	91%	1%	1%	1%	7%	0%	F	0.089	Α	0.605	127000	Α
Courth	Te- Fron:	U	S 250 Broad	St			_									
South 95	City of Richmond (Maint: 40	3) 1.02	63000	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α		66000	Α
(93)	Combined Traffic Estimates for 2 Parallel Roadwa			Α	91%	1%	1%	1%	7%	0%	F	0.089	Α	0.511	127000	Α
Oth Ft	To- From	I-64 S	South Interch	hange												
South East 95 64	City of Richmond (Maint: 40	3) 0.25	70000	Α	91%	1%	1%	1%	6%	0%	F	0.093	Α		73000	Α
33 04	Combined Traffic Estimates for 2 Parallel Roadwa	•	136000	Α	92%	1%	1%	1%	5%	0%	F	0.091	Α	0.537	142000	Α
0 11 5 1	To	US 1, U	US 301 Belvi	idere St												
South East 64	City of Richmond (Maint: 4	3) 0.28	56000	Α	91%	1%	1%	1%	6%	0%	F	0.094	Α		58000	Α
95) (64)	Combined Traffic Estimates for 2 Parallel Roadwa	,		A	92%	1%	1%	1%	5%	0%	F	0.096	Α	0.509	112000	Α
	Tor	•	gh St; Gilme	er St												
South East (95) (64)	City of Richmond (Maint: 4		62000	A	91%	1%	1%	1%	6%	0%	С	0.096	Α		65000	Α
95 64	Combined Traffic Estimates for 2 Parallel Roadwa			A	92%	1%	1%	1%	5%	0%	С	NA	^		128000	
	To	•	161 Boulev			. , ,		.,,								
South East 64	City of Richmond (Maint: 4		69000	A	91%	1%	1%	1%	6%	0%	_	0.096	Α		72000	Α
14611641	Gity of michiniona (Maint. 4)	U.40	09000	A	J 1 70	1 70	1 70	1 70	0 %	070	Г	0.090	~		12000	М
93) (04)	Combined Traffic Estimates for 2 Parallel Roadwa	ve on this Route:	137000	Α	92%	1%	1%	1%	5%	0%	F	0.092	Α	0.538	142000	Α

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			iu iiileisia	ale noi				Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	I-64 Nor	th Interchang	ge, I-195												
95)	City of Richmond (I	,	59000	Α	91%	1%	1%	1%	6%	0%	F	0.105	Α		61000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	114000	Α	91%	1%	1%	1%	6%	0%	F	NA			118000	Α
South	To: From:		SR 161													
95)	City of Richmond (I	Maint: 43) 0.19	52000	G	91%	1%	1%	1%	6%	0%	F	0.1	Ν		53000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	106000	G	91%	1%	1%	1%	6%	0%	F	NA			109000	G
South	To: Fron:	N	CL Richmor	nd												
95)	Henrico Cou	inty 0.76	53000	Α	91%	1%	1%	1%	6%	0%	F	0.1	Α		54000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	103000	Α	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.519	106000	Α
0#-	To: From:	U	S 1 Brook R	Rd												
South 95	Henrico Cou	inty 1.06	47000	Α	91%	1%	1%	1%	6%	0%	F	0.107	Α		49000	Α
93)	Combined Traffic Estimates for 2 Parallel	•		A	91%	1%	1%	1%	6%	0%	F	0.092	Α	0.536	96000	Α
	To	US 301	Chamberlay	vne Ave												
South 95	Henrico Cou		45000	В	91%	1%	1%	1%	6%	0%	С	0.097	Α		46000	В
95)	Combined Traffic Estimates for 2 Parallel	,		В	91%	1%	1%	1%	6%	0%	C	0.091	Α	0.524	92000	В
	To.	-	73 Parham		0.70	.,,		. , 0	0,0	0,0		0.00		0.02	02000	
South	From:				010/	10/	10/	10/	<b>C</b> 0/	00/	_	0.110	Α		00000	^
95	Henrico Cou Combined Traffic Estimates for 2 Parallel	,	36000	A A	91% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F	0.119	A	0.660	36000 84000	A A
	Combined Trainic Estimates for 2 Faraner	noadways off this noute.		^	31/0	1 /0	1 /0	1 /0	0 /0	0 /6	•	0.090	٨	0.000	04000	Α.
South	From:		I-295													
95	Henrico Cou	,	66000	Α	86%	1%	1%	1%	11%	0%	F	0.089	A		63000	Α
	Combined Traffic Estimates for 2 Parallel $_{^{\mathrm{Tg}}}$		ver County	A Line	87%	1%	1%	1%	10%	0%	F	0.088	Α	0.515	125000	Α
South	From:		rico County													
95)	Hanover Cou	,	66000	Α	86%	1%	1%	1%	11%	0%	F	0.089	Α		63000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	131000	Α	87%	1%	1%	1%	10%	0%	F	NA			125000	Α
South	To: From:	42-65	66 Sliding Hi	ill Rd												
95)	Hanover Cou	unty 2.36	56000	В	86%	1%	1%	1%	11%	0%	С	0.092	Α		50000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	112000	В	87%	1%	1%	1%	10%	0%	С	0.089	Α	0.505	102000	В
Courth	To: From:	42-80	2 Lewistow	n Rd												
South 95	Hanover Cou	unty 1.87	55000	Α	86%	1%	1%	1%	11%	0%	F	0.091	Α		49000	Α
	Combined Traffic Estimates for 2 Parallel	•	107000	A	87%	1%	1%	1%	10%	0%	F	0.092	Α	0.522	97000	Α
	_Tac		SCL Ashland	d												
South 95	From:I Town of Ashland (I		55000	Α	86%	1%	1%	1%	11%	0%	F	0.091	Α		49000	Α
90)	Combined Traffic Estimates for 2 Parallel	,		A	87%	1%	1%	1%	10%	0%	, E	NA	^		97000	A
	Combined Traine Estimates for 21 afailer	i ioaaniayo oii iiiio i ioule.	101000	_	0, 70	1 /0	1 /0	1 /0	10/0	0 /0		1.47~1			5,000	$\sim$

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and	torotato .				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT Q	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
South	From:	SR 54	4 England St			27 (XIC	OTTIAL	TTTUI	211411		1 40101		1 40101		
95)	Town of Ashland (Maint: 42)		50000 A	86%	1%	1%	1%	11%	0%	F	0.097	Α		44000	Α
	Combined Traffic Estimates for 2 Parallel Roadways		00000 A	87%	1%	1%	1%	10%	0%	F	NA			87000	Α
	Ta	NC!	L Ashland												
South	Hanover County		50000 A	86%	1%	1%	1%	11%	0%	_	0.097	Α		44000	Α
95	Combined Traffic Estimates for 2 Parallel Roadways	-				1%	1%	10%	0%	F	0.097	A	0.533	87000	A
	Combined Trainic Estimates for 2 Farallel Hoadways				1 /0	1 /0	1 /0	10 /6	0 /6	'	0.096	^	0.555	67000	^
South	To: From:	SR 30 Kings I	Dominion Bou	levard											
95)	Hanover County		49000 A	86%	1%	1%	1%	11%	0%	F	0.102	Α		42000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways		96000 A	87%	1%	1%	1%	10%	0%	F	NA			83000	Α
Courth	To: From:		ne County Line er County Line												
South 95	Caroline County		49000 A		1%	1%	1%	11%	0%	F	0.102	Α		42000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways					1%	1%	10%	0%	F	0.1	Α	0.517	83000	Α
	Tol				. , ,		. , ,	.070	0,0	•	0	•	0.017	00000	
South	From		ogers Clark Bl												
95)	Caroline County		42000 G			1%	1%	11%	0%	F	NA			36000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 8	87000 G	i 86%	1%	1%	1%	11%	0%	F	NA			75000	G
South	To: From:	16-639	Ladysmith Rd												
95)	Caroline County	6.05 4	46000 A	86%	1%	1%	1%	11%	0%	F	0.099	Α		40000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: \$	92000 A	86%	1%	1%	1%	11%	0%	F	0.097	Α	0.526	80000	Α
	To:	Spotsylvar	ania County Li	ne											
South	From:		ne County Line	000/	10/		40/	440/	201	_	0.000			40000	
95	Spotsylvania County		46000 A			1%	1%	11%	0%	-	0.099	Α		40000	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 9	92000 A	86%	1%	1%	1%	11%	0%	F	NA			80000	Α
South	To: From:	88-606 M	Mudd Tavern R	d											
95)	Spotsylvania County	7.07 <b>4</b>	48000 A	86%	1%	1%	1%	11%	0%	С	0.099	Α		41000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 9	95000 A	86%	1%	1%	1%	11%	0%	С	0.096	Α	0.511	83000	Α
	To	US 1, US 17 J	Jefferson Davi	s Hwv											
South	Spotsylvania County	· · · · · · · · · · · · · · · · · · ·	59000 A		1%	1%	1%	11%	0%	_	0.085	Α		54000	Α
95 [17]	, ,						1%	11%		F	0.085	A	0.502	107000	
	Combined Traffic Estimates for 2 Parallel Roadways			00%	170	1%	170	1170	0%	Г	0.065	А	0.502	107000	Α
South	To: From:	SCL Fr	redericksburg												
95) (17)	City of Fredericksburg (Maint: 8	38) 1.61 <b>5</b>	59000 A	86%	1%	1%	1%	11%	0%	F	0.085	Α		54000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1	16000 A	86%	1%	1%	1%	11%	0%	F	NA			107000	Α
0 1	To:	SR 3	3 Plank Rd			<u> </u>									
South	City of Fredericksburg (Maint: 8	38) 1.76 <b>7</b>	70000 A	86%	1%	1%	1%	11%	0%	F	0.081	Α		67000	Α
95 [17]	Combined Traffic Estimates for 2 Parallel Roadways	,				1%	1%	11%	0%	F	0.031	A	0.514	137000	A
	Dombined France Estimates for a Faranet Moduways	, on this noute. 🚺	73UUU P	0070	1 /0	1 /0	1 /0	11/0	U /0	- 1	0.077	$\sim$	0.014	10/000	$\sim$

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
South	From:		L Fredericks		000/	40/	10/	40/	440/	00/		0.004	^		07000	
95 [17]	Stafford Coun	,	70000	Α	86%	1%	1%	1%	11%	0%	-	0.081	Α		67000	F
	Combined Traffic Estimates for 2 Parallel R	<u> </u>		Α	86%	1%	1%	1%	11%	0%	F	NA			137000	ŀ
outh	To- From:	US 17; BU	S US 17 Wa	arrenton	Rd											
95)	Stafford Coun	,	65000	Α	90%	1%	1%	1%	7%	0%	F	0.081	Α		63000	
$\smile$	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	131000	Α	91%	1%	1%	1%	7%	0%	F	0.074	Α	0.523	126000	
South	To From:	89-890	00 Centrepor	t Pkwy												
95)	Stafford Coun	ty 4.11	65000	Α	90%	1%	1%	1%	7%	0%	F	0.082	Α		63000	
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	133000	Α	91%	1%	1%	1%	7%	0%	F	0.073	Α	0.509	129000	
4 la	To- From	89-63	30 Courthou	se Rd												
95)	Stafford Coun	ity 3.53	65000	Α	90%	1%	1%	1%	7%	0%	С	0.082	Α		64000	
93)	Combined Traffic Estimates for 2 Parallel R	,		A	91%	1%	1%	1%	7%	0%	C	0.073	Α	0.527	129000	
	To	<u> </u>	0 Garrisonvi	ille Rd												
outh	From:				90%	1%	1%	1%	7%	0%	_	0.082	Α		67000	
95	Stafford Coun Combined Traffic Estimates for 2 Parallel R	•	68000	A A	90%	1%	1%	1%	7% 7%	0% 0%		0.082 NA	А		133000	
	To:	_	William Cou			1 /0	1 /0	1 /0	1 /0	0 /6	'	INA			133000	
outh	From:	Staff	ford County													
95)	Prince William Co	•	68000	Α	90%	1%	1%	1%	7%	0%	F	0.082	Α		67000	
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	136000	Α	91%	1%	1%	1%	7%	0%	F	0.072	Α	0.510	133000	
outh	To: From:	Rus	sell Rd Quai	ntico												_
95)	Prince William Co	ounty 2.02	66000	Α	90%	1%	1%	1%	7%	0%	F	0.076	Α		65000	
	Combined Traffic Estimates for 2 Parallel Re	oadways on this Route:	134000	Α	91%	1%	1%	1%	7%	0%	F	0.072	Α	0.503	132000	
ath	To From:	76	-619 Joplin	Rd			<u> </u>									
outh 95	Prince William Co	ounty 2.85	71000	F	90%	1%	1%	1%	7%	0%	F	0.073	F		69000	
93)	Combined Traffic Estimates for 3 Parallel R	•		F	91%	1%	1%	1%	7%	0%	F	NA			161000	
	To		234 Dumfrie	s Rd												
South	Prince William Co		67000		91%	1%	10/	00/	7%	00/	С	0.076	Α		65000	
95	Combined Traffic Estimates for 3 Parallel R	· ·		F G	91%	1%	1% 1%	0% 0%	7% 6%	0% 0%		0.076 NA	А		65000 159000	
	Combined Trainic Estimates for 3 Farallel Fi				3Z /6	1 /0	1 /0	0 /6	0 /0	0 /6	'	INA			139000	
outh	To: From:		-784 Dale B	lvd												
95)	Prince William Co	•	80000	F	91%	1%	1%	0%	7%	0%	F	NA			78000	
$\smile$	Combined Traffic Estimates for 3 Parallel Re	oadways on this Route:	161000	F	92%	1%	1%	0%	6%	0%	F	NA			165000	
South	To: From:	SR 3000	Prince Willi	iam Pkw	y											
95)	Prince William Co	ounty 1.91	82000	F	91%	1%	1%	0%	7%	0%	F	0.070	F		80000	
$\smile$	Combined Traffic Estimates for 3 Parallel Re	oadways on this Route:	185000	G	92%	1%	1%	0%	6%	0%	F	NA			191000	
	To:	SR 1	123 Gordon	Blvd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Б	1. 1. 1. 1.				4	_		Tru	ck		00	K	01/	Dir	AANAIDT	01
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
South 95	From:		23 Gordon l		040/	10/		00/	70/	00/	_	0.070	_		0.4000	
95)	Prince William Coun	•	85000	F	91%	1%	1%	0%	7%	0%	F	0.072	F		84000	F
	Combined Traffic Estimates for 3 Parallel Road	Fairfax Coun		F	93%	1%	1%	0%	6%	0%	Г	NA			214000	Г
outh	From:	Prince William C														
95)	Fairfax County	0.80	85000	F	91%	1%	1%	0%	7%	0%	F	0.072	F		84000	F
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	208000	F	93%	1%	1%	0%	6%	0%	F	NA			214000	F
	To: From:	US 1	Richmond	Hwy			$\Box$ $\vdash$									
outh 95	Fairfax County	2.04	76000	G	91%	1%	1%	0%	7%	0%	F	NA			70000	(
33)	Combined Traffic Estimates for 3 Parallel Road			G	93%	1%	1%	0%	6%	0%	F	NA			186000	(
	To		642 Lorton					- / -			-					
uth	From:				040/	40/	40/	00/	70/	00/	_	N.I.A			77000	
95	Fairfax County	2.45	79000	G	91%	1%	1%	0%	7%	0%	-	NA			77000	(
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	203000	G	92%	1%	1%	0%	6%	0%	F	NA			206000	(
uth	To: From:	Ramp F	rom Express	s Lanes												
5	Fairfax County	0.48	79000	G	91%	1%	1%	0%	7%	0%	F	NA			77000	
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	208000	G	93%	1%	1%	0%	6%	0%	F	NA			216000	
uth	To: From:	29-617 Backlick Rd	; 29-7100 Fa	airfax C	ounty Pkw	yy	$\Box$									
uth 5	Fairfax County	1.12	77000	G	91%	1%	1%	0%	7%	0%	F	NA			77000	(
15)	Combined Traffic Estimates for 3 Parallel Road			G	92%	1%	1%	0%	6%	0%	F	NA			216000	(
	To	<u> </u>	to Express 1													
uth	From:				040/	40/	40/	00/	70/	00/	_	N.I.A			100000	
<u>15</u>	Fairfax County	1.13	108000	G	91%	1%	1%	0%	7%	0%	F.	NA			106000	(
	Combined Traffic Estimates for 3 Parallel Road			N	92%	1%	1%	0%	6%	0%	N	NA			244000	
uth	To: From:	29-644 Franco	nia Rd; Old	Keene N	Aill Rd											
95)	Fairfax County	1.09	101000	G	91%	1%	1%	0%	7%	0%	F	NA			99000	(
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	253000	G	92%	1%	1%	0%	6%	0%	F	NA			261000	(
	To From:		I-395				$\Box$ $\vdash$									
outh 55) Ramp	Fairfax County	1.38	101000	N	91%	1%	1%	0%	7%	0%	N	NA			99000	
3)	Combined Traffic Estimates for 2 Parallel Road			N	92%	1%	1%	0%	7%	0%	N	NA			222000	
	To:	•	Capital Bel		0270	. , ,		0,0	. , 0	0 / 0	• •					
uth	From:		I-495								_					
Capital Beltway	Fairfax County	1.22	88000	Α	91%	1%	1%	0%	7%	0%	F	0.082	A		94000	1
	Combined Traffic Estimates for 2 Parallel Road	•		Α.	92%	1%	1%	0%	7%	0%	F	0.083	Α	0.527	189000	1
	- <del>-</del>	Capital Beltway	<i>y is also s</i> 13 Van Dor		as 1-495	)										

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK F	actor	AAWDT	QW
South	From:	29-6	13 Van Dor	n St			7,000	OTTAKE	Titan	ZIIGII		1 40101		uotoi		
95 Capital Beltway	Fairfax Coun	ty 1.20	86000	G	91%	1%	1%	0%	7%	0%	F	NA			88000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	153000	G	91%	1%	1%	0%	7%	0%	F	NA			159000	G
		Capital Beltway			as I-495	;										
·	To:	Fisenho	wer Ave Co	nnector												
South	From: L				.=./						_					_
95 Capital Beltway	Fairfax Coun	,	81000	G	97%	0%	1%	0%	2%	0%	С	NA			80000	G
~	Combined Traffic Estimates for 2 Parallel F			G	94%	1%	1%	0%	4%	0%	С	NA			153000	G
		Capital Beltway	/ is also s	igned	as I-495	•										
South	To: From:	SR 24	41 Telegrapi	h Rd												
95) Capital Beltway	Fairfax Coun	tv 0.48	76000	G	91%	1%	1%	0%	7%	0%	F	NA			75000	G
95) 5-42-1-1-1	Combined Traffic Estimates for 2 Parallel F	,		G	93%	1%	1%	1%	5%	0%	F	NA			137000	G
	Combined Traine Learnage for ET araner 1	Capital Beltway					. 70	170	070	0 70	•				107000	Ğ
	To:		CL Alexandi		40 1 100											
South	From:	Fairt	ax County I	Line												
95 Capital Beltway	City of Alexandria (N	Maint: 29) 0.15	76000	G	91%	1%	1%	0%	7%	0%	F	NA			75000	G
$\smile$	Combined Traffic Estimates for 4 Parallel F	Roadways on this Route:	140000	G								NA			NA	
		Capital Beltway	/ is also s	igned	as I-495	5										
	Τα	U	S 1 Patrick S	St												
South Capital Balturay	City of Alexandria (A				010/	10/	10/	00/	70/	00/	F	NIA			00000	_
95 Capital Beltway	City of Alexandria (N	,	83000	G	91%	1%	1%	0%	7%	0%	Г	NA			83000	G
	Combined Traffic Estimates for 4 Parallel F	•		G	105	_						NA			NA	
	To	Capital Beltway District of Colu				)										
				Potomac	River											
South	Croad and the Coa		I-95 South	G								0.001	_		1500	_
95 Ramp	Greensville Co		1500 Moores Fe									0.081	F		1500	G
				iry Ku												
South (95) Ramp from I-95 South	n to Ramp to US 301 Greensville Co		I-95 South	G								0.092	F		1100	G
95 Ramp from I-95 South	To hamp to 05 50 To Greensville Co		I-95 North		01		_					0.092	Г		1100	G
	From				01											
South (95) Ramp	City of Emporia (M		5-S TO RT :	58								NA			NA	
95 Ramp	City of Empona (Wi	US 58 US 58-W		ND FR	OM 95							INA			INA	
0 11	From			INDIK	OM 75											
South (95) Ramp	City of Emporia (M		I-95 South 1900	G								0.088	F		1900	G
95 Ramp	City of Empona (Wi		West Atlan									0.000	'		1900	G
Oth-	Erons	03.36		iiic Ol			<u> </u>									
South (95) Ramp	Greensville Co	untv 0.16	I-95 South <b>670</b>	G								0.097	F		670	G
95 Ramp	To:	•	14 Otterdam									0.037	'		0/0	G
0 "	From:	40-0		ı Nu												
South (95) Ramp	Sussex Cour	nty 0.15	I-95 South <b>320</b>	G								0.109	F		320	G
95 Ramp	Sussex Cour		1 Blue Star				_					0.109	1		320	a
		08.30	n Diue Star	nwy												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Longth AADT OA ATiro Buc	Truck QC K 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir Factor	AAWDT QW
South 95 Ramp	Sussex County	I-95 South 0.23 <b>740 A</b> 91-631 Jarratt Rd	0.113	Α	750 A
South 95 Ramp	Sussex County	I-95 South 0.21 <b>160 A</b> 91-645 Owen Rd	0.171	А	170 A
South 95 Ramp	Sussex County	I-95 South 0.14 <b>860 A</b> SR 40 Sussex Dr	0.114	А	880 A
South 95 Ramp	Sussex County  To:	I-95-S TO RT 602 0.21 <b>1200 A</b> 91-602; 91-602- 1A TO RT 95	0.137	А	1100 A
South 95 Ramp	Prince George County	I-95 South 0.20 <b>690 A</b> US 301 Crater Rd	0.141	A	690 A
South 95 Ramp	Prince George County	I-95 South to Weigh Station 0.23 <b>2200 G</b> I-95 South from Weigh Station	0.062	F	2200 G
South 95 Ramp	Prince George County	I-95 South 0.22 <b>2200 G</b>	0.122	F	2200 G
South 95 Ramp	Prince George County	I-95 South Exit 41B  0.04 NA  SR 35 Courtland Rd	NA		NA
South 95 Ramp	Prince George County	I-95 South Exit 41A 0.04 NA SR 35 Courtland Rd	NA		NA
South 95 Ramp	Prince George County	I-95 South 0.12 <b>2000 A</b> US 301 Crater Rd	0.14	А	2000 A
South 95 Ramp	Prince George County	I-95 South  0.36 <b>1200 G</b> 78% 1%  I-295 North		F	1100 G
South 95 Ramp	City of Petersburg (Maint: 74)	I-95 South 0.16 <b>3500 G</b> 123-9008 Rives Rd	0.113	F	3500 G
South 95 Ramp	City of Petersburg (Maint: 74)	I-95 South 0.25 <b>2400 G</b> 123-9010 Wagner Rd	0.109	F	2400 G
South 95 Ramp	City of Petersburg (Maint: 74)	I-95 South 0.31 <b>5200 A</b> 123-9010 Wagner Rd	0.100	A	5700 A

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subject   Subj								Tru	ıck			K	011	Dir		
Samp   City of Petersburg   Maint 74   0.09   6300   c   9500   c   976   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   076   07	Route	Jurisdiction	Length	AADT C	A 4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
12-902 Corphane Rd   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Sush   1-95 Su		From:				00/	00/	00/	00/	00/	_	0.000	_		0000	
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout	95 Ramp	City of Petersburg (Maint:				0%	0%	0%	0%	0%	C	0.088	Г		6300	G
South   City of Petersburg (Maint: 74)   0.08   9500   A	South	From:														
Ramp from I-85 N to I-95 S	(95) (460) Ramp	City of Petersburg (Maint:			A							0.098	Α		10000	Α
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout		To: From:	Ram	p to Graham R	d											
South   Sus   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South		City of Petersburg (Maint:	74) 0.07	11000	<b>G</b> 91%	0%	1%	1%	7%	0%	С	0.112	F		11000	G
South   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe   Supe		Too	Ram	p from US 301												
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout	95) 460 (A60 (Ramp from I-85 N to I-95 S	City of Petersburg (Maint:										NA			NA	
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout	(33) (400) (400)	To:														
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout	South Bus Ramp from I-85 N to I-95 S	City of Petershura (Maint:		•								0 117	Δ		13000	Δ
South   City of Petersburg (Maint: 74)   0.22   3500   G	95) (460) (460) Hamp Hom 1-03 W to 1-93 3	Oity of 1 etersburg (Maint.			A							0.117	^		13000	^
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout		From:										0.000	_		0500	
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout	95 Ramp	City of Petersburg (Maint:			G							0.082	F		3500	G
South	South	From:														
1-95-S052B to Washington Street		City of Petersburg (Maint:					<u> </u>					NA			NA	
South	$\overline{}$	To: From:	I-95-S052E	to Washington	n Street		<u> </u>									
CEUS 460 FROM RT 95 SOUTH   South   From   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   S		City of Petersburg (Maint:	74) 0.19	NA								NA			NA	
City of Colonial Heights (Maint: 20)   0.06   2900   G	33) 1	To:			SOUTH											
South   Free     1-95 South   1   1   1   1   1   1   1   1   1		From:														
South	95) Ramp	City of Colonial Heights (Mair			G							0.099	F		2900	G
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout		To.														
South   Free   1-95 South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South		City of Colonial Heights (Mair			<b>G</b> 97%	0%	1%	1%	1%	0%	С	NA			10000	G
South   South   Frame     1-95-S TO ROUTE 620 WEST     1-95 South	93)	To:				0,70		. , 0	. , 0	0,70						
South		From:		I-95 South												
South   Chesterfield County   O.26   NA	95) Ramp	Chesterfield County										0.104	F		3800	G
South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   Sout		10:														
South     I-95 South     I-95 South     I-95 South     I-95 South     I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South   I-95 South		Chesterfield County			WEST							NΔ			NΔ	
South     South     South     South     South     South     South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South   South	90)	To:			SOUTH							INA			INA	
South   Chesterfield County   0.17   12000   G     0.102   F   12000   G	South	From:														
South         From         I-95-S061C TO RT 10           (95)         Ramp         Chesterfield County         0.07         NA         NA         NA		Chesterfield County				•						0.102	F		12000	G
Ramp Chesterfield County 0.07 NA NA NA	South	To: From:					-									
		Chesterfield County			10							NA			NA	
	<u> </u>	To:			5											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Truck		QC	K	QK	Dir	AAWDT	QW
South	From:	I-95 South			2Axie 3+	-Axle 1Trai	21rail		Factor		Factor		
(95) Ramp	Chesterfield County	0.39 <b>5200 G</b>							0.121	F		5200	G
	To:	SR 10 W, West Hundred R	Rd										
South	From:	I-95-S061A TO RT 10											
95 Ramp	Chesterfield County	0.03 NA	7.05						NA			NA	
	Tours.	SR 10 I-95-S061B FROM R	1 95										
South (95) Ramp	Chesterfield County	I-95 South 0.25 <b>5000 G</b>	96%	0%	1%	1% 2%	0%	F	NA			5500	G
95)	To	SR 288 N Ramp	0070	0 70		170 270	0 70	•	10.			0000	Ğ
South	From:	I-95 South											
(95) Ramp	Chesterfield County	0.08 <b>5800 G</b>							0.102	F		5800	G
$\overline{}$	To:	20-613 Willis Rd											
South	From:	I-95 South											
95 Ramp	City of Richmond (Maint: 20)	0.31 <b>4800 G</b>							0.116	F		4800	G
	10.	I-95 North Exit 69A Ram	p										
South (95) Ramp	City of Richmond (Maint: 20)	I-95 South 0.22 <b>8100 A</b>	87%	1%	2%	4% 6%	0%	F	0.097	Α		8800	Α
95) Hamp	Tar	I-95 North Exit 73A	07 76	1 /0		+/6 0/6	0 76	'	0.037	^		0000	^
South	From:	I-95-S											
95) I-95 S Exit 74 B	City of Richmond (Maint: 43)	0.07 <b>NA</b>							NA			NA	
	To:	Franklin St											
South	From:	I-95 South											
95 Ramp	City of Richmond (Maint: 43)	0.11 <b>3800 F</b>							0.121	F		3800	F
	To:	I-95 North Exit 74C											
South	City of Richmond (Maint: 43)	I-95 South 0.08 <b>8600 F</b>							0.094	F		8600	F
95 Ramp	Tax	SR 33 Leigh St							0.094	Г		8600	Г
South	From:	I-95 South											
95) Ramp	City of Richmond (Maint: 43)	0.21 <b>9300 F</b>	96%	1%	1%	1% 2%	0%	С	0.114	F		9300	F
	Te:	SR 161 Boulevard											
South	From:	I-95 South											
95) Ramp	Henrico County	0.22 <b>3700 F</b>							0.149	F		3700	F
<u> </u>	To:	2US 301-P											
South	From:	I-95 South							0 1 17	_		700	_
95 Ramp	Henrico County	0.09 <b>720 F</b> SR 73 E, Parham Rd							0.147	г		720	F
South	From:												
South (95) Ramp	Henrico County	I-95 South 0.19 <b>4200 F</b>							0.117	F		4200	F
<u></u>	То:	SR 73 W, Parham Rd											
South	From:	I-95 South											
95) Ramp	Henrico County	1.42 <b>23000 A</b>							0.107	Α		21000	Α
$\smile$	To:	I-295 East											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and interstate Routes			
Route	Jurisdiction	Longth AADT OA Aliro Riic	Truck Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Factor	AAWDT QW
Counth	From:	I-95 South	Axie 3+Axie i i i ali 2 i i ali	racior racior	
South 95 Ramp	Henrico County	0.19 <b>8300 F</b>	_	0.119 F	8300 F
95) 1141115	To:	Ramp From I-95 N	7	0.110	0000 1
Courth	From:	I-95-S TO RT 656 EAST	<u> </u>		
South (95) Ramp	Hanover County	0.21 <b>1000 G</b>	_	0.118 F	1000 G
93)	To:	FROM RT 95 SOUTH	7		
South	From:	I-95-S TO RT 656 WEST			
95) Ramp	Hanover County	0.17 <b>1300 G</b>	_	0.108 F	1300 G
(33)	To:	FROM RT 95 SOUTH	7		
South	From:	I-95 South			
95) Ramp	Hanover County	0.17 <b>1700 F</b>	_	0.092 F	1900 F
(33)	To:	42-802 Lewistown Rd	7		
South	From:	I-95 South			
(95) Ramp	Hanover County	0.16 <b>3400 G</b>	_	0.071 F	3400 G
	To	I-95 South Exit 92B	7		
South	From:				
95 Ramp	Hanover County	0.02 <b>NA</b>	7	NA	NA
	Tα	SR 54 East Patrick Henry Rd; England St			
South	From:	I-95-S092A JB-42 FROM RT 95			
95 Ramp	Hanover County	0.04 <b>NA</b>	7	NA	NA
	To:	SR 54 FROM RT 95			
South	From:	I-95 South			
95 Ramp	Hanover County	0.24 <b>1400 G</b>		0.076 F	1400 G
South	To- From:	I-95-S098B FROM RT 95 TO RT 30			
95) Ramp	Hanover County	0.18 <b>NA</b>		NA	NA
93) 1 1	To		7		
South	From:	FROM RT 725			
95) Ramp	Hanover County	0.32 <b>NA</b>	_	NA	NA
	To:	42-99007-N000A KINGS DOMINION GATE			
South	From:	I-95-S098A JB-42 FROM RT 95			
95 Ramp	Hanover County	0.09 <b>NA</b>	_	NA	NA
	10:	SR 30 FROM RT 95			
South	From:	I-95 South			
95 Ramp	Caroline County	0.17 <b>4900 G</b> 48% 1%	1% 3% 46% 0%	C NA	4900 G
South	Tec From:	Ramp Split before SR 207	]		
95) Ramp	Caroline County	0.03 <b>1700 G</b> 48% 2% 2		C NA	1700 G
95)	To:	SR 207 S, Rogers Clark Blvd	7		
South	From:	I-95-S104A FROM RT 95	1		
95) Ramp	Caroline County	0.03 <b>NA</b>	_	NA	NA
93)	To	SR 207 FROM RT 95	7		
	<u>,                                      </u>		•		

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		<u> </u>				Tru	ıck			K	D	ir	
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK Fac		QW
South	From:	I-95 South to Res	t Area										
95 Ladysmith Rest Area Ramp	Caroline County	0.13 <b>NA</b>								NA		NA	
	To:	Enter Rest Area Par											
South	Corolina County	Exit Rest Area Park		20/	20/	10/	150/	00/	0	NIA		2000	G
95 Ladysmith Rest Area Ramp	Caroline County	0.14 <b>2800</b>		2%	2%	1%	15%	0%	С	NA		2800	G
		I-95 South from Re											
South	Corolina County	I-95-S TO RT (	639							NA		NA	
95 Ramp	Caroline County	0.15 <b>NA</b> 16-639 FR RT 95	TO DT							INA		INA	
South	From:	I-95-S TO RT								0 115	_	4400	0
95 Ramp	Spotsylvania County	0.24 <b>4100</b>	G							0.115	F	4100	G
		88-606 FR RT 95											
South	From:	I-95-S TO RT								0.440	_	17000	_
95 Ramp	Spotsylvania County	0.32 17000	G		_					0.113	F	17000	G
	10.	US 1 TO AND FR	OM RT										
South	From:	I-95 SB								0.004	_	2000	_
95) Ramp at I-95 Exit 130	Spotsylvania County	0.20 6900	G							0.094	F	6900	G
	To:	SR 3 Plank Rd	EB										
South	From:	I-95 SB									_		_
95) Ramp at I-95 Exit 130	Spotsylvania County	0.36 19000	G							0.107	F	19000	G
	To:	SR 3 Plank Rd											
South	From:	I-95 South to Welcor	ne Center										
95 Fredericksburg Welcome Center	Spotsylvania County	0.06 <b>NA</b>								NA		NA	
South	To: From:	Enter Welcome Center Exit Welcome Center l											
95) Fredericksburg Welcome Center	Spotsylvania County	0.06 <b>2000</b>	<b>A</b> 86%	1%	1%	1%	11%	0%	F	0.128	Α	1800	Α
95) Fractionally Wolcomb Contain	To:	I-95 South from Welco		1 70		. 70	1170	0 70	•	0.120	,,	1000	, ,
South	From:	I-95 South											
95) Ramp	Stafford County	0.22 <b>6500</b>	<b>G</b> 96%	1%	1%	1%	2%	0%	С	NA		6500	G
93)	To:	US 17 Warrento		1 70	Ť	. 70	270	0 70	Ü			0000	ū
South	From:	I-95 South											
95) Ramp	Stafford County	0.31 <b>5800</b>	<b>G</b> 89%	1%	2%	2%	5%	0%	С	NA		5800	G
95) 1141119	To:	US 17 Warrento		1 70		270	070	0 70	J	1471		0000	u
South	From:	I-95-S TO CENTREPOR											
OF	Stafford County	0.30 <b>NA</b>	IFAKKWAI							NA		NA	
95	Stanora dounty									14/7		1.41/-(	
South	To: From:	I-95-S136B TO CENTREPO	ORT PARKWAY										
95)	Stafford County	0.03 <b>NA</b>								NA		NA	
$\overline{}$	To:	89-8900 TO & FRO	M 95 SO										
South	From:	I-95-S136A TO CENTREPO	ORT PARKWAY										
95)	Stafford County	0.10 <b>NA</b>								NA		NA	
	To:	89-8900 FROM RT 9	5 SOUTH										

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	I-95-S TO RT 630			ZAXIE	3+Axie	IIIaii	ZIIali				acioi		
(95) Ramp	Stafford County	0.15 <b>NA</b>								NA			NA	
	To:	89-630 FR RT 95 TO RT												
South (95) Ramp	From:	I-95 South												
95 Ramp	Stafford County	0.22 <b>3800 G</b>	98%	0%	1%	0%	1%	0%	С	NA			3800	G
<u> </u>	To:	89-610 Garrisonville Rd												
South	From:	I-95 South							_					
95 Ramp	Stafford County	0.24 <b>12000 A</b>	98%	1%	1%	0%	1%	0%	С	0.126	Α		13000	Α
	10.	89-610 Garrisonville Rd												
South (95) Ramp	From:	I-95-S TO GOVERNMENT I	RD										NIA	
95) Hamp	Prince William County	0.26 NA								NA			NA	
		FROM RT 95												
South	From:	I-95-S TO RT 619											NIA	
95 Ramp	Prince William County	0.28 <b>NA</b>								NA			NA	
	100	FROM RT 95												
South Power at LOS Evit 150	Prince William County	I-95 SB 0.17 <b>NA</b>								NA			NA	
95) Ramp at I-95 Exit 150	Troil	0.17 NA SR 3 Plank Rd WB								INA			INA	
South Fyit 150 A	Prince William County	0.21 <b>NA</b>								NA			NA	
95 Exit 152 A	To:	SR 234 Dumfries Rd S								INA			INA	
0 "	From:				1									
South (95) Exit 152 B	Prince William County	I-95 S 0.23 <b>NA</b>								NA			NA	
95) EXIL 132 B	To:	SR 234 Dumfries Rd N								INA			INA	
Countly	From:													
South (95) Dale City Rest Area Ramp	Prince William County	I-95 South to Scales 0.21 <b>5500 G</b>	11%	5%	2%	7%	73%	2%	С	NA			5500	G
95) Baile Oily Mest Area Hamp	To:	Enter Scales	1170	370		1 70	1070	270	O	INA			3300	G
South	From:	Exit Rest Area Parking Lot												
95) Dale City Rest Area Ramp	Prince William County	0.32 <b>NA</b>								NA			NA	
$\overline{}$	To:	I-95 South from Rest Area												
South	From:	I-95-S156X TO RT 784-DALE I	BLVD											
(95) Ramp	Prince William County	0.25 <b>NA</b>								NA			NA	
	To:	76-784 TO AND FROM R	Γ											
South	From:	I-95-S156X TO RT 784-DALE I	BLVD											
95) Ramp	Prince William County	0.22 <b>NA</b>								NA			NA	
<u> </u>	To From	I-95-S156C TO RT 1780												
South Ramp	Prince William County	0.30 <b>NA</b>								NA			NA	
95 Ramp	Time villan County	76-784 FR RT 95								INA			INA	
Counth	From													
South (95) Exit 156 C	Prince William County	I-95 Exit 156 B 0.18 <b>NA</b>								NA			NA	
95) EXIL 130 0	To:	76-1780 Potomac Mills Rd								INA			INA	
	L	70-1700 I Otolilac Willis Ku												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail		Dir Factor AAWDT QW
South (95) Dale City Rest Area Ramp	Prince William County	I-95 South to Rest Area 0.06 NA		NA	NA
	To:	Enter Rest Area Parking Lot			
South (95) Dale City Rest Area Ramp	Prince William County	Exit Rest Area Parking Lot 0.08 1000 G 97% 1%	 1% 0% 1% 0%	C NA	1000 G
95) Bale Oily Heat Hamp	To:	I-95 South from Rest Area	770 070 170 070		1000 G
South	From:	I-95-S BEG COLL RD00-RT 784-DALE BLVD			
95) Ramp	Prince William County	0.20 <b>NA</b>		NA	NA
South	To: From:	I-95-S156B TO RT 784-DALE BLVD			
(95) Ramp	Prince William County	0.40 <b>NA</b>		NA	NA
$\smile$	To	76-784-W006A FROM RT 784-DALE BLVD			
South (95) Ramp	Prince William County	0.21 <b>NA</b>		NA	NA
$\smile$	To:	I-95-S156A TO RT 784-DALE BLVD			
South (95) Ramp	Prince William County	0.12 <b>NA</b>		NA	NA
	To	76-784-E006A FROM RT 784-DALE BLVD			
South (95) Ramp	Prince William County	0.39 <b>NA</b>		NA	NA
	To:	I-95-S156R FR REST AREA	$\neg$ ——		
South (95) Ramp	Prince William County	0.13 <b>NA</b>		NA	NA
$\smile$	To: From:	I-95-S156R TO REST AREA			
South (95) Ramp	Prince William County	0.10 <b>NA</b>		NA	NA
	To:	I-95-S END COLL RD-RT 784- BOLVE			
South	From:	I-95-S TO RT 3000			
95 Ramp	Prince William County	0.19 <b>NA</b>		NA	NA
	To:	76-3000 FROM RT 95 SOUTH			
South	From:	I-95-S TO RT 3000 WEST			
95) Ramp	Prince William County	0.22 <b>NA</b>		NA	NA
<u> </u>	To:	76-3000 FROM ROUTE 95 SOUTH			
South	From:	I-95-S TO RT 123 NORTH			
95 Ramp	Prince William County	0.23 <b>NA</b>	_	NA	NA
		SR 123 FROM RT 95 SOUTH			
South (95) Ramp	Fairfax County	I-95-S TO ROUTE 1 SOUTH 0.03 NA		NA	NA
$\overline{}$	To	FROM REVERSIBLE LANE			
South (95) Ramp	Fairfax County	0.12 <b>NA</b>		NA	NA
93)	To:	6US 01-P FROM RT 95 SOUTH	$\neg$		
South	From:	I-95-S TO RT 642			
95) Ramp	Fairfax County	0.24 <b>NA</b>		NA	NA
· .	To:	29-642; 29-642- 2A TO AND FROM RT			

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck	QC K QK Dir	
South	From:	I-95-S TO FAIRFAX CO PARKWAY	2Axle 3+Axle 1Trail 2Trail	Factor Fact	or
(95) Ramp	Fairfax County	0.22 <b>NA</b>		NA	NA
	To: F	AIRFAX CO PARKWAY FROM ROUTE 95 SOUTH			
South (95) Ramp	From:	I-95 South			
95 Ramp	Fairfax County	0.24 <b>4100</b> A		0.197 A	5000 A
	To:	Fairfax County Pkwy			
South	Fairfax County	I-95-S TO RT 617 0.31 <b>NA</b>		NA	NA
95 Ramp	Fairiax County	0.31 <b>NA</b> FROM RT 95		INA	INA
Carreth	From:	I-95-S TO RT 613			
South 95 Ramp	Fairfax County	0.32 <b>NA</b>		NA	NA
95)	To:	FROM RT 95			
South	From:	I-95-S TO EISENHOWER Ave CONN			
(95) Ramp	Fairfax County	0.12 <b>NA</b>	<del></del>	NA	NA
	Τα	100-6579 FROM & TO ROU			
South 95 Ramp	From:	I-95-S175X TO RT 241			
95) Ramp	Fairfax County	0.15 <b>NA</b>		NA	NA
$\overline{}$	To:	SR 241 FROM RT 95			
South	From:	I-95-S175X TO RT 241			
95) Ramp	Fairfax County	0.13 <b>NA</b>		NA	NA
~	To:	I-95-N175B I-95- 175B TO ROUTE			
South	From:	I-95-S BEGIN COLL RD00- RT 241 TELEGRAP		A1.A	<b>.</b>
South (95) Ramp	Fairfax County	0.11 <b>NA</b>		NA	NA
South	To: From:	I-95-S175B TO RT 241			
South 95 Ramp	Fairfax County	0.10 <b>NA</b>		NA	NA
South	To: From:	SR 241-N001B FROM RT 241			
95) Ramp	Fairfax County	0.15 <b>NA</b>		NA	NA
	To	I-95-S175A TO RT 241			
South	110III.				
95 Ramp	Fairfax County	0.10 <b>NA</b>		NA	NA
South	To- From:	SR 241-S001B FROM RT 241			
(95) Ramp	Fairfax County	0.09 <b>NA</b>		NA	NA
$\overline{}$	To:	I-95-S END COLL RD00- RT 241 TELEGRAPH			
South	From:	I-95 S			
95 I-95 S Exit 177 A	City of Alexandria (Maint: 29			NA	NA
$\smile$	To:	US 1 Richmond Hwy S			
South	From:	I-95 S			
95) I-95 S Exit 177 B C	City of Alexandria (Maint: 29			NA	NA
<u> </u>	To:	I-95 S Exit 177 B; I-95 S Exit 177 C			

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	Lords attents	. Laurath	11DT 0	4.7.	D		Truck	<b>&lt;</b>		00	K	01/	Dir		
Route	Jurisdiction	n Length	AADT QA	4Tire	Bus	2Axle 3	+Axle 1	Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
outh	From:		S Exit 177 B C												
95) I-95 S Exit 177 B	City of Alexandria (	,	NA								NA			NA	
<u> </u>	1σ:	US	1 Patrick St N												
outh	From:		S Exit 177 B C												
95) I-95 S Exit 177 C	City of Alexandria (		NA								NA			NA	
<u> </u>	To:	<u> </u>	Church St												
	From:		S of Cluster Sprin	gs											
₉₆ ) Virgilina Rd	Halifax Cou	nty 7.11	1300 G	84%	1%	1%	1%	13%	0%	С	0.092	F	0.544	1400	(
<u> </u>	Tα	W	CL Virgilina												
96	Town of Virgilina (N		1300 N	84%	1%	1%	1%	13%	0%	Ν	0.092	Ν	0.544	1400	- 1
96)															
	From:	Mainte (11)	N SR 49	010/	1%	10/	10/	<b>C</b> 0/	00/		0.005		0.510	1000	(
96 (49) Florence Ave	Town of Virgilina (N		1600 G		1%	1%	1%	6%	0%	F	0.095	F	0.519	1600	(
<u> </u>	10.		Carolina State Lir	e											
	From:		R 89 Main St							_		_			
97) Pipers Gap Rd	City of Gala	ax 0.11	2500 F	99%	0%	1%	0%	0%	0%	С	0.095	F	0.611	2700	
<u> </u>	To		ECL Galax			$\neg$									
97) Pipers Gap Rd	Grayson Cou	unty 0.78	2200 G	99%	0%	1%	0%	0%	0%	С	0.099	F	0.609	2300	(
	To:	Carr	oll County Line												
	From:		son County Line												
₉₇ ) Pipers Gap Rd	Carroll Cour	nty 3.76	2000 F	99%	0%	0%	0%	1%	0%	С	0.091	F	0.605	2100	ı
<u> </u>	To	17-	713 Pipers Gap			_									
97) Pipers Gap Rd	Carroll Cour		990 F	99%	0%	0%	0%	1%	0%	F	0.103	F	0.518	1000	ı
	To:		Ridge Parkway												
	From:	118 52 8 8	cenic Hwy Bland	СН											
98) Main St	يا Bland Coun		230 G	98%	1%	1%	0%	0%	0%	С	0.15	F	0.6	240	(
90) 31	To:		South of Bland C		. , ,		0 / 0	0 / 0	0,0	Ū	01.0	•	0.0		
	From:			-											
99 Randolph Ave	Town of Pula		NCL Pulaski 1200 G	98%	0%	1%	1%	0%	0%	F	0.103	F	0.56	1200	(
99 Randolph Ave	TOWIT OF Full	15KI U.00	1200 G	90 /6	0 /6	1 /0	1 /0	U /o	0 /6	'	0.103	'	0.50	1200	•
	To: From:		9th St												
99) Randolph Ave	Town of Pula	aski 0.47	2700 G	98%	0%	1%	1%	0%	0%	С	0.094	F	0.552	2800	(
<u> </u>	To		3rd St			_									
99) Randolph Ave	Town of Pula	aski 0.08	2900 G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.722	3100	(
	To:	M	ain St; 2nd St												
	From:		lph Ave; Valley S	t											
₉₉ ) Main St	Town of Pula		1300 G	98%	1%	1%	0%	1%	0%	F	0.088	F	0.863	1400	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2400 G	98%	1%	0%	0%	1%	0%	F	NA			2600	(
	Tα	Wachi	ngton Ave; US 1												
99) Main St	From: Town of Pula		2900 G		1%	1%	0%	1%	0%	С	0.104	F		3100	(
	: Own or all			00/0	. , .	. , .	- / -	. , .	0,0	_	3	•		0.00	•
gg man or	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	5800 G	98%	1%	0%	0%	1%	0%	С	NA			6200	(

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From	ı:	3rd St													
99) Main St	Town of Pu	laski 1.10	11000	G	98%	1%	0%	0%	0%	0%	С	0.085	F	0.510	12000	G
Main Ct	Town of Du	i L	ob White B		000/	10/		00/	00/	00/	F	NIA			7000	
99) Main St	Town of Pu		7300	G	98%	1%	0%	0%	0%	0%	г	NA			7900	G
99 Count Pulaski Dr	From Pulaski Col		ECL Pulask 7800	d G	94%	1%	 1%	1%	4%	0%	С	0.096	F	0.501	8100	G
99 Count Pulaski Dr	r ulaski odi		FR 47 Kirl		34 /0	1 /0	1 /0	1 /0	4 /0	0 /6	C	0.090	'	0.501	8100	G
	Fron		Count Pula													_
99) Ramp to I-81 S at Exit 94	Pulaski Co		1700	G								0.135	F		1700	G
	To	X	I-81 N													
East	From		E, Count Pu													
99) Ramp to I-81 N at Exit 94	Pulaski Co	unty 0.24	1000	G								0.109	F		1000	G
	Town	*L	I-81 N													
<u>Vest</u> 99 Ramp to I-81 N at Exit 94	Pulaski Co		V, Count Pt <b>160</b>	ılaskı Dr <b>G</b>								0.122	F		160	G
gg ramp to 1 01 14 at Exit o-	To alaski So	x 0.22	I-81 N									0.122	•		100	
	From	r F	andolph A	ve												
99 3rd St	Town of Pu		1100	G	99%	0%	0%	0%	0%	0%	F	NA			1200	G
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2400	G	98%	1%	0%	0%	1%	0%	F	NA			2600	G
	To From	J	efferson Av	ve												
99) 3rd St	Town of Pu		2100	G	99%	0%	0%	0%	0%	0%	F	0.104	F		2200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3400	G	98%	1%	0%	0%	1%	0%	F	NA			3700	G
	Tron Tron		Washingto													
99) 3rd St	Town of Pu		2900	G	99%	0%	0%	0%	0%	0%	С	0.096	F		3100	G
	Combined Traffic Estimates for 2 Parallel		<b>5800</b> R 99 Main	G St	98%	1%	0%	0%	1%	0%	С	NA			6200	G
	Fron		221 Floyd													
100)Sylvatus Highway	Town of Hillsville		3200	N	94%	0%	1%	3%	2%	0%	Ν	0.098	Ν	0.524	3300	N
	Te		ICL Hillsvil	lle												
100)Sylvatus Highway	Carroll Cou		3200	F	94%	0%	1%	3%	2%	0%	С	0.098	F	0.524	3300	F
	To	Wy	the County													
Wygor I han	Mutho Co.		roll County		010/	00/	10/	E0/	20/	00/	0	0.000	F	0.505	2500	_
100 Wysor Hwy	Wythe Cou		3300 ski County	G Line	91%	0%	1%	5%	3%	0%	С	0.089	Г	0.505	3500	G
	From	Wy	the County	Line												
100 Wysor Rd	Pulaski Co		4000	G	91%	0%	1%	5%	3%	0%	F	0.086	F	0.646	4200	G
<u> </u>	To From	I-81 1SR-00100-P(U)/SR-0	West of D	_	) RT 81 N	IOR										
100)(100)Ramp to I-81 N at	Exit 89 Pulaski Co		70100-1 <b>1</b> 010	J. 1(11)// T			00 for dir	rectional	traffic v	olume e	estima	ates for th	nis se	gment.		
100) 100)	To To		100-N018A	A(R)/FRO								· <del>-</del> · ·	- 20	J		

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		i iiiiai y ai	iu iiileisia	ie rioi	uics											
Route	Jurisdictio	n lenath	AADT	QΔ	4Tir≏	Rus			uck		QC	K	QK	Dir	AAWDT	OW/
riodio	Gurisdiolio				71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q. (	Factor	7000001	QII
	From:		EST OF DR	APER												
100 81	Pulaski Cou	,										es for this	·			
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	74%	1%	1%	1%	22%	2%	F	0.101	Α	0.53	37000	Α
	To:	R	T F-47 S INT	Γ			$\neg$ $\vdash$									
(100) (81)	Pulaski Cou	nty 1.67			S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	G	74%	1%	1%	1%	22%	2%	F	0.072	F	0.558	39000	G
	Terl		M INT & SR	00 IN												
(100) (81)	From: Pulaski Cou		WI IIVI & SK	( )) IIV		ee I-81	for dire	rtional t	raffic vo	lume es	timate	es for this	Sea	ment		
100/81/	Combined Traffic Estimates for 2 Parallel	,	38000	۸	74%		1%	1%		2%		0.103	·		37000	Α
	Tax	rioadways on this rioute.	FR 47		7470	1 /0		1 /0	22 /0	2/0	•	0.103	^	0.527	37000	^
	From:	IS-00081-N(B)/IS-0		(L)/TO	RT 100 &	ξF										
100 (81) Ramp I-81 N Exit	98 to SR 100 N Pulaski Cou	nty 0.21			S	ee I-81	for direc	ctional t	raffic vo	lume es	timate	es for this	segi	ment.		
	To:		FR-47													
	From:		I-81													
(100)	Pulaski Cou	inty 0.84	15000	Α	95%	0%	0%	1%	3%	0%	С	0.101	Α	0.52	16000	Α
<u> </u>	To:	77-0	682 Newbern	Rd			<u> </u>									
100 Cleburne Blvd	Pulaski Cou	nty 0.21	18000	G	95%	0%	0%	1%	3%	0%	F	0.084	F	0.553	19000	G
	Tool	-	SCL Dublin													
100	From: Town of Dublin (N	Maint: 77) 0.51	18000	N	95%	0%	0%	1%	3%	0%	N	0.084	N	0.553	19000	N
100	Town or Busin (iv				33 70	0 70		1 /0	3 78	0 70	14	0.004	11	0.555	13000	14
	To: From:		US 11 Dublin													
(100)	Town of Dublin (N	Maint: 77) 0.21	5700	G	91%	0%	1%	3%	5%	0%	С	0.088	Ν	0.675	6100	G
<u> </u>	To: From:		NCL Dublin													
100 Clebone Rd	Pulaski Cou	inty 4.16	5600	G	90%	1%	1%	3%	5%	0%	С	0.088	F	0.675	5900	G
$\smile$	Too	77.	627 Highland	Rd												
100)Celburne Blvd	From:I Pulaski Cou		5100	G	95%	0%	0%	1%	3%	0%	F	0.083	F	0.668	5300	G
100)	To:		les County Li							• / •						-
	From:		aski County L													
100) Pulaski Giles Tpke	Giles Coun	nty 1.37	4300	G	91%	1%	1%	2%	6%	0%	С	0.098	F	0.688	4400	G
$\smile$	To:		R 42 Poplar H													
	From:	SR 42 Poplar H									_		_			_
100) (42) Pulaski Giles Tpk	e Giles Coun	ty 2.13	3800	G	92%	1%	1%	1%	5%	0%	С	0.106	F	0.665	3900	G
	To: From:	35-75	50 Cedar Cres	st Rd												
100 Pulaski Giles Tpke	Giles Coun	nty 0.72	3800	G	92%	1%	1%	1%	5%	0%	F	0.099	F	0.617	3900	G
$\smile$	To:	35-6	60 Post Office	e Rd												
100) Pulaski Giles Tpke	From:I Giles Coun		4100	G	92%	1%	1%	1%	5%	0%	F	0.097	F	0.604	4300	G
100). diadia dilad i pilo	anes oddi				02,0	1,75		1 /3	0 / 0	0,0	•	5.007	•	3.00 F	1000	<u> </u>
	To: From:		06 Meadows		000/	10/		40/	<b>5</b> 0/	201		0.000		0.546	4.400	
100 Pulaski Giles Tpke	Giles Coun	ty 4.37	4300	G	92%	1%	1%	1%	5%	0%	F	0.092	F	0.549	4400	G
<u> </u>	To: From:	35-665	Wilburn Vall	ley Rd												
100 Pulaski Giles Tpke	Giles Coun	nty 2.24	5700	G	92%	1%	1%	1%	5%	0%	F	0.095	F	0.505	5900	G
$\smile$	To:	S	CL Pearisburg	g												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Jurisdiction .	Length A	AIJI (JA	41112	DUS					QC	_	QK			
			4Tire		2Axle	3+Axle	1Trail	2Trail		Factor		Factor	7000001	QV
From:		Pearisburg	0.40/	40/		40/	00/	00/	0	0.000	_	0.574	0500	
Town of Pearisburg (Maint: 35)	0.46 6	300 G	94%	1%	1%	1%	3%	0%	С	0.089	F	0.574	6500	G
To: From:	Bus US 460	) Wenonah Ave												
Town of Pearisburg (Maint: 35)	0.38 <b>9</b>	700 G	95%	0%	1%	1%	2%	0%	С	0.089	F	0.58	10000	(
To: From:	Bus US 460	) North Main St												
Town of Pearisburg (Maint: 35)	0.21 3	3400 G	99%	0%	1%	0%	0%	0%	С	0.091	F	0.537	3600	(
To: From:	WCL	Pearisburg												
Giles County	3.86 <b>2</b>	2000 G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.554	2100	(
To.	ECL	Narrows			$\neg$ $\vdash$									
Town of Narrows (Maint: 35)	0.65 <b>2</b>	2200 G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.517	2300	(
To:	SR 61 M	Iain Monroe												
From:														
Pulaski County										0.1	F		5300	(
To:	I-	-81 N												
From:														
										0.111	F		3900	(
										0.100	_		1500	,
Pulaski County										0.132	Г		1500	(
From														_
City of Boanoke			99%	0%	0%	N%	0%	0%	C	0 092	F	0.53	9500	(
Oity of Floarione			33 76	0 70	<u> </u>	0 70	0 70	0 70	O	0.032	•	0.55	3300	`
City of Poppako			069/	10/	10/	10/	10/	00/	Е	0.005		0.504	27000	(
City of Roanoke			96%	170	1%	170	170	0%	Г	0.085	Г	0.504	27000	,
From:														
City of Roanoke			96%	1%	1%	1%	1%	0%	F	0.09	F	0.554	33000	(
To:	US 11 W	illiamson Rd												
From:	SR 101 TO	RT 581 SOUTH	I											
City of Roanoke (Maint: 80)										0.084	F		3500	(
To: I-:	581-S FROM RT 101	EAST00- HERS	SHBERGE	ER										
From:	SR 101 I-581-N004	B FROM & TO	RT 58											
										0.111	F		1200	(
To: I-5				ER										
From:			ΓE 581								_			
			armen ~	- n						0.113	F		7100	(
1-5			SHBERGI	£Κ										
From:			000/	00/		00/	40/	00/	_	-	_		2005	
City of Hoanoke (Maint: 80)			98%	υ%	0%	0%	1%	0%	С	0.111	F		6300	(
	Town of Pearisburg (Maint: 35)  Town of Pearisburg (Maint: 35)  Town of Pearisburg (Maint: 35)  Town  Giles County  Town  Town of Narrows (Maint: 35)  To  From:  Pulaski County  To  From:  Pulaski County  To  From:  City of Roanoke  To:  From:  City of Roanoke  To:  From:  City of Roanoke (Maint: 80)  To  From:  City of Roanoke (Maint: 80)  To  To  City of Roanoke (Maint: 80)  To  To  City of Roanoke (Maint: 80)  To  To  City of Roanoke (Maint: 80)  To  City of Roanoke (Maint: 80)	Town of Pearisburg (Maint: 35)   0.38   5	Town of Pearisburg (Maint: 35)   0.38   9700   G	Town of Pearisburg (Maint: 35)   0.38   9700   G   95%	Town of Pearisburg (Maint: 35)   D.38   9700   G   95%   0%	Town of Pearisburg (Maint: 35)   0.38   9700   G   95%   0%   1%	Bus US 460 Wenonah Ave	Bas US 460 Wenonah Ave	Bus US 460 Wenonah Ave	Bus US 460 Wenonah Ave	Town of Pearisburg (Maint: 35)   0.38   9700   G   95%   0%   1%   1%   2%   0%   C   0.089	Town of Pearisburg (Maint: 35)	Town of Pearisburg (Maint: 35)   0.38   9700   G   95%   0%   1%   1%   2%   0%   C   0.089   F   0.58	Bias US 460 Wetnomb Ave

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q)
	From:	West Virginia													
102)Stadium Dr	Town of Bluefield	0.39 <b>720</b>	0 G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.517	7600	G
<u> </u>	To:	College													
College Ave	Town of Bluefield	Stadiun 0.87 <b>120</b> 0		99%	0%	0%	09/	00/	0%	С	0.088	F	0.510	13000	(
102 College Ave	Town or Bluefield	0.87 <b>1200</b>	0 G	99%	0%	0%	0%	0%	0%	C	0.066	Г	0.519	13000	(
	To: From:	Valleyda													
102)College Ave	Town of Bluefield	0.80 <b>940</b>	0 G	97%	0%	1%	0%	1%	0%	С	0.085	F	0.509	10000	(
<u> </u>	Tox	Rollins	St												
102)College Ave	Town of Bluefield	0.31 860		97%	0%	1%	0%	1%	0%	F	0.084	F	0.555	9100	(
.02)	To	T 1													
102)College Ave	Town of Bluefield	Tazewel 0.07 <b>800</b>		97%	0%	1%	0%	1%	0%	F	0.086	F	0.551	8500	(
102 College Ave	Town of Bluefield	0.07	J G	91 /6	0 /6	1 /0	0 /6	1 /0	0 /6	•	0.000	'	0.551	6500	,
	Te: From:	US 19; US 460													
102 College Ave	Town of Bluefield	0.58 <b>370</b>	0 G	94%	1%	1%	1%	3%	0%	С	0.096	F	0.627	3900	(
<u> </u>	To	NCL Blu	efield			<u> </u>									
102	Tazewell County	4.13 <b>390</b>	0 G	97%	0%	1%	1%	1%	0%	С	0.086	F	0.632	4000	(
	To	Wind Winding Co	-t- I : C												
102)Bramwell Rd	Tazewell County	West Virginia St 0.20 <b>130</b>		1p 97%	0%	1%	1%	1%	0%	F	0.118	F	0.505	1300	(
102 Branwen rid	razewen oddiny	0.20 130	<del>,</del>	37 76	0 70	1 70	1 /0	1 /0	0 70		0.110	'	0.505	1000	
	To: From:	West Virginia St													
Boissevain Rd	Tazewell County	0.60 <b>150</b>	0 G	97%	0%	1%	1%	1%	0%	F	0.111	F	0.542	1500	(
<u> </u>	To: From:	ECL Poca	hontas												
102)	Town of Pocahontas (Maint: 92)	0.25 <b>150</b>	0 N	97%	0%	1%	1%	1%	0%	Ν	0.111	Ν	0.542	1500	- 1
	Tα	92-1103 C	enter St												
	From:	North Carolina	State Line												
103)Claudville Hwy	Patrick County	4.43 <b>200</b>		92%	1%	1%	1%	5%	0%	F	0.085	F	0.54	2100	(
,	To:	70-773 Near													
	From:	70-773 Near Claud		Hwy											
103 Dry Pond Hwy	Patrick County	9.00 <b>280</b>	0 G	92%	1%	1%	1%	5%	0%	С	0.101	F	0.508	2900	(
	To:	SR 8 South of Stu	art Salem H	wy											
	From:	Ft Eus	tis												
105)Ft Eustis Blvd	City of Newport News	0.04 <b>1900</b>	0 F	98%	1%	1%	0%	0%	0%	С	0.1	F	0.845	21000	
	To	US 6	0												
105)Ft Eustis Blvd	City of Newport News	1.01 3900		96%	0%	1%	1%	2%	0%	С	NA			43000	
105 / C Edistis Bivd	Oity of Newport News			30 /6	0 /6	1 /0	1 /0	2 /0	0 /6	O	INA			43000	
	To: From:	I-64													
Ft Eustis Blvd	City of Newport News	0.23 <b>230</b> 0	0 G	96%	1%	1%	1%	1%	0%	F	NA			26000	(
<u> </u>	To From:	SR 143 Jeffe	rson Ave			$\Box$ $\vdash$									
105)Ft Eustis Blvd	City of Newport News	1.26 <b>150</b> 0	0 F	96%	1%	1%	1%	1%	0%	С	NA			17000	-
	To:	NCI N	ant Marria												
105)Ft Eustis Blvd	York County	NCL Newpo		96%	1%	1%	1%	1%	0%	F	0.089	F	0.665	17000	
105/1 1 Lustis Divu	Tork County	2.36 IBUC		JU 70	1 70	1 70	1 70	1 70	U 70	r	0.009	Г	0.000	17000	- 1

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			T Tilliary arts	a miorota	10 110	1100			Tru	ıck			K		Dir		
Route	Jurisdiction		Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:			5 Ft Eustis I													
105 Ramp	City of Newport News (	(Maint: 99)	0.28	<b>8900</b> I-64 East	F			1					NA			8900	F
East	From:		SR 105 I-64-W2		FPOM	IS 64											
105)Ramp	City of Newport News (		0.19	3600	F	15 04							0.084	F		3600	F
	To:	I-64-V	W FROM RT 10	05-FORT E	USTIS	BOULEV	A										
West	From:		SR 105 I-64-E2	250B TO &	FROM	IS 64											
105 Ramp	City of Newport News (	,	0.19	5000	F								0.091	F		5000	F
<u> </u>	10:	I-64-1	E FROM RT 10			BOULEV	4										
106 Courthouse Rd	City of Petersbu	ura	0.10	460 County 1 <b>6800</b>	Rd <b>G</b>	95%	2%	1%	1%	1%	0%	F	0.096	F	0.507	7200	C
106) Godi illouse Tid	Oity of 1 cicrosic	uig				JJ 70	270	1 /0	1 70	1 /0	0 70	•	0.000	'	0.507	7200	
106)Courthouse Rd	Prince George Co	ounty	2.39	L Petersburg 8200	G G	95%	2%	1%	1%	1%	0%	F	0.093	F	0.523	8700	(
108) Searmond Ha	To To								170	1 /0	070	·	0.000	•	0.020	0,00	•
106 Courthouse Rd	Prince George Co	ounty		634 Allin Re	G G	95%	2%	1%	1%	1%	0%	С	0.102	F	0.533	11000	C
100)	Tol			Laurel Sprir					.,.	.,.	• , •						
Courthouse Rd	Prince George Co	ountv	1.50	5800	G Ka	95%	2%	1%	1%	1%	0%	F	0.095	F	0.744	6100	(
100)	Toc			R 156 Ruffi													
Bypas	Prince Coorgo Co	ounts.				89%	1%	1%	10/	9%	0%	г	0.088	F	0.592	5800	_
106 (156)	Prince George Co	ounty	1.09	5500	G	09%	1 70	1 70	1%	9%	0%	г	0.000	Г	0.592	3600	C
Bypas	From:			74-609													
106)(156)	Prince George Co	ounty	3.47	3300	G	89%	1%	1%	1%	9%	0%	С	0.090	F	0.558	3500	(
	To: From:			6 BUS & R													
106 (10) (156) James River Dr	Prince George Co	ounty	0.73	9300	G	93%	0%	1%	1%	6%	0%	С	0.085	F	0.611	9500	(
	To: From:			10 & RT 15													
106 (156)	Prince George Co	ounty	2.69	4500	G	88%	1%	1%	1%	9%	0%	С	0.092	F	0.563	4600	C
	From:			City County eorge Count													
106)(156)	Charles City Cou	unty	1.31	3900	G	88%	1%	1%	1%	9%	0%	F	0.085	F	0.554	4000	(
	To: From:		SR 5; SR 150	6 Tyler Men	norial H	lwy		$\vdash$									
106)Roxbury Rd	Charles City Cou	unty	6.67	2300	G	78%	1%	2%	3%	17%	0%	С	0.085	F	0.516	2300	(
$\sim$	To: From:		18-6	56 Bradley I	Rd			<u> </u>									
106)Roxbury Rd	Charles City Cou	unty	3.13	2700	G	74%	1%	2%	3%	20%	0%	С	0.094	F	0.520	2700	C
<u> </u>	To: From:			City County													
106)Roxbury Rd	New Kent County (M	Maint: 18)	0.43	City County 2700	N Line	74%	1%	2%	3%	20%	0%	N	0.094	N	0.520	2700	١
100)	To:	,		Kent County		, -					- / -			•			
	From:			City County		200/	40/		00/	201	201	_	2.222	_	0.505	F005	
106 Roxbury Rd	New Kent Cour	nty	0.91	5100	G	82%	1%	3%	9%	6%	0%	С	0.088	F	0.525	5200	C
	10.		US 60	Pocahontas	ı raıl												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and	The order of the				<del></del>								
Route	Jurisdiction	Length I	AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. Q
	I					2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Emmous Church Dd	Now Kent County		Pocahontas Trail	78%	1%	20/	40/	150/	00/	0	0.107	F	0 5 4 5	0700	(
Emmaus Church Rd	New Kent County	3.04	2700 G	70%	170	2%	4%	15%	0%	С	0.107	Г	0.545	2700	,
	To: From:		I-64			$\Box$ $-$									
106)Emmaus Church Rd	New Kent County	1.68	2000 G	96%	1%	1%	1%	1%	0%	С	0.111	F	0.682	2000	
	To:	SR 249 I	New Kent Hwy												
	From:	SR 106 I-64-E21	11A FROM & TO	) IS 64											
106)Ramp	New Kent County	0.30	2400 G								0.097	F		2400	
	To:	I-64-E I	FROM RT 106												
	From:	SR 106 I-64-W21	11A FROM & TO	) IS 64											
106)Ramp	New Kent County		1900 G	3 15 0 .							0.083	F		1900	
100)	To:		FROM RT 106			$\neg$									
	From					=									
107)White Top Ave	Town of Chilhowie (Maint: 86	3) 0.32 1	I-81 11000 F	96%	1%	1%	1%	2%	0%	С	0.088	F	0.507	12000	
107 Writte Top Ave	Town of Chillowie (Maint. 80	,	11 Lee Hwy	90 /6	1 /0	1 /0	1 /0	2/0	0 /6	C	0.000	'	0.307	12000	
	From:		Lee Highway			-+									
107)White Top Ave	Town of Chilhowie (Maint: 86		4800 F	95%	0%	1%	2%	2%	0%	С	0.090	F	0.554	5000	
107) ************************************	Town or Chimiowic (Maint: 00	,		0070			270	_,0	0 70	Ū	0.000	•	0.001	0000	
	To: From:		_ Chilhowie												
107 <i>)</i>	Smyth County	4.62	4800 N	95%	0%	1%	2%	2%	0%	N	0.090	Ν	0.554	5000	
<u> </u>	T _C	SC	L Saltville			$\neg$ $\vdash$									
107)Worthy Blvd	Town of Saltville (Maint: 86)		3400 F	96%	1%	1%	0%	3%	0%	С	0.093	F	0.613	3600	
,	To:		Main St; Main St												
	From:		107; 86-762			$\equiv$									
107) Ramp to I-81 N at Exit 35	Town of Chilhowie (Maint: 86		2500 F								0.111	F		2500	
107) Trainip to 1 01 11 at 2xit 00	To:	,	I-81 N								0.111	•		2000	
						_									
	From:		White Top Ave								0.440	_		0000	
Ramp to I-81 S at Exit 35	Town of Chilhowie (Maint: 86	,	2800 F								0.113	F		2800	
<u> </u>	10:		I-81 S												
	From:	SR 174 Ki	ings Mountain Ro												
₁₀₈ )Figsboro Rd	Henry County	4.24	4000 G	97%	1%	1%	1%	1%	0%	С	0.101	F	0.614	4200	
<u> </u>	To:	44-657	Old Quary Rd												
	From:	US 46	60 County Rd						-		-				
109)Hickory Hill Rd	City of Petersburg	0.88	7700 G	98%	0%	0%	1%	0%	0%	С	0.128	F	0.869	8200	
,	Too	FOI	D : 1			—									
Listen Lill Dd	From:		Petersburg	000/	00/		10/	-00/			0.100		0.000	0000	
109 Hickory Hill Rd	City of Petersburg		7700 N	98%	0%	0%	1%	0%	0%	N	0.128	N	0.869	8200	
	•	Dead End; Fort Lee Mil	iitary Reservatior	i, Mahone	AV										
	From:		ton Ridge Rd											<u> </u>	
110)Jefferson Davis Hwy	Arlington County	1.29 <b>6</b>	63000 F	97%	1%	1%	1%	0%	0%	F	0.078	F	0.595	66000	
$\smile$	Tα	SR 27 W	Vashington Blvd			——									
	From:					<del></del> .				_		_	0.570	47000	
110 Jefferson Davis Hwy	Arlington County	1.12	44000 F	97%	1%	1%	1%	0%	0%	С	0.081	F	0.578	47000	

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu miersiai	e Rol	nes											
Route	Jurisdictio	on Lenath	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
	5054.54.5	3					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		<u> </u>
East 110 Ramp	Arlington Co		TO RT 395 N <b>NA</b>	ORTH								NA			NA	
(110)11411119	, umigen oo											1471			1471	
East	From:		MY NAVY E													
110 Ramp	Arlington Co		9700	F								0.077	F		9700	F
	To:	1-5/5-1411	ROM RT 110		Н											
West	Arlington Co	SK 110.	Jefferson Dav 22000	is Hwy <b>G</b>	97%	1%	1%	0%	0%	0%	_	NA			23000	G
110 Ramp	Ariington Col		I-66 West	G	9770	170	176	0%	070	0%	Г	INA			23000	G
	From:		BUS 460													
111)Cambria St	Town of Christia	ansburg 0.79	6500	F	96%	1%	1%	2%	0%	0%	С	0.113	F	0.591	6900	F
111) 64	Tot				0070	. , ,		=70	0,0	0 / 0	Ū	011.10	•	0.00	0000	•
111)Cambria St	From: Town of Christia	l ansburg 0.39	Ellett Rd 5700	F	98%	0%	1%	0%	0%	0%	С	0.117	F	0.538	6100	F
(11) samena st	To:	anobarg 0.00	Depot St	•	0070	0 70		070	0 / 0	070	Ü	0.117	•	0.000	0.00	•
	From:		Cambria St													
111 Depot St	Town of Christia	ansburg 0.97	4200	F	97%	1%	1%	1%	0%	0%	F	0.104	F	0.541	4500	F
<u> </u>	To: From:		Park St													
(111) Depot St	Town of Christia		5000	F	97%	1%	1%	1%	0%	0%	С	0.101	F	0.607	5300	F
	To:	US	11 Roanoke	St												
	From:		, US 460 Ma													
112 Wildwood Rd	City of Sale	em 0.44	18000	G	99%	1%	0%	0%	0%	0%	F	NA			19000	G
	To: From:		NCL Salem													
112 Wildwood Rd	Roanoke Co	unty 0.17	20000	G	99%	1%	0%	0%	0%	0%	F	NA			22000	G
	To: From:		I-81													
(112)Wildwood Rd	Roanoke Co		2300	G	99%	1%	0%	0%	0%	0%	F	0.115	Ν	0.519	2500	G
$\overline{}$	Τα	FR	70 Skyview I	Rd												
	From:		SR 112	_									_			
112 Ramp to I-81 N at Exit 12	8 Roanoke Co	unty 0.39	<b>7300</b> I-81 N	G								0.09	F		7300	G
	From:															
(112)Ramp to I-81 S at Exit 12		unty 0.23	SR 112 <b>2600</b>	G								0.088	F		2600	G
112 Hamp to 1-81 3 at Exit 12	Ta:	Unity 0.23	I-81 S	<u> </u>								0.000	'		2000	G
	From:	CD 201	Commonweal	Ith Ave												
(113) Cumberland St	City of Bris		2100	F	98%	0%	1%	0%	1%	0%	С	0.101	F	0.57	2200	F
	Combined Traffic Estimates for 2 Parallel		2900	F	98%	0%	1%	0%	0%	0%	C	0.103	F	0.524	3100	F
	To:		21 Piedmont	Ave												
Discharge A	From:		umberland St		0701	401	401	001	061	001	_	0.005	_	0.507	0000	
113 Piedmont Ave	City of Bris		3600	F	97%	1%	1%	0%	0%	0%	-	0.095	-	0.507	3800	F
~	Combined Traffic Estimates for 2 Parallel		4400 3 P, Sycamor	F St	97%	1%	1%	0%	0%	0%	F	0.098	F	0.515	4700	F
	From:		3 P, Sycamore													
113 Piedmont Ave	City of Bris	·	3500	F	97%	1%	1%	0%	0%	0%	F	0.097	F	0.607	3700	F
	To:		Dakview Ave													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_						_		Trι	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		iedmont Ave		.=./								_			_
113 Oakview Ave	City of Bris	tol 0.60	2300	F	97%	1%	1%	0%	0%	0%	С	0.106	F	0.549	2500	F
Truck Truck	From:	(	Moore St Dakview Ave													
113) (11) (19) Moore St	City of Brisi		7800	F	97%	1%	1%	0%	0%	0%	F	0.087	F	0.533	8300	F
	To:		Euclid Ave													
	From:	SR 381 0	Commonwea	ılth Ave												
1 ₁₃ Sycamore St	City of Bris		810	F	98%	1%	1%	0%	0%	0%	С	0.112	F	0.546	860	F
1,100 7	Combined Traffic Estimates for 2 Parallel		2900	F	98%	0%	1%	0%	0%	0%	С	0.103	F	0.524	3100	F
	To:		iedmont Ave													
	From:	US 11	West of Rac	dford												
114 Peppers Ferry Blvd	Pulaski Cou		18000	G	98%	0%	0%	1%	1%	0%	F	0.092	F	0.580	20000	G
	Too	-	00 D -1i													
114 Peppers Ferry Blvd	From: Pulaski Cou		00 Belspring 15000	G	98%	0%	0%	0%	1%	0%	С	0.101	F	0.572	16000	G
114)1 oppora i city bivo	To:		omery Count		30 /6	0 70		0 70	1 /0	0 70	O	0.101	'	0.572	10000	u
	From:		ski County L													
114 Peppers Ferry Blvd	Montgomery C	County 1.02	14000	F	98%	0%	0%	0%	1%	0%	С	0.094	F	0.578	15000	F
$\smile$	To:		60-812													
David San Farm Dhad	From:		2 Centreville		000/	00/		00/	40/	00/	_	0.000	_	0.54	44000	_
114 Peppers Ferry Blvd	Montgomery C	County 3.62	10000	F	98%	0%	0%	0%	1%	0%	F	0.093	F	0.54	11000	F
	To: From:		9 Vicker Swi													
114 Peppers Ferry Blvd	Montgomery C	County 1.34	11000	F	98%	0%	0%	0%	1%	0%	F	0.095	F	0.548	12000	F
	To: From:	WCI	_ Christiansb	ourg												
114 Peppers Ferry Rd	Town of Christia	ansburg 0.91	15000	G	98%	0%	1%	1%	1%	0%	С	NA			16000	G
$\bigcirc$	To:		Somerset St													
114 Peppers Ferry Rd	Town of Christia		16000	G	98%	0%	0%	1%	1%	0%	С	NA			18000	G
	To		D IIC 460													
114 Peppers Ferry Rd	From: Town of Christia		Bus US 460 13000	G	98%	0%	0%	0%	1%	0%	С	NA			14000	G
114) reppers remy rid	To:	ansburg 0.00	US 460	u	30 /6	0 70		0 70	1 /0	0 70	O	INA			14000	а
	Front															
115 Hollins Rd	City of Roan		Orange Ave <b>6700</b>	G	95%	1%	1%	1%	2%	0%	С	0.095	F	0.537	7100	G
115/10/11/13 110	To:	1.02	Liberty St	<u> </u>	33 /6	1 /0		1 /0	270	0 70	O	0.000	'	0.557	7100	а
	From:		Hollins Rd													
115 Liberty Rd	City of Roan	oke 0.30	4200	G	95%	1%	1%	1%	2%	0%	F	0.102	F	0.615	4500	G
$\bigcirc$	To:		lantation Rd													
Diameter Del	From:		Liberty Rd		070/	40/		00/	00/	00/	_	0.000	_	0.547	0000	_
115 Plantation Rd	City of Roan	oke 0.88	8300	G	97%	1%	1%	0%	2%	0%	С	0.096	F	0.547	8800	G
	To: From:		Hollins Rd													
115 Plantation Rd	City of Roan	oke 0.66	14000	G	97%	0%	1%	0%	1%	0%	С	0.097	F	0.521	15000	G
$\overline{}$	To	N	CL Roanoke				<u> </u>									
115 Plantation Rd	Roanoke Col		14000	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.582	15000	G
	To:	_	5 Hershburge													

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	80-625 Hers	hburger Rd												
115)Plantation Rd	Roanoke County	0.17 <b>100</b>	00 G	97%	0%	1%	0%	1%	0%	С	0.097	F	0.531	11000	(
$\stackrel{\smile}{\smile}$	To	80-1855 Y	/ista Ave												
115)Plantation Rd	Roanoke County	1.16 86		97%	0%	1%	0%	1%	0%	F	0.096	F	0.520	9200	
<u> </u>	Too	80-834 Cr	estland Dr												
115)Plantation Rd	Roanoke County	0.59 97		97%	0%	1%	0%	1%	0%	F	0.099	F	0.544	10000	
	To	US 11 Lee	Highway												
115)Plantation Rd	Roanoke County	0.15 <b>150</b>		96%	1%	1%	1%	1%	0%	F	0.095	F	0.616	17000	
113)	T-				. , ,		. , 0	. , 0	0 / 0	•	0.000	•	0.0.0		
115)Plantation Rd	Roanoke County	80-1801 1 0.80 <b>12</b> 0		93%	1%	1%	1%	4%	0%	С	0.096	F	0.522	14000	
115) Flantation Nu	To:	0.80 120 I-8		93%	1 70	170	170	470	0%	C	0.096	Г	0.522	14000	
	From:														
115)Ramp to I-81 N at Exit 128	Roanoke County	SR 115 Plan 0.30 <b>25</b>		97%	0%	1%	0%	2%	0%	С	0.112	F		2500	
115 hallip to 1-61 in at Exit 126	To:			9170	076	1 70	0%	270	0%	C	0.112	Г		2300	
		I-83													
Day to 1.04.0 at 5 it 400	From:	SR 115 Plan									0.40	_		F700	
Ramp to I-81 S at Exit 128	Roanoke County	0.17 <b>57</b>									0.12	F		5700	
	10.	I-8													
Laborat Franks Harri	From:	SR 122 Booker			00/		00/	00/	00/	_	0.400	_	0.00	0500	
Jubal Early Hwy	Franklin County	5.92 <b>34</b>	00 G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.63	3500	
	To- From:	33-678 Trui	nan Hill Rd												
116)Jubal Early Hwy	Franklin County	3.58 <b>40</b>	00 G	99%	0%	1%	0%	0%	0%	С	0.114	F	0.864	4200	
<u> </u>	To:	Roanoke C													
las Valley Dd	Pagnaka Caunty	Franklin C 2.11 <b>53</b>		99%	0%	1%	0%	0%	0%	F	0.100	F	0.897	5500	
Jae Valley Rd	Roanoke County	2.11 <b>53</b>	00 G	99%	0%	170	0%	0%	0%	Г	0.120	Г	0.897	5500	
	To: From:	80-663 St													
116)Jae Valley Rd	Roanoke County	1.17 <b>60</b>	00 G	99%	0%	1%	0%	0%	0%	F	0.11	F	0.879	6400	
<u> </u>	To	SCL R	oanoke			$\neg$ $\vdash$									
116)Mt Pleasant Blvd	City of Roanoke	0.70 <b>78</b>	00 G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.809	8300	
	To:	Riverla	nd Rd												
	From:	Mt Pleas													
116)Riverland Rd	City of Roanoke	0.62 <b>87</b>	00 G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.81	9300	
<u> </u>	To: From:	9th	St			$\Box$ $\vdash$									
116)Riverland Rd	City of Roanoke	0.73 <b>74</b>	00 G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.715	7900	
	To:	Piedm	ont St												
	From:	Riverla													
116)Piedmont St	City of Roanoke	0.07 <b>41</b>		98%	0%	1%	0%	0%	0%	F	0.113	F	0.720	4300	
<u> </u>	To: From:	Walnu													
116)Walnut Ave		Piedm		000/	00/	10/	00/	00/	00/	0	0.101	г	0.614	E000	
116 / Walliul AVE	City of Roanoke	0.26 <b>54</b>	00 G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.614	5800	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and interstate	Houles											
Deute	luvia di akia sa	Lamenth AART O	A 4T:us	Dura		Tru	ıck		00	K	ΟK	Dir	A A \ A \ D T	01
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
	From:	Walnut Ave												
116)Jefferson St	City of Roanoke	0.42 <b>9700 0</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.089	F	0.561	10000	C
<u> </u>	To:	Elm Ave												
	From:	US 221; 1US 221-P; 128-801												
116)(221)Franklin Rd	City of Roanoke		<b>G</b> 97%	1%	1%	1%	0%	0%	F	0.128	F	0.693	5800	(
$\bigcirc \diamondsuit$	To:	US 11												
Williamaan Dd	City of Boonska	Campbell Ave	000/	00/	10/	00/	00/	00/	F	0.000	F	0.514	04000	(
116 (11) (221) Williamson Rd	City of Roanoke	0.15 <b>22000 (</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	Г	0.088	Г	0.514	24000	
_ ~ ~	To- From:	Shenandoah Ave												
116) (11) (221) Williamson Rd	City of Roanoke	0.15 <b>15000 (</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.098	F	0.707	17000	(
	To: From:	I-581												
116) (11) (221) Williamson Rd	City of Roanoke		<b>G</b> 93%	0%	2%	4%	1%	0%	С	0.08	F	0.519	12000	(
110) (11) (221) ***********************************	To:	US 11	<u>.</u>											
ALT ALT	From:	US 460												
116)(460)(11)(220)Orange Ave	City of Roanoke	0.24 <b>35000</b> (	<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.082	F	0.618	39000	
	То	I-581, US 220, ALT SR	220											
ALT	From:													
116)(460)(11) Orange Ave	City of Roanoke	0.90 <b>17000</b>	<b>A</b> 96%	1%	1%	1%	2%	0%	С	0.094	Α	0.521	19000	
	To:	10th St, Gainsboro R	ld.											
ALT .	From:			40/	401	40/	00/	00/	_	0.000	_	0.50	45000	
116 (460) (11) Orange Ave	City of Roanoke	1.00 <b>14000</b> (	<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.082	F	0.52	15000	(
ALT	To: From:	Salem Turnpike												
116)(460)(11) Melrose Ave	City of Roanoke	0.41 <b>12000</b> (	<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.085	F	0.506	13000	
116/(460) (11) Monocco / No	City of Hourierte		<b>u</b> 0070	. 70	. 70	1 70	_ / 0	070	•	0.000	•	0.000	10000	
	From:	Melrose Ave				221					_			
116)Lafayette Blvd	City of Roanoke		<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.089	F	0.574	7900	(
$\stackrel{\smile}{\smile}$	To:	Cove Rd												
Cove Pd	City of Roanoke	Lafayette Blvd 0.72 <b>11000</b> (	C 000/	00/	10/	00/	00/	00/	F	0.083	F	0.500	10000	
116 Cove Rd	City of Hoarloke		G 98%	0%	1%	0%	0%	0%	Г	0.063	Г	0.509	12000	
		SR 101 Hershberger R												
	From:	US 11 Brandon Ave							_		_			
117)Peters Creek Rd Ext	City of Roanoke		<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.092	F	0.529	18000	
<u> </u>	To:	Aerial Way Dr												
	Prom:	Melrose Ave	• • • • • • • • • • • • • • • • • • • •	10/	101	40/	40/	00/	_	0.007	_	0.500	00000	
Peters Creek Rd	City of Roanoke	0.46 <b>20000 C</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.087	F	0.530	23000	
<u> </u>	To: From:	Hershburger Rd												
117)Peters Creek Rd	City of Roanoke	0.87 <b>14000</b> (	<b>G</b> 95%	0%	2%	1%	1%	0%	С	0.092	F	0.545	16000	
	Tec				1									
117)Peters Creek Rd	City of Poopoko	Cove Rd	<b>G</b> 96%	10/	10/	10/	10/	09/	F	0.000	F	0.504	10000	
11/ Feleis Creek nu	City of Roanoke	1.37 <b>16000 (</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	Г	0.088	г	0.504	18000	(
	To: From:	I-581												
117)Peters Creek Rd	City of Roanoke	0.82 <b>20000</b>	<b>A</b> 96%	1%	1%	1%	1%	0%	С	0.113	Α	0.513	23000	
$\smile$	To:	NCL Roanoke												
117)Peters Creek Rd	Roanoke County		<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.093	F	0.571	23000	(
III) I cleis Gleek Hu	To:			1 /0	1 /0	1 /0	1 /0	U /0	1	0.033	1	0.57 1	20000	•
	10.	US 11 North of Roano	оке											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4	lTire	Bus			ıck		QC	K	QK	Dir	AAWDT	Q۷
East	From:	SR 117 TO RT 581 SO				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
117)Ramp	City of Roanoke (Maint: 80)	0.28 <b>4000</b>	G								0.104	F		4000	G
	,	581-S FROM RT 117 EAST-PE	ETERS CI	REEK R											
ast	From:	SR 117 I-581-N005B FROM	& TO R	T 58											
Ramp	City of Roanoke (Maint: 80)	0.18 <b>2000</b>	G								0.124	F		2000	G
<u> </u>	To: I-	581-N FROM RT 117 EAST-PE	ETERS C	REEK F	₹										
West	From:	SR 117 TO RT 581 SO									0.404	_		1000	_
Ramp	City of Roanoke (Maint: 80)	0.18 <b>4600</b> 581-S FROM RT 117 WEST-PE	G	EEK DO	`	_					0.104	F		4600	(
	From:			EEK RO	)										
<u>Vest</u> 117)Ramp	City of Roanoke (Maint: 80)	SR 117 TO RT 581 NO 0.31 <b>2600</b>	G G								0.089	F		2600	(
117)	, <u>, , , , , , , , , , , , , , , , , , </u>	581-N FROM RT 117 WEST-PE		REEK I	₹						0.000	•		2000	`
	From:	US 11 Williamson													
118)Airport Rd	City of Roanoke	0.63 <b>6100</b>		99%	1%	0%	0%	0%	0%	F	0.104	F	0.566	6400	(
	- To-	Municipal Rd													
118)Airport Rd	City of Roanoke	1.01 <b>11000</b>	<b>A</b> 9	99%	1%	0%	0%	0%	0%	С	0.116	Α	0.52	11000	,
	Та	NCL Roanoke													
118)Airport Rd	Roanoke County	0.20 <b>12000</b>	G 9	99%	1%	0%	0%	0%	0%	F	0.098	F	0.523	13000	(
	To:	SR 117 Peters Creek													
	From:	North Carolina State	Line												
119)Calvary Rd	Halifax County	3.08 <b>670</b>	G 8	38%	0%	1%	1%	11%	0%	С	0.125	F	0.571	690	(
<u> </u>	To:	US 58 Philpott Re	d												
	From:	SR 123 Chain Bridge													
Glebe Rd	Arlington County	2.49 <b>14000</b>	<b>F</b> 9	99%	0%	1%	0%	0%	0%	С	0.112	F	0.738	15000	ı
	To- From:	SR 309 Old Dominion													
Glebe Rd	Arlington County	0.55 <b>15000</b>	<b>F</b> 9	97%	1%	1%	0%	0%	0%	F	0.091	F	0.527	16000	I
<u> </u>	To- From	US 29 Lee Highwa													
120 Glebe Rd	Arlington County	0.79 <b>18000</b>	<b>F</b> 9	97%	1%	1%	0%	0%	0%	F	0.088	F	0.555	19000	F
<u> </u>	To: From:	I-66													
120)Glebe Rd	Arlington County	0.14 <b>32000</b>	<b>F</b> 9	97%	1%	1%	0%	0%	0%	F	0.079	F	0.595	34000	F
	To: From:	SR 237 Washington	Blvd												
120)(237)Glebe Rd	Arlington County	0.25 <b>27000</b>	<b>F</b> 9	97%	1%	1%	0%	0%	0%	F	0.09	F	0.633	29000	
	To	SR 237 Fairfax D	)r												
Glebe Rd	Arlington County	1.13 <b>29000</b>		97%	1%	1%	0%	0%	0%	С	0.083	Α	0.594	31000	ļ
$\smile$	To	US 50													
120 Glebe Rd	Arlington County	0.86 <b>31000</b>	<b>F</b> 9	97%	1%	1%	1%	1%	0%	С	0.079	F	0.588	32000	ı
	To:	SR 244 Columbia P	Pike												
120)Glebe Rd	Arlington County	1.24 <b>23000</b>		97%	1%	1%	0%	0%	0%	F	0.078	F	0.583	25000	F
120	To:	I-395													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	I-395		070/	10/	101	201	00/	00/	_	0.007		0.040	00000	
Glebe Rd	Arlington County	0.92 <b>27000</b>	F	97%	1%	1%	0%	0%	0%	F	0.087	F	0.646	29000	F
Olaha Bil	From	Arlington Ridge		070/	40/	10/	00/	00/	00/		0.075		0.700	0.4000	
120 Glebe Rd	Arlington County	0.73 <b>23000</b> US 1 Jefferson Davi	F	97%	1%	1%	0%	0%	0%	F	0.075	F	0.766	24000	F
	From														
120)Ramp	Arlington County	SR 120 TO RT 66	F F								0.112	F		7700	
120)	To:	SR 120 TO RT 66									0.112	•		7700	
East	From:	SR 120 TO RT 395 S				i									
120 Ramp	Arlington County	0.13 <b>4600</b>	F								0.075	F		4600	ı
		I-395-S007X FROM RT 120 EA	ST00- C	GLEBE RO	Э										
East	From:	SR 120 TO RT 395 N	NORTH												
120 Ramp	Arlington County	0.15 <b>2600</b>	F								0.113	F		2600	ı
$\smile$	To:	I-395-N FROM RT 120 EAST0	0- GLEI	BE ROAD	)										
West	From:	SR 120 TO RT 395 NORT	'H & SO	UTH											
120 Ramp	Arlington County	0.10 <b>NA</b>									NA			NA	
West	To: From	SR 120-W007B TO RT 3	95 NOR	TH											
120)Ramp	Arlington County	0.10 <b>NA</b>									NA			NA	
120)		-395-S007X FROM RT 120 WE	EST00- (	GLEBE R	0										
West	From:	SR 120-W007A TO RT 3	895 NOF	RTH											
120)Ramp	Arlington County	0.10 <b>NA</b>									NA			NA	
<u> </u>	To:	I-395-N FROM RT 120 WESTO	0- GLE	BE ROAL	)										
	From:	I-81 Fort Chiswell I	Exit 80												
121 Max Meadows Rd	Wythe County	1.83 <b>2900</b>	G	97%	1%	0%	0%	1%	0%	С	NA			3100	(
<u> </u>	To:	98-1004 Ayers	St												
	From:	SR 40 Baldkno													
122)	Town of Rocky Mount	0.31 <b>4900</b>	N	97%	0%	1%	1%	1%	0%	N	0.092	N	0.503	5100	١
<u> </u>	To: From:	NCL Rocky Mo													
122 Booker T Washington Hwy	Franklin County	5.68 <b>4900</b>	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.503	5100	(
<u> </u>	To: From:	33-697 Wirtz F	Rd												
122 Booker T Washington Hwy	Franklin County	1.15 <b>7700</b>	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.517	7900	(
	To: From	SR 116 Jubal Early	_												
122	Franklin County	SR 116 Burnt Chir 5.34 <b>8900</b>	mney <b>A</b>	97%	0%	1%	1%	1%	0%	С	0.105	Α	0.566	9200	,
122)	- I			31 /0	0 /0		1 /0	1 /0	0 /0	J	3.100	,,	5.555	0200	,
122 Booker T Washington Hwy	Franklin County	33-636 Lost Mt 1.31 <b>9300</b>	Rd <b>G</b>	95%	1%	1%	1%	2%	0%	С	0.089	F	0.527	9700	(
122 Booker i Washington i wy	Trankiii County			JJ /0	1 /0	1 /0	1 /0	∠ /0	U /o	U	0.009	'	0.527	9100	
Danker T Washington Live	To:	33-616 Scruggs		070/	001	10/	401	10/	00′		0.077		0.500	11000	
122)Booker T Washington Hwy	Franklin County	3.61 <b>10000</b>	F	97%	0%	1%	1%	1%	0%	С	0.077	F	0.502	11000	F

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .						Tru	ıck			K	- C1 -	Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	Franklin County Line												
122 Moneta Rd	Bedford County		F 95%	1%	1%	1%	3%	0%	F	0.086	F	0.531	8100	F
<u> </u>	To:	09-608 Moneta												
Manata Dd	Bedford County	09-608 Moneta, White Ho 2.83 <b>6500</b>	use Rd F 95%	1%	1%	1%	3%	0%	F	0.087	F	0.563	6000	
122 Moneta Rd	Bediord County	2.83 <b>6500</b>	F 95%	170	170	170	3%	0%	Г	0.067	Г	0.563	6800	
	To: From:	09-801 Stony Fork R												
122 Moneta Rd	Bedford County	2.09 <b>5100</b>	<b>F</b> 95%	1%	1%	1%	3%	0%	F	0.087	F	0.6	5400	
<u> </u>	To: From:	SR 24 Stewartsville Rd Shingle	e Block Rd		<u> </u>									
122 Moneta Rd	Bedford County	4.06 <b>5400</b>	F 95%	1%	1%	1%	3%	0%	F	0.087	F	0.573	5700	
$\mathcal{L}$	To	09-747 Joppa Mill R	d											
122 Moneta Rd	Bedford County		F 95%	1%	1%	1%	3%	0%	С	0.092	F	0.634	7500	
122)						.,.			-		-			
Dondra Hill Dal	From:	SCL Bedford	<b>-</b> 000/	10/	10/	10/	00/	00/		0.000	F	0.040	10000	
122 Burks Hill Rd	City of Bedford	0.54 <b>9500</b>	F 96%	1%	1%	1%	2%	0%	С	0.088	г	0.642	10000	
	To: From:	US 460												
122)(460)	Bedford County	0.50 <b>21000</b>	F 88%	1%	1%	1%	9%	0%	F	0.081	F	0.559	22000	
	To:	SCL Bedford			$\neg$ $\vdash$									
122)(460)	City of Bedford (Maint: 09)		F 88%	1%	1%	1%	9%	0%	F	0.081	F	0.559	22000	
	To:	US 460												
	From:	Bus US 460 E Main												
122 Independence Blvd	City of Bedford	1.02 <b>11000</b>	<b>F</b> 95%	1%	1%	1%	3%	0%	F	0.090	F	0.592	12000	
<u> </u>	To:	Orange St			$\neg$ $\vdash$									
122 Independence Blvd	City of Bedford	0.29 10000	F 95%	1%	1%	1%	3%	0%	С	0.091	F	0.576	11000	
$\mathcal{L}$	То	Dawn Dr												
122 Independence Blvd	City of Bedford		F 95%	1%	1%	1%	3%	0%	F	0.086	F	0.506	9900	
122) indopondonos Biva	To:	Longwood Ave	0070	170		1 70	070	070	•	0.000	•	0.000	0000	
	From:	Independence Ave												
122)Longwood Ave	City of Bedford	0.65 <b>4900</b>	<b>G</b> 92%	2%	0%	0%	5%	0%	С	NA			5300	
$\mathcal{L}$	То	NCL Bedford												
122)Big Island Hwy	Bedford County		F 92%	2%	0%	0%	5%	0%	F	0.087	F	0.577	2900	
122) Big island i my	Bedieva county			270		0 /0	070	0 70		0.007	•	0.077	2000	
	From:	09-639 N, Coltons Mill		00/		201	Fo:	201	_	0.000	_	0.500	1000	
122 Big Island Hwy	Bedford County		F 92%	2%	0%	0%	5%	0%	F	0.090	F	0.539	1800	
<u> </u>	10.	US 501 Lee Jackson H	lwy											
Bus	From:	US 460							_		_			
Crenshaw St	City of Bedford	0.96 <b>4600</b>	F 97%	2%	1%	0%	0%	0%	С	0.097	F	0.513	4900	
Pug Pug	To: From:	W Main St												
Bus Bus 122)(221)(460)W Main St	City of Bedford	0.19 <b>6100</b>	F 98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	6400	
122)(221)(460)W Main St	To:	N Bridge St	30%	1 /0	1 /0	U /o	1 /0	U /o	'	0.037	'	0.555	0400	
Bus	From:	E Main St			-									
122)(221) (43) N Bridge St	City of Bedford		F 98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	6100	
127 (27)	To:	Bedford Ave			—i									

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and intersta					Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Bedford Ave													
122 (221) (43) N Bridge St	City of Bedford	0.11 <b>7700</b>	F	98%	1%	1%	0%	0%	0%	С	0.092	F	0.526	8200	F
Bus	To: From:	Peaks St													
(122)(221) Longwood Ave	City of Bedford	0.71 <b>7200</b>	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.545	7600	F
Bus	To: From:	Oakwood St													
122) 221 Longwood Ave	City of Bedford	0.47 <b>9300</b>	F	75%	7%	17%	0%	0%	0%	С	0.092	F	0.507	9900	F
	To:	Forest Rd													
	From:	US 1 Jefferson Dav	is Hwy												
123 Gordon Blvd	Prince William County	0.61 <b>19000</b>	F	94%	1%	1%	2%	2%	0%	С	0.091	F	0.624	21000	F
	To: From:	I-95													
123 Gordon Blvd	Prince William County	0.77 <b>40000</b>	F	98%	0%	0%	0%	1%	0%	F	0.082	F	0.645	44000	F
O and an Blad	Towns (On some Prom.	SCL Occoqua		000/	00/		00/	40/	00/		0.000		0.045	44000	N.
Gordon Blvd	Town of Occoquan (Maint: 76)	0.15 <b>40000</b>	N	98%	0%	0%	0%	1%	0%	N	0.082	N	0.645	44000	N
123)Gordon Blvd	Town of Occoquan (Maint: 76)	76-1203 Commer 0.18 <b>43000</b>	ce St <b>F</b>	96%	1%	1%	2%	1%	0%	С	0.094	F	0.724	47000	F
123 GOIGON BIVG	Town of Occoquan (Maint. 76)			30 /6	1 /0	1 /0	2/0	1 /0	0 /6	C	0.034	'	0.724	47000	'
(123)Gordon Blvd	Prince William County	NCL Occoqua 0.07 <b>43000</b>	n N	96%	1%	1%	2%	1%	0%	N	0.094	N	0.724	47000	N
123 Golden Elva	To:	Fairfax County I		0070	1 70	170	270	1 /0	0 70		0.004	.,	0.724	47000	
	From:	Prince William Cour	_												
123 Ox Rd	Fairfax County	1.02 <b>42000</b>	G	98%	0%	0%	0%	1%	0%	F	0.097	F	0.749	45000	G
	To: From:	29-642 Lorton l													
123 Ox Rd	Fairfax County	6.07 <b>37000</b>	G	97%	0%	1%	1%	0%	0%	С	NA			39000	G
	To: From:	29-645 Burke Lak													
123 Ox Rd	Fairfax County	1.86 <b>33000</b> 29-7100 Fairfax Cour	A Dfwr	98%	0%	0%	0%	1%	0%	С	0.09	Α	0.64	35000	Α
	From:	29-7100 Fairfax Cour		7											
(123)Ox Rd	Fairfax County	1.02 <b>24000</b>	G	98%	0%	0%	0%	1%	0%	F	0.089	F	0.79	26000	G
	To: From:	29-660 Fairfax Stat	ion Rd												
(123)Ox Rd	Fairfax County	2.47 <b>30000</b>	G	98%	0%	0%	0%	1%	0%	F	0.081	F	0.647	32000	G
<u> </u>	To: From:	SCL Fairfax													
(123) Chain Bridge Rd	City of Fairfax	0.47 <b>27000</b>	G	98%	0%	0%	0%	1%	0%	F	0.071	F	0.578	29000	G
<u> </u>	To: From:	Judicial Dr													
123 Chain Bridge Rd	City of Fairfax	0.26 <b>22000</b>	G	98%	0%	0%	0%	1%	0%	F	0.067	F	0.552	24000	G
	To: From:	SR 236 Main S													
123 Chain Bridge Rd	City of Fairfax	0.19 <b>20000</b>	G	98%	0%	0%	0%	1%	0%	F	0.067	F	0.554	22000	G
	To From:	Whitehead St													
123 Chain Bridge Rd	City of Fairfax	0.10 19000	G	98%	0%	0%	0%	1%	0%	F	0.073	F	0.545	21000	G
		Kenmore Dr													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				4			Tru	ick			K	014	Dir	A A14/DT	0144
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		ore Dr												
123 Chain Bridge Rd	City of Fairfax	0.58 <b>23</b>	000 G	98%	0%	0%	0%	1%	0%	F	0.068	F	0.51	24000	G
	To: From:		50 Lee Hwy												
123 Chain Bridge Rd	City of Fairfax	0.35 <b>38</b>	000 G	97%	0%	0%	1%	1%	0%	С	0.074	F	0.584	40000	G
<u> </u>	To: From:	I- 66 NC	L Fairfax												
123 Chain Bridge Rd	Fairfax County	3.09 <b>24</b>	000 G	98%	1%	1%	0%	0%	0%	С	0.077	F	0.638	26000	G
<u> </u>	To: From:	SCL '	Vienna												
123 Maple Ave	Town of Vienna	0.07 <b>26</b>	000 G	93%	1%	1%	2%	3%	1%	С	0.077	F	0.658	28000	G
<u> </u>	To From:	SR 243	Nutley St			$\neg$ $\vdash$									
123 Maple Ave	Town of Vienna		000 G	96%	0%	1%	1%	1%	0%	С	0.072	F	0.562	34000	G
$\smile$	To: From:	Folli	ı Lane			<b>—</b> —									
123 Maple Ave	Town of Vienna		000 G	98%	0%	0%	0%	1%	0%	F	0.073	F	0.763	35000	G
	To	NCI	Vienna												
123 Chain Bridge Rd	Fairfax County		000 G	99%	0%	0%	0%	0%	0%	F	0.073	F	0.535	37000	G
123)	To		sburg Pike												
(123) Chain Bridge Rd	Fairfax County		000 G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.658	41000	G
125) 6.16 2.1090 1.10	Tall and a starting				0,0		0,0	0 70	0,70	•	0.070	•	0.000		<u> </u>
123 Dolley Madison Blvd	Fairfax County		ital Beltway	99%	0%	0%	0%	0%	0%	F	0.089	N	0.503	71000	G
123 Dolley Madison Blvd	r amax county			33 /6	0 76	0 /8	0 /6	0 /6	0 /6	'	0.003	14	0.505	7 1000	u
Dollay Madison Plyd	From From		es Access Rd	000/	00/	00/	00/	00/	00/	F	0.000	F	0.502	E0000	
Dolley Madison Blvd	Fairfax County	1.20 <b>42</b>	000 G	99%	0%	0%	0%	0%	0%	Г	0.089	Г	0.503	52000	G
	To: From:	SR 309 Old E										_			
123 Dolley Madison Blvd	Fairfax County	1.93 <b>39</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.528	48000	G
	To: From:		rgetown Pike												
123 Chain Bridge Rd	Fairfax County		000 F	99%	0%	0%	0%	0%	0%	С	0.127	Α	0.512	37000	F
	To: From:		County Line ounty Line												
(123) Chain Bridge Rd	Arlington County		000 F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.559	15000	F
125) 6.16.11 2.10g0 1.15	To:		Chain Bridge	0070	0,0		0,0	0 70	0,70	•	0.000	•	0.000	.0000	•
North	From:	SR 123 TO RO	UTE 95 NOR	TH											
123)Ramp	Prince William County		00 F								0.155	F		3100	F
1.23)	To:	I-95-N FROM	RT 123 NOR	ГН											
North	From:	SR 123 TO F	T 95 SOUTH	[											
123 Ramp	Prince William County	0.19 <b>16</b>	600 F								0.129	F		1600	F
	Τα	I-95-S FR0	OM RT 123												
North	From:	SR 123 TO	RT 66 EAST												
(123)Ramp	Fairfax County	0.46 <b>N</b>	IA								NA			NA	
$\smile$	To:	SR 123 TO	RT 66 EAST												
North	From:	SR 123 TO	RT 66 WEST												
123 Ramp	Fairfax County		600 G								0.109	F		6600	G
$\smile$	To:	I-66-W FROM R	T 12300- NO	RTH											

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck	$\sim$	K	QK _ Dir	AAWDT	- QV
North	From:	SR 123 TO RT 495 SOUTH	2Axle 3+Axle 1Trail 2Tr	raii	Factor	Factor		
Ramp	Fairfax County	0.21 <b>14000 G</b>			0.114	F	14000	G
123)	To:	I-495-S From RT 123 North00- Dolley Madison			•	-		-
North	From:	SR 123 TO RT 495 NORTH						
Ramp	Fairfax County	0.24 <b>12000</b> G			0.088	F	12000	G
120)	To:	I-495-N From RT 123 North00- Dolley Madison						
South	From:	SR 123 TO RT 95 NORTH						
123)Ramp	Prince William County	0.23 <b>13000</b> F			0.128	F	13000	F
	To:	I-95-N FROM ROUTE 123 SOUTH						
South	From:	SR 123 TO RT 95 SOUTH						
123)Ramp	Prince William County	0.18 <b>11000</b> F			0.093	F	11000	F
	To:	I-95-S FROM RT 123 SOUTH						
South	From:	SR 123 TO RT 66 EAST						
123 Ramp	Fairfax County	0.21 <b>3200 G</b>			0.088	F	3200	G
	To:	I-66-E060X FROM RT 12300- SOUTH						
South	From:	SR 123 TO RT 66 WEST						
123 Ramp	Fairfax County	0.47 <b>11000 G</b>	<del></del>		0.126	F	11000	G
	To:	I-66-W FROM RT 12300- SOUTH						
South	From:	SR 123 TO RT 495 SOUTH						
123)Ramp	Fairfax County	0.25 <b>9500 G</b>			0.108	F	9500	G
$\bigcup$	To:	I-495-S From RT 123 South00- Dolley Madison						
South	From:	SR 123 TO RT 495 NORTH						
123 Ramp	Fairfax County	0.15 <b>3400 G</b>			0.141	F	3400	G
$\smile$	To:	I-485-N From RT 123 South						
	From:	US 29 Lee Hwy						
124)Spout Run Pkwy	Arlington County	0.17 <b>16000 F</b> 99% 0%	0% 0% 0% 09	% C	0.097	F 0.585	17000	F
$\smile$	To:	Spout Run Parkway						
	From:	SR 10; SR 32 Godwin Blvd						
125 Kings Hwy	City of Suffolk	0.69 <b>3000 G</b> 95% 1%	3% 1% 0% 09	% C	0.095	F 0.652	3200	G
$\smile$	To:	133-628 Crittenden Rd	<b></b>					
125 Kings Hwy	City of Suffolk	1.09 <b>540 G</b> 95% 1%	3% 0% 1% 09	% C	0.099	F 0.546	580	G
	To	133-620 Ferry Point Rd	<del></del>					
125)Kings Hwy	City of Suffolk	0.91 <b>290 G</b> 95% 1%	3% 1% 0% 09	% F	0.125	F 0.551	310	G
125)14119311119	To:	Dead End	70 170 070 0	/0 I	0.120	1 0.001	010	ď
	From:	Dead End @ Nansemond River						
125)Kings Hwy	City of Suffolk	1.34 <b>590 G</b> 95% 1%	3% 1% 0% 09	% F	0.118	F 0.566	630	G
$\smile$	To	133-629 W, Sleepy Hole Rd	<u> </u>					
125)Kings Hwy	City of Suffolk	1.22 <b>880 G</b> 95% 1%	3% 1% 0% 0°	% F	0.104	F 0.724	940	G
,	To		<del></del>		•		-	
125)Kings Hwy	City of Suffolk	133-627 Bennetts Pasture Rd  0.48 <b>2900 G</b> 95% 1%	3% 1% 0% 09	% F	0.102	F 0.612	3000	G
	CILV OI SUITOIN	0.40 <b>2300 G</b> 30% 1%	U/0 I/0 U/0 U	/0 F	U. 1UZ	1 ∪.012	3000	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					T	ruck			K		Dir		
Route	Jurisdiction	Length AADT C	QA 4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	SR 179 Onancock											
126 Fairgrounds Rd	Town of Onancock (Maint: 01)	0.11 <b>3200</b>	<b>G</b> 98%	0%	1% 1%	0%	0%	F	0.102	F	0.567	3300	C
	To- From:	ECL Onancock											
(126) Fairgrounds Rd	Accomack County	1.27 <b>3000</b>	<b>G</b> 98%	0%	<u>1%</u> 1%	0%	0%	С	0.098	F	0.543	3100	(
<u> </u>	To:	BUS US 13; SR 316	6										
	From:	West Virginia State L	Line										
127 Bloomery Pike	Frederick County	3.35 <b>4200</b>	<b>G</b> 93%	1%	<u>1</u> % 1%	3%	0%	С	0.091	F	0.744	4300	
$\smile$	To:	US 522 Frederick Pil	ke										
	From:	SR 163 Wards Rd											
128 Candler Mt Rd	City of Lynchburg	0.26 <b>18000</b>	<b>G</b> 91%	2%	1% 2%	4%	0%	F	NA			19000	(
$\smile$	To:	Bus US 29, US 501 Lynchbu	arg Expwy										
	From:	RT 501 W						_		_			
128 (501) Candlers Mtn Rd	City of Lynchburg		<b>F</b> 97%	0%	1% 1%	1%	0%	F	0.080	F	0.513	41000	
<u> </u>	To: From:	RT 501 E US 501 Candlers Mt I	D.d										
(128) Mayflower Dr	City of Lynchburg		<b>F</b> 91%	2%	1% 2%	4%	0%	С	0.092	F	0.639	7400	
128) May nower Br	Only of Lynonburg		0170	270		470	0 /0	J	0.002	•	0.000	7 400	
	From:	Odd Fellows Rd	- 050/	40/	10/ 00/	10/	20/	_	0.400	_	0.050	0.1.0.0	
128 Mayflower Dr	City of Lynchburg		<b>F</b> 95%	1%	1% 3%	1%	0%	С	0.102	F	0.659	2100	
<u> </u>	10.	Bus US 501 Campbell	Ave										
	From:	US 501 P; Wilborn Ave; N						_		_			
129 North Main St	Town of South Boston	0.09 <b>2900</b>	<b>G</b> 97%	1%	1% 1%	1%	0%	F	0.096	F	0.809	3100	
<u> </u>	Toc From:	US 501 Broad St			-								
129 North Main St	Town of South Boston	0.38 <b>4500</b>	<b>G</b> 97%	1%	1% 1%	1%	0%	С	0.092	F	0.5	4800	(
$\smile$	Toc	SR 34 Hodges St											
129 North Main St	Town of South Boston	· · · · · · · · · · · · · · · · · · ·	<b>G</b> 97%	1%	1% 1%	1%	0%	F	0.099	F	0.508	5800	(
129	T-		• • • • • • • • • • • • • • • • • • • •										
North Main Ct	Town of South Boston	Edmunds St	<b>C</b> 000/	1%	09/ 09/	0%	00/	F	0.000	F	0.540	CEOO	
North Main St	Town of South Boston	0.19 <b>6100</b>	<b>G</b> 99%	1%	0% 0%	0%	0%	г	0.093	г	0.549	6500	(
	To: From:	College St											
129 North Main St	Town of South Boston	0.63 <b>5800</b>	<b>G</b> 99%	1%	0% 0%	0%	0%	F	0.096	F	0.59	6200	(
<u> </u>	To:	Hamilton Blvd											
129 North Main St	Town of South Boston	0.88 <b>10000</b>	<b>G</b> 99%	1%	0% 0%	0%	0%	С	0.096	F	0.508	11000	(
	To	NCL South Boston											
(129) Old Halifax Rd	Halifax County		<b>G</b> 99%	0%	0% 0%	0%	0%	С	0.086	F	0.507	14000	(
129) 010 110	To:	US 501 Centerville		0 70	70 070	070	0 70	Ū	0.000	•	0.007	11000	
	From				<u>.</u>								
130)Wert Faulkner Hwy	Rockbridge County	US 11 S Lee Highwa 3.19 <b>3400</b>	<b>F</b> 95%	0%	1% 1%	3%	0%	F	0.094	F	0.553	3500	ı
130) Worth administrativy	- Hookbridge County			U /0	1/0 1/0	J /6	U /0	'	0.034	'	0.000	0300	'
	To: From:	81-759 Valley Rd											
130 Wert Faulkner Hwy	Rockbridge County	1.25 <b>3200</b>	<b>F</b> 95%	0%	1% 1%	3%	0%	С	0.102	F	0.506	3400	ı
<u> </u>	To: From:	WCL Glasgow											
130)Rockbridge Rd	Town of Glasgow (Maint: 81)	1.60 <b>3200</b>	<b>N</b> 95%	0%	1% 1%	3%	0%	Ν	0.102	Ν	0.506	3400	1
$\smile$	To:	ECL Glasgow											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Trι	ıck			K	011	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Most Facilities I bond	From:	ECL Glass		95%	10/	10/	10/	00/	00/	_	0.100	N.I.	0.500	0500	0
130 Wert Faulkner Hwy	Rockbridge County	0.26 <b>3500</b>	G	95%	1%	1%	1%	2%	0%	С	0.102	N	0.506	3500	G
	To From:	US 501 Glasgo		000/	40/		40/	400/	00/		0.4		0.504	1000	_
130 501 Glasgow Hwy	Rockbridge County	2.43 <b>1800</b> Amherst Coun		83%	1%	2%	1%	12%	0%	С	0.1	F	0.581	1900	F
	From:	Rockbridge Cou	_												
130)(501)	Amherst County	3.94 <b>1700</b>	F	89%	1%	2%	1%	8%	0%	С	0.096	F	0.586	1700	F
	To:	US 501 Near S	Snowden												
130)Elon Rd	Amherst County	9.45 <b>1400</b>		91%	0%	1%	1%	6%	0%	F	0.095	F	0.631	1500	F
	Too	05-635 Near A	Agricola												
130 Elon Rd	Amherst County	4.08 <b>3100</b>	-	91%	0%	1%	1%	6%	0%	С	0.106	F	0.643	3200	F
	To	05-652 EI	lon			—									
130 Elon Rd	Amherst County	3.86 5800		91%	0%	1%	1%	6%	0%	F	0.101	F	0.648	6000	F
130)	То														
[130] Elon Rd	Amherst County	2.10 <b>6800</b>		91%	0%	1%	1%	6%	0%	F	0.087	F	0.629	7000	F
130/2:01110	7 minoret Gearny			0170	0 70		1 /0	070	070	·	0.007	•	0.020	7000	•
130 Amelon Expressway	Amherst County	2.05 <b>8100</b>		94%	1%	1%	1%	4%	0%	С	0.098	F	0.536	8300	F
130 Amelon Expressway	Annerst County			34 /6	1 /0	1 /0	1 /0	4 /0	0 /6	O	0.030	'	0.550	0300	
Amelen Evereneus	Amherst County	US 29 0.48 <b>4100</b>		98%	1%	1%	1%	0%	0%	С	0.1	F	0.625	4200	F
Amelon Expressway	Annerst County	0.46 4100		90%	1 70	170	1 70	076	0%	C	0.1	Г	0.023	4200	Г
M/	From	US 501 Glasgo													
Wye 130 Wert Faulkner Hwy	Rockbridge County	0.08 <b>2100</b>		91%	0%	1%	1%	6%	0%	F	NA			2200	G
130)	To:	SR 130 Wert Fau					.,.			-					-
	From:	Bus US 460 Confe	derate Bl	ıd.											
131 Oakleigh Ave	Town of Appomattox (Maint: 06)	0.22 <b>6800</b>		98%	0%	1%	0%	0%	0%	Ν	0.087	Ν	0.520	7000	Ν
	To:	Church S	St												
	From:	Oakleigh A													
131 Church Street	Town of Appomattox (Maint: 06)	0.09 <b>6800</b> Main S		98%	0%	1%	0%	0%	0%	N	0.087	N	0.520	7000	N
_ <del>_</del>	From:	Church S													
131)Main St	Town of Appomattox (Maint: 06)	0.14 <b>6800</b>		98%	0%	1%	0%	0%	0%	Ν	0.087	Ν	0.520	7000	Ν
	To:	Court S													
	From:	Main S		000/	00/	101	00/	20/	00/	_	0.007	_	0.500	7000	_
131 Court Street	Town of Appomattox (Maint: 06)	0.61 <b>6800</b> Bus US 460 Confe		98%	0%	1%	0%	0%	0%	С	0.087	F	0.520	7000	G
Bus	From:	BUS US 460 Confe		/d											
131) 460 Pamplin Rd	Town of Appomattox (Maint: 06)	0.07 13000		98%	0%	1%	0%	1%	0%	Ν	0.095	Ν	0.512	13000	Ν
	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	S 460/JB-165/STREET/													
Old Countle 5 !	From:	Bus US 460, NCL			001	401	061	001	00′	_	0.004	_	0.500	0700	_
131)Old Courthouse Rd	Appomattox County	0.52 <b>3600</b> SR 24 Northeast of		98%	0%	1%	0%	0%	0%	F	0.084	F	0.503	3700	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:		SR 199													
132 Henry St South	City of Williamsburg	1.77	2900	F	99%	0%	0%	0%	0%	0%	С	0.086	F	0.574	3100	F
<u> </u>	Too	Ţ-	reland Stree	et			$\lnot$ $\vdash$									
132 Henry St South	City of Williamsburg	0.08	3900	F	99%	0%	0%	0%	0%	0%	F	0.081	F	0.577	4200	ı
1.02)	To:	SR 5 H	lenry St; Fra	ancis St												
	From:		SR 5													
132) (5) Henry St	City of Williamsburg	0.38	4500	F	95%	1%	1%	2%	1%	0%	С	0.081	F	0.522	4800	
	To: From:		RANCIS S Lafayette S													
132 Henry St North	City of Williamsburg	0.44	5500	F	97%	1%	2%	0%	0%	0%	С	0.086	F	0.562	5900	
132) 3	- F	0.11		•	07.70	1,70		0 70	0 / 0	0 70	Ū	0.000	•	0.002	0000	
N. Harry Ct	City of Williams have	0.10	SR 132 Y		070/	10/		00/	00/	0%	F	0.000	F	0.010	0700	
N.Henry St	City of Williamsburg	0.16	8200	F	97%	1%	2%	0%	0%	0%	г	0.092	г	0.613	8700	
	From:		rk County L L Williamsl													
132	York County	0.10	15000	G	97%	1%	2%	0%	0%	0%	F	0.092	Ν	0.613	16000	(
132)	To:		US 60													
	From:		60 Bypass													
132)	York County	1.16	8700	F	98%	0%	1%	0%	0%	0%	С	0.082	F	0.512	9100	١
<u> </u>	To:	SR 14	3 Merrima	Trail												
Wye	From:	Col	lonial Parkv													
132)	City of Williamsburg	0.29	5600	F	98%	1%	1%	0%	0%	0%	С	0.095	F	0.575	5900	١
	Te:	SR	132 N.Henr	y St												
	From:		W, Kingsv													
133 Kingsville Rd	Prince Edward County	1.04	2500	G	97%	0%	1%	1%	1%	0%	С	0.079	F	0.696	2600	(
<u> </u>	Toe From:	73-692	West of Ki	ngsville			$\neg$									
133)Kingsville Rd	Prince Edward County	0.15	5100	G	97%	0%	1%	1%	1%	0%	F	0.08	F	0.594	5200	(
$\smile$	Tα	US	5 15 Kingsv	ille												
	From:	US 17 George V	Washington	Memori	al Hwy											
134)Hampton Hwy	York County	0.98	17000	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.642	18000	ı
$\smile$	Tα	SR 1	71 Victory	Blvd												
134)Hampton Hwy	York County	1.54	24000	F	99%	0%	0%	0%	0%	0%	С	0.094	F	0.615	26000	
,	To															
134)Hampton Hwy	York County	1.77	00 Big Beth 24000	F F	99%	0%	0%	0%	0%	0%	F	0.095	F	0.689	26000	
134 Trampion Twy	Tork County		CL Hampto		99 /o	0 /6	0 /0	0 /6	0 /0	0 /6	•	0.095	'	0.009	20000	'
	From:		rk County L													
134)Magruder Blvd	City of Hampton	0.28	22000	F	99%	0%	0%	0%	0%	0%	С	0.104	F	0.739	24000	- 1
<u> </u>	To	Ç ₀	mple Farm	Rd												
134)Magruder Blvd	City of Hampton	0.83	25000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.673	26000	
134)	ony of Hampton				30 /3	0 /0		0 /0	0 /0	0 /0	•	3.000	•	3.070	20000	
Managed and Dhart	From		Cmdr Shep		050/	001		461	467	061		0.004		0.500	00000	
134 / Iviagruder Bivd	-					υ%	2%	1%	1%	υ%	C	0.091	۲	0.526	29000	I
134 Magruder Blvd	City of Hampton	1.46	28000 Roads Cen	F	95%	0%	2%	1%	1%	0%	С	0.091	F	0.526	2900	0

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Jurisdictic	n Lenath	ΔΔΩΤ	ΟΔ	4Tire	Rus		Tru	ıck		OC	K	OK	Dir	AAWDT	OW
ourisaich	ni Longin	AADI	GA.	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QV
From:	Hamptor	n Roads Cent	er Pkwy												
City of Hamp	pton 0.29	32000	F	96%	0%	1%	1%	1%	0%	С	0.094	F	0.544	33000	F
To:l	F	Iardy Cash D	r												
From:	H	lardy Cash Re	d												
City of Hamp	pton 0.65	32000	N	96%	0%	1%	1%	1%	0%	Ν	0.094	Ν	0.544	33000	Ν
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000	N	96%	0%	1%	1%	1%	0%	Ν	NA			47000	Ν
To:			am Dr												
From:		I-64													
City of Hampton (I	Maint: 99) 0.10			See	VA 13	4 for di	rectional	traffic v	olume e	estima	ates for tl	nis se	gment.		
To:l	I-64-E F	ROM RT 13	4 EAST												
From:	SR 13	34 Magruder	Blvd												
City of Hampton (I	Maint: 99) 0.52			Se	e I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	162000	F	96%	0%	1%	1%	3%	0%	F	0.078	F	0.537	165000	F
T			-												
From:		SR 134 Merc	ury Blvd		101			"							
City of Hampton (I					e I-64	for dire	ectional tr	affic vo	lume es	timate	es for this	segr	nent.		
To:															
O'the of Hammatan (f		AST-MERC	URY BO												
City of Hampton (I				Se	e I-64	for dire	ectional tr	affic vo	lume es	timate	es for this	segr	nent.		
To:	US 258		EAST												
O'the of the ore				050/			00/	00/	00/	_	0.004	_	0.550	00000	_
City of Hamp	pton 0.36	58000	F	95%	0%	1%	2%	2%	0%	C	0.084	F	0.558	60000	F
To:		Coliseum Dr				$\neg$ $\vdash$									
City of Hamp	pton 0.42	42000	F	95%	0%	1%	2%	2%	0%	С	0.081	F	0.555	43000	F
To															
From				000/			00/	40/	00/		0.005		0.540		
City of Hamp	•			99%	0%	0%	0%	1%	0%	F	0.085	F	0.542	51000	F
To:						$-\!\!\!+\!\!\!\!-$									
City of House				000/	10/	10/	00/	00/	00/	_	0.001	_	0.500	10000	_
City of Hamp	5ton 0.24	18000	F	98%	1%	1%	0%	0%	0%	C	0.091	г	0.522	19000	F
Tac	P	ine Chapel R	d			$\neg$ $\vdash$									
City of Ham	pton 0.89	19000	F	98%	1%	1%	0%	0%	0%	С	0.099	F	0.514	21000	F
To:		54; Lasalle A	ve			$\neg$									
From:		I-64													
City of Hamp	pton 0.41	14000	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.667	14000	F
,															
From:					10/		40/	40/	00/	^	0.000		0.570	10000	_
City of Hamp	oton 0.38	11000	F	96%	1%	1%	1%	1%	0%	C	0.099	F	0.5/3	12000	F
To:	SR 3	51 Pembroke	Ave			$\neg$ $\vdash$									
		11000		99%	1%	0%	0%	0%	0%	С	0.095	F	0.576	12000	F
, , ,										-			-		
To: From:	<u> </u>						•								
City of Hamp				99%	1%	0%	0%	0%	0%	N	0.095	Ν	0.576	12000	N
To:	US 60	Settlers Land	ling Rd												
From:	SR 1.	34 Armistead	1 Ave												
Eron: City of Hampton (N		34 Armistead <b>15000</b>	l Ave <b>G</b>								NA			15000	G
	City of Hamp To City of Hamp Combined Traffic Estimates for 2 Parallel To From City of Hampton (I To From City of Hampton (I Combined Traffic Estimates for 2 Parallel City of Hampton (I To From City of Hampton (I To City of Hampton (I To City of Hampton (I To From City of Hampton (I To From City of Hampton (I To From City of Hampton City of Hamp City of Hamp To City of Hamp To City of Hamp City of Hamp To City of Hamp City of Hamp To City of Hamp To City of Hamp City of Hamp To City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp City of Hamp	City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton (Maint: 99)   O.10   Too   I-64-E.F.   SR 1.5	City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   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Hampton   City of Hampton   City of Hampton   City of Ha	City of Hampton   0.29   32000   F   Hardy Cash Dr   Hardy Cash Rd   Hampton   0.25   32000   N   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Cash Rd   Hardy Rd   Hardy Cash Rd   Hardy Rd   Hardy Cash Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   Hardy Rd   H	City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   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Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of H	Hampton Roads Center Pkwy   City of Hampton   0.29   32000   F   96%   0%	City of Hampton (Maint: 99)	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   S	Hampton Roads Center PRov   City of Hampton   0.29   32000   F   96%   0%   1%   1%   1%   0%   1%   1%   1	Length   AADT   QA   4 Time   Bus   2Axkle   3+Axkle   1Trail   2Trail   CC   City of Hampton   College   City of Hampton   College   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   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(Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City	Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 182000   F   95%   0%   1%   1%   1%   0%   0%   0.094   F   0%   0%   0%   0%   0%   0%   0%	City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City of Hampton (Maint: 99)   City	Substitution   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   Color   City of Hampton   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# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Truc	:k			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		to Cunningha		050/	00/	10/	40/	00/	00/		NIA			10000	_
Ramp	City of Hampton (Maint:	99) 0.10	10000 I-64 East	G	95%	0%	1%	1%	3%	0%	F	NA			12000	G
	From	CD 124 17 1			TM.											
134)Ramp from I 64 W to SR 134 W	City of Hampton	SR 134; Hardy 0.52	13000	terprize <b>F</b>	98%	1%	0%	0%	0%	0%	F	0.092	F		13000	F
( · B · /	Fraffic Estimates for 2 Parallel Road		44000	N	96%	0%	1%	1%	1%	0%	N	NA	•		47000	N
Combined	To:	ways on this Houte.	I-64 West	14	30 /6	0 /6	1/0	1 /0	1 /0	0 /6	14	INA			47000	IN
	From:	LIS	17 Bridge R	Rd			i									
135)College Dr	City of Suffolk	0.20	16000	G	97%	0%	1%	1%	1%	0%	С	0.087	F	0.514	17000	G
	To	SD 16/	Western Fre	AAWAW												
135)College Dr	City of Suffolk	0.65	17000	G	98%	1%	0%	0%	0%	0%	С	0.093	F	0.510	18000	G
133)3	To.								-,-	- , -	_					-
(135) College Dr	City of Suffolk	0.76	8 Towne Poi 18000	G G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.584	20000	G
135/0011090 21	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	0.70		<u> </u>	00 70	0 70		070	0 70	0 70	Ü	0.000	•	0.004	20000	ď
Collogo Dr	City of Suffolk	0.59	I-664 <b>7200</b>	G	93%	1%	1%	1%	5%	0%	С	0.093	F	0.642	7600	G
College Dr	City of Surfork	SR 367 Tidev				1 70	1%	1 70	3%	0%	C	0.093	Г	0.042	7600	G
NI	From:		135 TO I-66		nege		1									
North 135 Ramp	City of Suffolk (Maint: 6		4200	G G								0.096	F		4200	G
135)	To:	<u>'</u>	W FROM R									0.000	•		1200	Ğ
North	From:		135 TO I-66													
135)Ramp	City of Suffolk (Maint: 6		3200	G								0.131	F		3200	G
1000	To:	•	E FROM RT	Γ 135												
South	From:	SR	135 TO I-66	64												
135)Ramp	City of Suffolk (Maint: 6		1100	G								0.108	F		1100	G
	To:	I-664-	W FROM R	T 135												
South	From:		OUTE 664 E	EAST												
135)Ramp	City of Suffolk (Maint: 6	61) 0.40	1600	G								0.124	F		1600	G
	To:	I-664-E FRO	M ROUTE 1	135 SOL	JTH											
	From:		VCL Alberta													
136 Second Ave	Town of Alberta (Maint:	•	360	F	94%	1%	1%	0%	4%	0%	С	0.113	F	0.539	370	F
<u> </u>	To:		JS 1 Alberta													
	From:		. Broad St; N		000/	461	16′	001	001	061	_	0.400	_	0.515	0000	_
137 (138)	Town of Kenbridge (Main	t: 55) 1.13	3800	F	89%	1%	1%	2%	8%	0%	F	0.102	F	0.515	3900	F
	To: From:		CL Kenbridg													
137 (138)	Lunenburg County	0.74	3800	N	89%	1%	1%	2%	8%	0%	N	0.102	N	0.515	3900	Ν
	To: From:		Fletcher Cha													
(137)(138)	Lunenburg County	1.93	3300	F	89%	1%	1%	2%	8%	0%	F	0.1	F	0.502	3300	F
	To: From	SR 13	8 Lafoons C	orner												
137 Dundas Rd	Lunenburg County	4.67	860	F	89%	1%	1%	2%	8%	0%	С	0.097	F	0.546	880	F
$\smile$	To:	Bruns	wick County	Line												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	to colorado a co	Laurath AADT		4T:	D		Tru	ck		-00	K	01/	Dir	AAMADT	
Route	Jurisdiction	Length <b>AADT</b>	QA	411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	Lunenburg County		2221						_		_			
137)	Brunswick County	3.56 <b>710</b>	F	89%	1%	1%	2%	8%	0%	F	0.113	F	0.590	720	
<u> </u>	10:	SR 46 Danielto	wn												
	From:	US 1 Mecklenburg													
138 Union Mill Rd	Town of South Hill	0.38 <b>3300</b>	F	91%	1%	3%	1%	5%	0%	С	0.094	F	0.607	3400	
<u> </u>	To: From:	NCL South Hi	ill			_									
138 Union Mill Rd	Mecklenburg County	2.89 <b>2800</b>	F	92%	1%	1%	1%	5%	0%	С	0.096	F	0.564	2800	
	To:	Lunenburg County	Line												
	From:	Mecklenburg Count	•												
138)S Hill Rd	Lunenburg County	9.83 <b>2200</b>	F	92%	1%	1%	0%	6%	0%	С	0.100	F	0.552	2300	
<u> </u>	To: From:	SR 137 Lafoons C	Corner												
138 (137)	Lunenburg County	1.93 <b>3300</b>	F	89%	1%	1%	2%	8%	0%	F	0.1	F	0.502	3300	
	To	55-601													
400 (407)	Lunenburg County	0.74 <b>3800</b>	N	89%	1%	1%	2%	8%	0%	N	0.102	N	0.515	3900	
138 137	Editeributy County	0.74 3800	IN	03 /6	1 /0	1 /0	2 /0	0 /6	0 /6	11	0.102	IN	0.515	3300	
	To: From:	CL Kenbridge													
138/\137/	Town of Kenbridge (Maint: 55)	1.13 <b>3800</b>	F	89%	1%	1%	2%	8%	0%	F	0.102	F	0.515	3900	
	To:	SR 40													
	From:	40-610 CL Jarr	att												
139)Allen Rd	Town of Jarratt (Maint: 40)	0.76 <b>1400</b>	G	91%	1%	1%	1%	6%	0%	F	0.096	F	0.548	1400	
$\mathcal{L}$	To:	Sussex County I													
	From:	Greensville County	_	0.10/	10/		40/	20/	00/	_	0.007	_	0.550	0000	
139 Jarratt Ave	Town of Jarratt (Maint: 91)	0.23 <b>2600</b>	G	91%	1%	1%	1%	6%	0%	С	0.087	F	0.556	2600	
<u> </u>	To: From:	91-646 Kientz Rd; Ha	alifax Rd	l											
139)Jarratt Ave	Town of Jarratt (Maint: 91)	0.49 <b>2200</b>	G	91%	1%	1%	1%	6%	0%	F	0.091	F	0.605	2300	
$\mathcal{L}$	To:	US 301 Jarrat	tt												
	From:	SCL Abingdo	n												
140)Jonesboro Rd	Town of Abingdon	0.38 19000	F	95%	0%	1%	1%	3%	0%	С	0.084	F	0.504	20000	
	To:	US 11 Main S	St												
	From:	US 17 Frederick	Blvd												
141)George Washington Hwy	City of Portsmouth	0.36 <b>16000</b>	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.711	17000	
141) declige 11 delimigram 1 mg	·				0,0		0 / 0	0,0	0,0	•	0.002	•	· · · · ·		
O a serve Washington House	To: From:	SR 337 Elm A		000/	00/		00/	00/	00/		0.000	_	0.744	40000	
George Washington Hwy	City of Portsmouth	0.48 <b>15000</b>	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.741	16000	
	To: From:	Portsmouth Bly	vd												
141)Effingham St	City of Portsmouth	0.76 <b>23000</b>	F	93%	1%	2%	2%	2%	0%	С	0.090	F	0.681	24000	
	To:	I-264													
(41)Effingham St	City of Portsmouth	0.18 <b>28000</b>	F	98%	0%	1%	0%	0%	0%	F	0.070	F	0.587	29000	
141)9	-		-	0070	0 /0	- , , ,	0 / 0	0 / 0	0 / 0	•	0.07.0	•	0.507	_5555	
	From:	South St		00=1	0-1		00'	461	051	_	0.0=	_	0.500	05000	
141 Effingham St	City of Portsmouth	0.25 <b>23000</b>	F	98%	0%	1%	0%	1%	0%	F	0.07	F	0.568	25000	
<u> </u>	To: From:	High St													
141)Effingham St	City of Portsmouth	0.06 <b>20000</b>	F	98%	0%	1%	0%	1%	0%	F	0.07	F	0.594	22000	
	To:	London Blvd													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	Effingham St													
London Blvd	City of Portsmouth	0.33 <b>23000</b>	F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.747	24000	
	To: From:	Elm Ave													
141 London Blvd	City of Portsmouth	0.83 <b>26000</b>	F	98%	0%	1%	0%	1%	0%	С	0.087	F	0.752	28000	
<u> </u>	Tσ:	M L King Freew	/ay												
	From:	SR 141 RAMP TO	IS 264												
141)	Norfolk Maintenance Area	0.15 <b>NA</b>	TD 01/	DT 141							NA			NA	
	10.	I-264-E; 124-99013-E000A F													
lorth Pomp	City of Dortomouth (Mainty C4)	SR 141 RO ROUTE 26		T							0.000	F		0700	
141 Ramp	City of Portsmouth (Maint: 64)	0.30 <b>2700</b> 64-W FROM ROUTE 14100-	G	CHAME	т						0.233	г		2700	
	1-20				1	_									
South 141)Ramp	City of Portsmouth (Maint: 64)	SR 141 TO ROUTE 26 0.14 <b>2200</b>	64 WES	T							0.132	F		2200	
141 mainp	<u> </u>	264-W FROM ROUTE 141-I		HAM ST							0.132	•		2200	
	From:			JII WI SI		! 1									
142)Simpson Rd	Dinwiddie County	US 1 Boydton Plan 1.27 <b>3000</b>	G Ra	97%	0%	0%	1%	2%	0%	С	0.115	F	0.626	3100	
142 011103011 110	Diriwidale County			37 70	0 70	0 70	1 /0	270	0 70	O	0.115	•	0.020	3100	
Daydton Dlank Dd	City of Detectors	WCL Petersbur 0.16 <b>3100</b>		97%	0%	0%	1%	1%	0%	F	0.107	F	0.688	3300	
Boydton Plank Rd	City of Petersburg	0.16 <b>3100</b>	G	97%	0%	U%	170	170	0%	Г	0.107	Г	0.000	3300	
	From	Dupuy Rd		.=-/						_					
Boydton Plank Rd	City of Petersburg	1.24 <b>3100</b>	G	97%	0%	0%	1%	1%	0%	С	0.103	F	0.669	3300	
	To: From:	Rt 604 Halifax I													
142)Halifax Rd	City of Petersburg	0.06 <b>5200</b>	G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.516	5600	
<u> </u>	To:	CSX RR													
	From:	US 258 Mercury l													
143)Ingalls Rd	City of Hampton (Maint: US)	0.28 <b>4600</b>	G	99%	0%	0%	0%	0%	0%	С	NA			4900	
	To: From:	Begin State Mainte	nance												
143)Mellen St	City of Hampton	0.41 <b>4600</b>	G	99%	0%	0%	0%	0%	0%	С	NA			4900	
<u> </u>	To: From:	SR 169 Mallory	St												
143)County St	City of Hampton	0.59 <b>3200</b>	F	98%	1%	1%	0%	0%	0%	С	0.103	F	0.738	3400	
<u> </u>	To:	I-64													
Cottlere Landing Dd	City of Hampton	Tyler St	F	97%	1%	10/	1%	0%	00/	F	0.100	F	0.501	15000	
(60) Settlers Landing Rd	City of Hampton	0.67 <b>14000</b>	Г	97%	170	1%	170	0%	0%	Г	0.100	Г	0.591	15000	
	To: From:	Eaton St		070/	40/		10/	00/	00/		0.000	_	0.505	10000	
(43) (60) Settlers Landing Rd	City of Hampton	0.46 <b>11000</b>	F	97%	1%	1%	1%	0%	0%	F	0.099	F	0.527	12000	
	To: From:	SR 134 Armistead													
143) (60) Settlers Landing Rd	City of Hampton	0.13 <b>13000</b>	F	97%	1%	1%	1%	0%	0%	С	0.098	F	0.526	14000	
	To:	Kecoughtan Ro													
143) $\widehat{)}$ Kecoughtan Rd	City of Hampton	Settlers Landing 0.26 <b>9600</b>	Rd <b>F</b>	97%	2%	1%	0%	0%	0%	F	0.095	F	0.512	10000	
143) (60) Kecoughtan Rd	City of Hampton	US 60 Kecoughtan		31%	∠70	170	U%	U%	U 70	Г	0.095	г	0.312	10000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		) Kecoughtan													
43) Victoria Blvd	City of Hampton	0.54	3200	G	98%	1%	1%	0%	0%	0%	F	NA			3500	
<u>~</u>	To: From:	]	Lasalle Ave													
Victoria Blvd	City of Hampton	1.25	5800	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.535	6200	
<u> </u>	Tac	Po	whatan Pkwy	,			$ \vdash$									
143) Victoria Blvd	City of Hampton	1.15	5400	F	98%	1%	1%	0%	0%	0%	С	0.095	F	0.513	5700	
	To:	ECL	Newport New	ws												
	From:		CL Hampton													
43)27th St	City of Newport New		6200	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.561	6600	
	Combined Traffic Estimates for Parallel Road		NA									NA			NA	
	To:		143 Par, 28th 5													
43)28th St	City of Newport New		143 Par, 27th 5 <b>2100</b>	F F	96%	1%	2%	0%	0%	0%	F	0.105	F		2200	
43 /2011 01	Combined Traffic Estimates for 2 Parallel Road			F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.587	4800	
	Combined Trainic Estimates for 2 Farallel Hoad	aways on this noute.	4500	Г	<del>3</del> 0 /6	1 /0	1 /0	0 /6	0 /0	0 /6	•	0.007	'	0.567	4000	
	To- From:		Chestnut Ave				—⊢						_			
143)28th St	City of Newport New		1900	F	96%	1%	2%	0%	0%	0%	С	0.077	F	0.592	2100	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	3700	F	97%	1%	1%	0%	0%	0%	С	0.081	F	0.775	3900	
	To: From:	SR 1	143 Par, 27th S	St												
43)Jefferson Ave	City of Newport New	vs 0.33	10000	G	96%	1%	2%	1%	0%	0%	С	NA			11000	
<u> </u>	To		I-664													
143 Jefferson Ave	City of Newport New	vs 0.61	24000	G	95%	1%	3%	1%	1%	0%	С	NA			25000	
149	To															
143 Jefferson Ave	City of Newport New	vs 1.89	50th St 22000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.572	23000	
143 Juciterson Ave	To:		58 Mercury Bl		30 /6	0 70		0 70	0 70	0 70	•	0.000	'	0.572	20000	
	From:		Mercury Blvd	114												
43) (17) Jefferson Ave	City of Newport New	vs 1.31	40000	F	95%	0%	2%	1%	1%	0%	С	0.091	F	0.592	42000	
	To:	SR	R 152 Main St													
143) (17) Jefferson Ave	City of Newport New		39000	F	97%	1%	1%	1%	1%	0%	С	0.087	F	0.582	41000	
	To			D 1												
Jefferson Ave	City of Newport New		6 Harpersville 47000	F	97%	0%	0%	1%	1%	0%	F	0.083	F	0.537	50000	
143) (17) Jefferson Ave	City of Newport New		yde Morris Bly		31 /0	0 /6	0 /0	1 /0	1 /0	0 /6	•	0.003	'	0.557	30000	
	From:		J Clyde Morris													
Jefferson Ave	City of Newport New		32000	F	98%	1%	1%	0%	0%	0%	С	0.08	F	0.505	34000	
9	To		dle Ground Bl	v.d												
43)Jefferson Ave	Eron: City of Newport New		47000	F F	95%	1%	1%	1%	2%	0%	С	0.078	F	0.565	49000	
43 3001013011 AVC	City of Newport New				JJ /0	1 /0	1 /0	1 /0	2 /0	0 /0	J	0.070	'	0.000	45000	
lattaman A	From		1 Oyster Point		0001	401		001	001	061		0.004		0.507	F0000	
43 Jefferson Ave	City of Newport New	vs 0.73	51000	F	93%	1%	1%	2%	3%	0%	С	0.084	F	0.537	53000	
<u>~</u>	To: From:		I-64													
143 Jefferson Ave	City of Newport New	vs 1.13	73000	F	98%	0%	1%	0%	1%	0%	С	0.083	F	0.54	76000	
$\smile$	To:		Bland Blvd													

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Bland Blvd													
143 Jefferson Ave	City of Newport News	0.86 <b>53000</b>	F	97%	1%	1%	0%	1%	0%	С	0.085	F	0.562	55000	F
<u></u>	To: From:	SR 173 Denbigh	Blvd												
143 Jefferson Ave	City of Newport News	0.84 <b>33000</b>	Α	98%	0%	1%	0%	0%	0%	С	0.114	Α	0.574	34000	Α
$\smile$	To:	Richneck Rd				<u> </u>									
143 Jefferson Ave	City of Newport News	2.19 <b>27000</b>	F	96%	1%	2%	1%	1%	0%	С	0.096	F	0.56	28000	F
	To	SR 105 Ft Eustis	Dlud												
143 Jefferson Ave	City of Newport News	2.55 <b>11000</b>	F	98%	0%	1%	1%	1%	0%	С	0.151	F	0.728	11000	F
143)************************************							.,.	.,.				-	***		-
143 Jefferson Ave	City of Newport News	Yorktown Rd	F	98%	0%	1%	1%	1%	0%	F	0.126	F	0.656	17000	F
143 Jelierson Ave	To:	James City County		90 /6	0 /6	1 /0	1 /0	1 /0	0 /6	'	0.120	'	0.030	17000	'
	From:	NCL Newport N													
143 Merrimac Trail	James City County	2.44 10000	F	98%	0%	1%	1%	1%	0%	F	0.11	F	0.67	11000	F
	To:	York County Li	ine												
	From:	James City County		2221						_		_			_
143 Merrimac Trail	York County	2.50 17000	F	98%	0%	1%	1%	1%	0%	F	0.105	F	0.503	18000	F
<u> </u>	From:	James City County York County Li													
143 Merrimac Trail	James City County	1.12 <b>15000</b>	F	98%	0%	1%	1%	1%	0%	F	0.095	F	0.507	16000	F
143)	To:	York County Li													
	From:	James City County	/ Line												
143 Merrimac Trail	York County	0.76 <b>7400</b>	F	98%	0%	1%	1%	1%	0%	F	0.089	F	0.512	7900	F
	To: From:	ECL Williamsbu	urg			$\neg$ $\vdash$									
143 Merrimac Trail	City of Williamsburg	0.90 <b>6900</b>	F	98%	1%	1%	0%	0%	0%	С	0.104	F	0.581	7400	F
$\smile$	To	SR 5 Capital Landi	ng Rd												
143 Merrimac Trail	City of Williamsburg	0.37 <b>8900</b>	F	99%	0%	0%	0%	0%	0%	С	0.104	F	0.564	9500	F
140	To:	York County Li	ine												
	From:	NCL Williamsb													
143 Merrimac Trail	York County	0.22 <b>8700</b>	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.542	9000	F
	To: From:	SR 132													
143 Merrimac Trail	York County	0.60 <b>18000</b>	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.515	18000	F
$\bigcirc$	To	I-64													
143 Merrimac Trail	York County	0.24 <b>2600</b>	G	99%	0%	0%	0%	0%	0%	F	NA			2700	G
9	To:	Camp Peary Main													
	From:	SR 143 TO ROUTE 6	64 EAS	Т											
143 Ramp	City of Newport News (Maint: 99)	0.09 <b>NA</b>									NA			NA	
	To	SR 143- 9B TO 35TH	CTDEI	T											
143)Ramp	City of Newport News (Maint: 99)	0.39 <b>NA</b>	SIKE	21							NA			NA	
143)		121-7006-E000B FROM 3-	4TH ST	REET		1					14/1			14/1	
	From:	121-7006 Jefferson Av													
143)Ramp	City of Newport News (Maint: 99)	0.34 <b>6400</b>	F								0.117	F		6400	F
$\smile$	To:	I-664-E													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 milary and	intorotato i												
Route	Jurisdiction	n Length	AADT Q	A 4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	- QV
	From:	SR 143- 9A	A TO 35TH STR	REET		1	017.040				. 4010.		. 4010.		
143)Ramp	City of Newport News		5000 F								NA			5000	F
140	To:	I-664-E005A FRO	M JEFFERSO!	N AVENUE											
	From:	CD 14	3 TO I-64 West												
143)Ramp	City of Newport News		5100 F								0.1	F		5100	F
143)******	To:	I-64-W FROM RT									• • • • • • • • • • • • • • • • • • • •	•			-
	From:														
143)Ramp	City of Newport News		3000 F								0.121	F		3000	F
143/114111	only of Newport News	I-64-W RAMP FR				_					0.121	•		3000	
	City of November November 1		3 TO I-64 EAST								0.110	_		0100	
143 Ramp	City of Newport News	, ,	2100 F								0.112	F		2100	F
	10.	I-64-E FROM RT 14													
	From:		143 TO I-64 E									_			_
143)Ramp	York Count		4500 F								0.088	F		4500	١
<u> </u>	To:	I-64-E	FROM RT 143	<u>i</u>											
lorth	From:		3 TO I-64 EAST	ſ											
143)Ramp	City of Newport News	s (Maint: 99) 0.13	2800 F	!							0.1	F		2800	F
$\mathcal{L}$	Τα:	I-64-E FROM RT 14	3 NORTH00- J	EFFERSON A											
lorth	From:	SR 143	TO I-64 WEST	Γ											
143)Ramp	City of Newport News		5300 F								0.085	F		5300	F
	To:	I-64-W FROM RT 14	3 NORTH-JEF	FERSON AVI	Ξ										
lorth	From:	SR 143	TO I-64 WEST	Г											
143)Ramp	York Count		2600 F								0.106	F		2600	F
143)******	To:	•	OM RT 143 NO												
to utla	From:		3 TO I-64 EAST												
South 143)Ramp	L City of Newport News		16000 F								0.090	F		16000	F
143) 1 (411)	only of Newport News	I-64-E FROM RT 14			1						0.000	•		10000	
	Provide the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control o														
South	City of Novement Nove		2200 F								0.000	F		2200	F
Ramp	City of Newport News				,						0.083	г		2200	1
		I-64-W FROM RT 14			1										
outh	From:		TO I-64 WEST									_			
Ramp	York Count		350 F								0.221	F		350	
	10:	I-64-W FROM RT	143-CAMP PE	RRY ROAD											
_	From:		143; 28th St												
143)27th St	City of Newport		2400 F		0%	1%	0%	0%	0%	С	0.094	F		2600	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	4500 F	98%	1%	1%	0%	0%	0%	F	NA			4800	F
	To:	CI	hestnut Ave			$\neg$ $\vdash$									
143)27th St	From: L City of Newport		1700 F	98%	1%	1%	0%	0%	0%	С	0.09	F		1800	F
130	Combined Traffic Estimates for 2 Parallel F		3700 F		1%	1%	0%	0%	0%	C	0.081	F	0.775	3900	F
	Combined Traine Estimates for 21 drailerr	Jes		31 /0	1 /0	1 /0	0 /0	0 /0	0 /0	0	0.001	•	5.775	0000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
	From:	- 9-	27th St				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
143 Jefferson Ave	City of Newport New	vs 0.05	1700	N	98%	1%	1%	0%	0%	0%	Ν	0.09	Ν		1800	Ν
C	ombined Traffic Estimates for Parallel Road	dways on this Route:	NA									NA			NA	
	То:	SR	143; 28th St	t												
	From:		SR 36													
( ₁₄₄ )Temple Ave	Prince George Coun	ty 2.58	32000	Α	99%	0%	0%	0%	0%	0%	С	0.099	Α	0.504	33000	Α
$\overline{}$	To:		field County													
144)Temple Ave	Chesterfield County		eorge County 32000	y Line A	99%	0%	0%	0%	0%	0%	С	0.099	Α	0.504	33000	Α
144) Temple Ave	Chesterneid County	y 0.19	32000	A	33 /6	0 /6	0 /6	0 /6	0 /0	0 /6	C	0.055	^	0.504	33000	^
	To: From:		Colonial Heig	-												
144 Temple Ave	City of Colonial Heigh	nts 0.93	27000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.637	28000	G
<u> </u>	To: From:		Conduit Rd													
144)Temple Ave	City of Colonial Heigh	nts 0.37	32000	G	98%	0%	0%	1%	1%	0%	С	0.085	F	0.51	33000	G
<u> </u>	To:		I-95													
144 Temple Ave	City of Colonial Heigh	nts 0.50	26000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.525	27000	G
	To:	TIC	I Boulevard	1												
144) (1) (301) Boulevard	From: City of Colonial Heigh		22000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.508	24000	G
144) (1) (301) = 0 = 0 = 0	T-							• , •	-,-							-
144) (1) (301) Boulevard	City of Colonial Heigh		18000	G	95%	0%	1%	3%	1%	0%	С	0.086	F	0.548	20000	G
144 1 301 Boulevard	Oity of Colonial Fleigh	0.17	10000	<u> </u>	33 /6	0 76	1 /0	J /6	1 /0	0 78	O	0.000	•	0.540	20000	ч
	To: From:		Ellerslie Ave		000/	00/		00/	00/	201		0.004		0.514	07000	
144 1 301 Boulevard	City of Colonial Heigh	nts 0.19	26000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.514	27000	G
	To: From:		nerwood Ave													
(144) (1) (301) Boulevard	City of Colonial Heigh	nts 0.62	23000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	25000	G
	To: From:	NCL	Colonial Heig	ghts												
144) 1 301 Jefferson Davis H	Hwy Chesterfield County	y 0.22	22000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.532	24000	G
	To	IIS 1 Ie	fferson Davis	Hwy												
144 Harrowgate Rd	Chesterfield County		9000	G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.569	9600	G
144)	To	<b>,</b>														
144)Harrowgate Rd	Chesterfield County		1136 North S 7800	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.528	8300	G
144) Harrowgate Hu	Onesterned County				30 /6	1 /0	1 /6	0 /6	0 /6	0 78	O	0.003	•	0.520	0300	u
	To: From:		9 Happy Hill		000/	40/		00/	00/	00/	_		_	0.570	44000	_
144 Harrowgate Rd	Chesterfield County	y 1.76	10000	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.573	11000	G
	To: From:		West Intersec													
144 (10) Hundred Rd	Chesterfield County	y 0.25	30000	G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.561	32000	G
	To: From:	SR 10 EA	ST INTERSE	ECTIO	N											
144 Chester Rd	Chesterfield County	y 1.77	10000	G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.588	11000	G
$\smile$	To:	SR 1	45 Centralia l	Rd												
	From:	SR 1	44 Temple A	ve												
144 Ramp	City of Colonial Heights (M	aint: 20) 0.15	15000	G	97%	0%	1%	1%	1%	0%	С	NA			15000	G
$\smile$	To:		Ramp Split													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4T	ire Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Ramp Split											
Ramp	City of Colonial Heights (Maint: 20)		3% 0%	0%	1%	1%	0%	С	0.083	F		7400	C
<u> </u>	Τα	I-95 South											
	From:	Ramp Split											
144)Ramp	City of Colonial Heights (Maint: 20)	0.38 <b>5900 G</b> 97	<b>'</b> % 0%	1%	1%	1%	0%	С	NA			5900	(
<u> </u>	Τα	I-95 North											
	From:	SR 10 Iron Bridge Rd	201 201	10/	00/	00/	00/	_		_	0.540	0.4.00	
Centralia Rd	Chesterfield County	2.81 <b>8600 G</b> 98	3% 0%	1%	0%	0%	0%	С	0.092	F	0.516	9100	(
	From:	SR 144 Chester Rd SR 144; Centralia Rd											
145)Chester Rd	Chesterfield County	2.37 <b>5700 G</b> 97	<b>7%</b> 0%	1%	1%	1%	0%	С	0.097	F	0.815	6000	(
140)	To:	US 1, US 301 Jefferson Davis Hwy											
	From:	SR 76 Powhite Pkwy											_
146	City of Richmond (Maint: 43)	0.86 <b>26000 F</b> 98	3% 1%	0%	0%	0%	0%	С	0.114	F	0.724	32000	
	To:	SR 195 Downtown Expwy											
outh	From: S	GR-00146(L)/RAMP TO ROSEWOOD A	VE										
146)	City of Richmond (Maint: 20)	0.08 <b>NA</b>							NA			NA	
	To: IS-0019	5-S011A(R)/RAMP FROM SR 146/RAM	MP FROM										
	From:	US 60 Midlothian Tpke											_
Huguenot Rd	Chesterfield County	1.33 <b>32000 G</b> 99	9% 0%	0%	0%	0%	0%	F	0.089	F	0.551	35000	
<u> </u>	To: From:	20-711 Robious Rd											
147)Huguenot Rd	Chesterfield County	3.08 <b>35000 G</b> 99	9% 0%	0%	0%	0%	0%	С	0.093	F	0.592	37000	(
141)	To												
147)Huguenot Rd	Chesterfield County	20-678 Buford Rd 0.59 <b>35000 G</b> 99	9% 0%	0%	0%	0%	0%	F	0.094	F	0.589	37000	(
147) Hagachet Ha	Chosternala county		770 070	070	0 70	0 /0	0 70	•	0.004	•	0.000	07000	
Diameter Bri	To:	SCL Richmond	00/	20/	00/	00/	00/		0.004		0.500	07000	_
Huguenot Rd	City of Richmond	0.10 <b>35000 N</b> 99	0% 0%	0%	0%	0%	0%	N	0.094	N	0.589	37000	
	To: From:	SR 150 Chippenham Pkwy											
147)Huguenot Rd	City of Richmond	1.24 <b>25000 F</b> 99	0% 0%	0%	0%	0%	0%	С	0.097	F	0.570	27000	
	To: From:	NCL Richmond											
147)Huguenot Rd	Chesterfield County	0.38 <b>24000 G</b> 99	9% 0%	0%	0%	0%	0%	F	0.097	Ν	0.570	26000	
$\mathcal{L}$	To	Huguenot Memorial Bridge											
147)Huguenot Rd	Henrico County	0.45 <b>24000 G</b> 99	9% 0%	0%	0%	0%	0%	С	NA			26000	
•	To	43-7506 River Rd											
147)River Rd	Henrico County	0.02 <b>23000 N</b> 99	9% 0%	0%	0%	0%	0%	N	0.084	N	0.591	25000	
147)111701110	Tiermos county		770 070	<del></del>	0 70	0 /0	0 70	.,	0.004	.,	0.001	20000	
Diver Dd	From:	WCL Richmond	00/		00/	001	00′		0.004		0.504	05000	_
River Rd	City of Richmond	0.68 <b>23000 G</b> 99	0% 0%	0%	0%	0%	0%	С	0.084	F	0.591	25000	(
	To: From:	Three Chopt Rd											
Cary St	City of Richmond	0.16 <b>20000 G</b> 99	9% 0%	0%	0%	0%	0%	F	0.088	F	0.582	21000	(
$\smile$	To:	Libbie Ave											

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Libbie Av		202/	201		00/	00/	00/	_	0.000	_	0.500	45000	_
147 Cary St	City of Richmond	1.10 <b>15000</b>	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.532	15000	G
Conv St	City of Richmond	Westmorelan 0.83 14000	d St	99%	0%	0%	0%	0%	0%	F	0.098	F		15000	G
147 Cary St	Oity of Alcimona			JJ /0	0 /6	0 /6	0 /6	0 /0	0 /6	'	0.090	'		13000	G
147)Cary St	City of Richmond	7hompson 0.77 <b>9900</b>	St G	99%	0%	0%	0%	0%	0%	F	0.084	F		11000	G
(147) Odry Ot	Combined Traffic Estimates for 2 Parallel Roadways of		-	99%	0%	0%	0%	0%	0%	F	0.090	F	0.542	21000	G
	т	SR 161 Boule													
(147)Cary St	City of Richmond	1.59 <b>12000</b>	G	96%	1%	1%	1%	0%	0%	С	0.095	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways of		G	97%	1%	1%	1%	0%	0%	С	0.09	F	0.829	27000	G
	To: Foor:	US 1; US 301 Be	lvidere St			<b>—</b> —									
(147)Cary St	City of Richmond	0.81 <b>7100</b>	G	99%	0%	0%	0%	0%	0%	F	0.121	F		7600	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of		G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.692	18000	G
	To:	US 60, 9th													
(147)Ramp	City of Richmond (Maint: 43)	SR 147 TO RT 195 & 76 CA 0.09 <b>4700</b>	AMERON F	STREET	'						0.184	F		4700	F
14/ Hamp	To:	I-195-S TO R									0.104	'		4700	•
	From:	Cary St													
147 Thompson St	City of Richmond	0.07 <b>14000</b>	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.917	15000	G
P	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 24000	G	99%	0%	0%	0%	0%	0%	F	NA			25000	G
	To: From:	Ellwood A Thompson													
147 Ellwood Ave	City of Richmond	0.77 <b>9600</b>	G	98%	1%	1%	0%	0%	0%	F	0.097	F		10000	G
١١٥	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 20000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.542	21000	G
	To: Boom	SR 161 Boule	vard												
(147)Main St	City of Richmond	1.56 <b>14000</b>	G	98%	1%	1%	0%	0%	0%	С	0.106	F		15000	G
P	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 25000	G	97%	1%	1%	1%	0%	0%	С	0.09	F	0.829	27000	G
	To: From:	US 1 US 301 Bel	videre St												
147 Main St	City of Richmond	0.81 <b>9500</b>	G	98%	1%	1%	0%	0%	0%	F	0.128	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roadways o	on this Route: <b>17000</b> US 60 P, 8th	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.692	18000	G
	Brown		1 St												
148 Chances Creek Rd	Carroll County	0.87 <b>3000</b>	F	95%	0%	1%	1%	3%	0%	С	0.08	F	0.504	3200	F
146 Onanoso Grock Ha	To:	US 52 Fancy Gap			070		1 70	070	070		0.00		0.001	0200	•
	From:	SR 148; 17-	775												
(148)Ramp	Carroll County	0.18 <b>750</b>	F								0.085	F		750	F
$\sim$	To:	I-77 South	n												
	From:	SR 148 Chances O									0.000	_		1700	_
148 Ramp	Carroll County	0.19 <b>1700</b> I-77 Nortl	<u>F</u>			<del></del>					0.089	F		1700	F
		1-// NOITI	1												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	Lord addada	1 A A B B		4T:	D		Tru	ck		00	K	01/	Dir	A A \ A / D T	
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 165; N Landing													
149)Princess Anne Rd	City of Virginia Beach	1.92 <b>25000</b>	G	98%	0%	1%	1%	0%	0%	С	0.078	F	0.509	26000	G
$\smile$	To:	Princess Anne Ro	d												
	From:	43-7518 Parham R	Rd												
150)Chippenham Pkwy	Henrico County	1.25 <b>34000</b>	F	98%	0%	1%	0%	1%	0%	F	0.101	F	0.515	37000	F
$\smile$	To:	NCL Richmond													
150)Willey Bridge	City of Richmond	1.51 <b>43000</b>	G	96%	0%	1%	2%	1%	0%	С	0.102	F	0.564	47000	G
$\smile$	To	SR 147 Huguenot l	Rd												
150)Chippenham Pkwy	City of Richmond			98%	0%	1%	0%	1%	0%	F	0.105	F	0.503	45000	G
100)	To														
150)Chippenham Pkwy	City of Richmond	Forest Hill Ave 0.46 <b>49000</b>	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.516	53000	G
150) Griipperinam i Kwy	City of Flictimoria			JU /0	0 70	1 70	0 70	1 /0	0 70	'	0.100	•	0.510	33000	
Okiosa akan Blass	From:	ECL Richmond		000/	00/	10/	00/	40/	00/	_	0.400	_	0.540	50000	_
Chippenham Pkwy	Chesterfield County	0.50 <b>49000</b>	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.516	53000	G
	To: From:	SR 76 Powhite Pky													
150 Chippenham Pkwy	Chesterfield County	0.52 <b>64000</b>	G	98%	0%	1%	0%	1%	0%	F	0.099	F	0.672	69000	G
<u> </u>	T _{CC}	20-686 Jahnke Ro	d												
150)Chippenham Pkwy	Chesterfield County	1.07 <b>64000</b>	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.61	69000	C
	To	US 60 Midlothian Tr	rnnk												
150)Chippenham Pkwy	Chesterfield County	1.67 <b>78000</b>		97%	0%	1%	1%	1%	0%	С	NA			88000	C
130) - 171 7	To														
150 Chippenham Pkwy	Chesterfield County	US 360 Hull Street 2.59 <b>72000</b>	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.547	78000	C
150 Ompperman r kwy	Griesterneid Godinty	2.59 72000	G	30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	'	0.030	•	0.547	70000	
	From	SR 10 Iron Bridge		000/	00/		00/	40/	201	_	2 22 4	_	0.550	22222	
Chippenham Pkwy	Chesterfield County	0.94 <b>61000</b>	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.552	66000	C
<u> </u>	To: From:	20-637 Hopkins R													
150 Chippenham Pkwy	Chesterfield County	1.97 <b>58000</b>	Α	98%	0%	1%	0%	1%	0%	С	0.107	Α	0.598	63000	P
<u> </u>	To-	US 1 Jefferson Davis	Hwy												
150)Chippenham Pkwy	Chesterfield County	1.35 <b>56000</b>	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.564	61000	G
	To:	I-95													
East	From:	SR 150 E, SR 895	Ε												
150)Ramp	Chesterfield County	0.21 <b>24000</b>	G								0.109	F		24000	C
$\smile$	To	SR 895 W Exit A Ra	amn												
East	From:		•									_			_
Ramp	Chesterfield County	0.02 2200	G								0.088	F		2200	G
	10.	I-95 South				<u> </u>									
	From:	SR 150 W, SR 895													_
150 Ramp	Chesterfield County	0.55 <b>21000</b>	G	98%	0%	1%	0%	1%	0%	F	0.106	F		23000	G
<u> </u>	To: From:	I-95 North Exit 67B F	Ramp												
150 Ramp	Chesterfield County	0.24 <b>13000</b>	G	98%	0%	1%	0%	1%	0%	F	0.14	F		13000	G
P/	To:	I-95 South													

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_							Tru	ıck			K		Dir		_
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US 29 N Am								_					
151) Patrick Henry Hwy	Amherst County	6.34 <b>230</b>		95%	0%	1%	3%	1%	0%	С	0.089	F	0.59	2100	F
<u> </u>	To:	Nelson Cou	_												
	Nolona County	Amherst Co 1.46 <b>220</b>	_	92%	1%	1%	4%	2%	0%	С	0.094	F	0.5	2000	(
151)	Nelson County	1.46 <b>220</b>	0 G	92%	1 70	1 70	470	270	0%	C	0.094	Г	0.5	2000	
	T _{CC} From:	SR 151 Y North													
51	Nelson County	0.21 <b>270</b>	0 G	93%	1%	2%	3%	2%	0%	F	0.1	F	0.539	2500	(
<u> </u>	To: From	S SR	56												
51) (56) Patrick Henry Hwy	Nelson County	2.56 <b>170</b>	0 G	93%	1%	2%	3%	2%	0%	С	0.107	F	0.52	1600	(
	To	N SR	56												
51) Patrick Henry Hwy	Nelson County	2.30 170		97%	1%	1%	1%	1%	0%	F	0.1	F	0.566	1600	(
, ,	To:	62-666 Woo													
_	From:	62-666 Jone	sboro Rd												
51) Patrick Henry Hwy	Nelson County	8.09 <b>120</b>	0 G	97%	1%	1%	1%	1%	0%	F	0.108	F	0.645	1100	(
	Τα	62-664 Beach	Grove Rd												
51)Rockfish Valley Hwy	Nelson County	5.52 <b>450</b>		97%	1%	1%	1%	1%	0%	С	0.096	F	0.504	4200	
, ,	To														
<u>-</u>	Nolcon County	SR 6 Riv 6.22 <b>710</b>		93%	1%	1%	1%	4%	0%	С	0.092	F	0.55	6600	
51 6	Nelson County	6.22 <b>710</b>	U G	93%	170	1 70	1 70	470	0%	C	0.092	Г	0.55	0000	
	To: From:	SR 6 A													_
51)	Nelson Cou <u>nty</u>	1.41 <b>810</b>		93%	1%	1%	1%	4%	0%	F	0.094	F	0.624	7500	(
<i></i>	To:	Albemarle Co													
51)Critzers Shop Rd	Albamarla County (Maint: 62)	Nelson Cou		93%	1%	1%	1%	4%	0%	F	0.098	F	0.624	8100	
51 Chizers Shop Nu	Albemarle County (Maint: 62)	US 250 Rockf		93%	I 70	170	1 70	470	0%	Г	0.096	Г	0.024	0100	,
						<u> </u>									_
/ye	Nala a 2 O a suatro	SR 1:		000/	40/		00/	00/	00/	_	0.440	F	0.540	0.40	
51 Tye Brook Hwy	Nelson County	0.23 820		93%	1%	2%	3%	2%	0%	С	0.119	F	0.543	840	
	100	SR 5													_
	From:	US 60 Warv								_		_			
52 Main St	City of Newport News	0.41 <b>120</b> 0	00 F	98%	0%	1%	1%	0%	0%	С	0.090	F	0.558	12000	
<u> </u>	To: From:	US 17, SR 143 J	efferson Av	/e											
52)Main St	City of Newport News	0.56 <b>900</b>	0 F	99%	0%	0%	0%	0%	0%	С	0.097	F	0.54	9600	
	To:	WCL Ha	mpton												
	From:	ECL Newpo								_		_			
52 Todds Lane	City of Hampton	1.21 <b>190</b> 0	00 F	99%	1%	0%	0%	0%	0%	С	0.093	F	0.519	20000	
<u></u>	To:	Big Beth	el Rd												
52)Todds Lane	City of Hampton	1.03 <b>150</b> 0	00 F	99%	1%	0%	0%	0%	0%	F	0.096	F	0.576	16000	
<i></i>	То	Aberdee	n P.d												
52)Todds Lane	City of Hampton	0.61 <b>210</b>		99%	1%	0%	0%	0%	0%	С	0.099	F	0.508	23000	
52) 10003 Lanc	Oity of Hampton				1 /0	U /0	U /0	0 /0	U /0	J	0.000	•	0.500	20000	
	To: From:	Mag-Cunningha				<del> </del>				_					_
52)Cunningham Dr	City of Hampton	0.59 <b>210</b> 0	00 F	99%	1%	0%	0%	0%	0%	F	0.098	F	0.510	22000	
$\sim$	To:	Coliseu	n Dr												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Truck			K		Dir		
Route	Jurisdiction	Length AADT (	QA 4Tire	Bus		Axle 1Trai		QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Coliseum Dr											
152 Cunningham Dr	City of Hampton	0.77 <b>10000</b>	<b>F</b> 99%	1%	0% (	% 0%	0%	С	0.100	F	0.552	11000	F
$\smile$	To:	US 258, SR 134 Mercury	y Blvd										
	From:	US 460 Colonial Tra	ail										
153)Rocky Hill Rd	Nottoway County	6.52 <b>2300</b>	<b>G</b> 91%	1%	1%	% 5%	0%	С	0.093	F	0.541	2400	G
	Τœ	Amelia County Lin	e										
	From:	Nottoway County Li											
153)Military Rd	Amelia County	4.70 <b>2500</b>	<b>G</b> 95%	0%	1% (	3%	0%	F	0.094	F	0.511	2500	C
$\smile$	Τα	04-708 Cralles Rd											
153)Military Rd	Amelia County		<b>G</b> 95%	0%	1% (	% 3%	0%	С	0.099	F	0.554	4200	C
133)	-					,,		_					
	From:	SR 38 Five Forks R											
153 Military Rd	Amelia County	1.25 <b>4300</b>	<b>G</b> 95%	0%	1% (	1% 3%	0%	F	0.094	F	0.677	4400	C
<u> </u>	To: Feore	04-628 Butlers Rd											
153)Military Rd	Amelia County	1.67 <b>4000</b>	<b>G</b> 95%	0%	1% (	% 3%	0%	F	0.097	F	0.663	4100	G
	To:	US 360 Patrick Henry	Hwy										
	From:	I-64 Covington											
154)S Durant Rd/S Craig Ave	City of Covington (Maint: 03)		<b>G</b> 98%	0%	0%	% 0%	0%	С	0.098	F	0.561	12000	(
154) S Barant Hare Graig 7110	only or covington (Maint: 66)		<b>u</b> 0070	0 70	070	70 070	070	Ū	0.000	•	0.001	12000	`
	To: From:	Chestnut Street											
154 Craig Ave	City of Covington		<b>G</b> 99%	0%	0% (	% 0%	0%	С	0.102	F	0.662	5800	(
<u> </u>	To:	Locust Street											
E Diverside Ct	City of Covingston	Lexington Avenue		00/	10/	0/ 00/	00/	С	0.000	F	0.500	0.400	,
154 E Riverside St	City of Covington	0.28 <b>3200</b>	<b>G</b> 98%	0%	1%	% 0%	0%	C	0.099	Г	0.586	3400	C
<u> </u>	To: From:	Monroe Avenue											
154)E Riverside St	City of Covington	0.24 <b>5400</b>	<b>G</b> 84%	1%	1% 2	% 13%	0%	С	0.096	F	0.616	5700	C
$\smile$	To	Magazine Avenue											
154)East Hickory St	City of Covington		<b>G</b> 84%	1%	1% 2	% 13%	0%	F	0.102	F	0.680	1200	C
154 East Flickory St	To:	Alleghany Avenue		1 /0		.70 1070	0 /0	•	0.102	•	0.000	1200	
	T				<u> </u>								
	Other of Opening at any (Marinta 20)	SR 154-S000A; 107-3605-N001							0.007	_		0000	_
154)Ramp	City of Covington (Maint: 03)		G	_					0.097	F		2900	C
<u> </u>	10.	I-64-E FROM RT 154SOUTH AN	ND DURANT	R									
	From:	SR 154 I-64-W014A TO & F											
₁₅₄ )Ramp	City of Covington (Maint: 03)	0.16 <b>1000</b>	G						0.128	F		1000	(
$\sim$	To:	I-64-W FROM RT 154NORTH	H & SOUTH										
South	From:	SR 154 TO I-64 EAS	ST										
154)Ramp	City of Covington (Maint: 03)	0.04 <b>1500</b>	G						0.107	F		1500	C
	To:	SR 154- A; 107-3605-N001A											
	From	SR 5 John Tyler Memoria			1								
155)Courthouse Rd	Charles City County		<b>G</b> 96%	1%	1%	% 1%	0%	F	0.096	F	0.632	1600	(
155 Courtilouse Ltd	Chanes Only County			1 /0	1 /0	/0 1/0	0 /6	'	0.030	'	0.002	1000	
	To: From:	18-612 Ruthville R											
155)Courthouse Rd	Charles City County	1.61 <b>1600</b>	<b>G</b> 96%	1%	1%	% 1%	0%	С	0.099	F	0.566	1700	C
$\smile$	To:	18-614 Sturgeon Point	t Rd										

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Truc	k			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	18-614 Sturgeon Point Rd												
155 Courthouse Rd	Charles City County	1.14 <b>3100 G</b>	94%	0%	1%	2%	3%	0%	С	0.086	F	0.575	3200	G
$\smile$	To:	New Kent County Line												
	Now Kent County	Charles City County Line	94%	0%	1%	00/	20/	0%	N	0.086	N	0.575	3200	
155)	New Kent County	1.09 <b>3100 N</b>	94%	0%	1 70	2%	3%	0%	IN	0.000	IN	0.575	3200	Ν
	To: From:	US 60 Pocahontas Trail												
N Courthouse Rd	New Kent County	3.83 <b>2900 G</b>	94%	1%	2%	1%	2%	0%	С	0.109	F	0.589	2900	G
<u> </u>	To: From:	I-64												
155)Courthouse Rd	New Kent County	2.19 <b>2600 G</b>	96%	1%	1%	0%	2%	0%	С	0.122	F	0.671	2700	(
	To:	SR 249 New Kent Hwy												
	From:	SR 155 I-64-E214A FROM & TO	IS 64											
155 Ramp	New Kent County	0.24 <b>1100 G</b>								0.115	F		1100	C
100)	To:	I-64-E FROM RT 155												
	From:	SR 155 I-64-W214A FROM & TO	IS 64											
155)Ramp	New Kent County	0.26 <b>2000 G</b>	15 04							0.145	F		2000	C
155). 1415	To:	I-64-W FROM RT 155								0.1.10	•		2000	`
	From													
156)(301) Prince George Dr	Prince George County	SR 35 Courtland Rd 0.17 <b>1800 G</b>	91%	3%	2%	1%	3%	0%	F	0.092	F	0.577	1800	(
156 301 Filice George Di	Finice delige County	0.17 <b>1800 G</b>	91/0	3 /0	Z /0	1 /0	3 /0	0 /6	'	0.092	'	0.577	1000	•
	To: From:	US 301 Crater Rd												
156)Prince George Dr	Prince George County	4.09 <b>1700 G</b>	91%	3%	2%	1%	3%	0%	С	0.125	F	0.756	1700	(
<u> </u>	To	74-626 Tavern Rd												
156) Prince George Dr	Prince George County	3.07 <b>2100 G</b>	91%	3%	2%	1%	3%	0%	F	0.126	F	0.698	2100	
	To	US 460 West of Disputanta												
156)Prince George Dr	Prince George County	5.73 <b>4300 G</b>	89%	5%	2%	0%	4%	0%	С	0.117	F	0.581	4400	(
156) Timee deelige Bi	- Times design county			070		0 70	770	0 70	J	0.117	•	0.001	4400	
	To: From:	SR 106 Courthouse Rd; Bypass S							_					
156) Prince George Dr	Prince George County	0.89 <b>6500 G</b>	97%	1%	1%	1%	1%	0%	С	0.096	F	0.508	6900	(
<u> </u>	To: From:	74-674 Mount Sinai Rd												
156) Prince George Dr	Prince George County	2.24 <b>6800 G</b>	98%	0%	1%	1%	1%	0%	С	0.092	F	0.535	7200	C
$\smile$	To:	SCL Hopewell												
156)Arlington Rd	City of Hopewell	0.56 <b>8800 G</b>	97%	1%	1%	1%	1%	0%	F	0.087	F	0.548	9400	(
130),g.co	any or risperson		07.70	170	.,,	1 70	1 /0	070	•	0.007	•	0.010	0.100	`
	To: From:	Berry Street	0==/						_		_			
156 High Ave	City of Hopewell	0.38 <b>4500 G</b>	97%	0%	0%	1%	1%	0%	С	0.089	F	0.663	4800	(
<u> </u>	To:	Winston Churchill Rd												
156) (36) Winston Churchill Dr	City of Hopewell	S RT 36 0.25 <b>9400 G</b>	97%	0%	0%	0%	2%	0%	F	0.081	F	0.573	10000	(
156 36 Winston Churchill Dr	City of Hopeweii		9770	070	0%	0%	270	0%	Г	0.061	Г	0.573	10000	Ċ
	From:	N RT 36 Arlington Rd												
156) Winston Churchill Rd	City of Hopewell	0.55 <b>16000 G</b>	99%	0%	0%	0%	0%	0%	F	0.081	F	0.587	16000	
130)				- / •		•	•	- / 0	•		-	2.20.		•
NAC and an Observate W. D.	To: From:	South 6th Ave	0001	001		001	001	00′	_	0.000	_	0.550	7000	
156)Winston Churchill Dr	City of Hopewell	0.80 <b>7600 G</b>	99%	0%	0%	0%	0%	0%	F	0.082	F	0.552	7900	G
$\smile$	To:	SR 10; Randolph Rd												

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
D ==.	From:		S RT 10								_					
56) (10) Randolph Rd	City of Hopewell	1.26	9900	G	91%	1%	1%	1%	6%	0%	С	0.085	F	0.607	11000	
	To: From:		CL Hopewe													
56) (10) James River Dr	Prince George County	1.17	9400	G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.631	10000	
<u> </u>	To: From:	,	W SR 156				$\neg$ $\vdash$									
56) (10) (106) James River Dr	Prince George County	0.73	9300	G	93%	0%	1%	1%	6%	0%	С	0.085	F	0.611	9500	
	To		N SR 10													
56)(106)	Prince George County	2.69	4500	G	88%	1%	1%	1%	9%	0%	С	0.092	F	0.563	4600	
30) (100)	To:		City Count					.,.			_		-			
	From:		eorge Cour	_												
56 <i>)</i> (106 <i>)</i>	Charles City County	1.31	3900	G	88%	1%	1%	1%	9%	0%	F	0.085	F	0.554	4000	
	To:		E SR 5				$\neg$ $\vdash$									
56) (5) John Tyler Memorial Hwy	Charles City County	4.34	1300	G	87%	1%	2%	7%	3%	0%	С	0.095	F	0.668	1300	
, ,	To:	Henri	co County	Line												
	From:	Charles	City Count	y Line												
56) 5 New Market Rd	Henrico County	1.72	2100	F	94%	0%	1%	2%	3%	0%	F	0.102	F	0.672	2100	
	To- From-		W SR 5				$\neg$ $\vdash$									
Willis Church Rd	Henrico County	3.70	490	F	96%	1%	2%	1%	1%	0%	F	0.106	F	0.5	520	
	To:	Cha	arles City R													
	From:	Will	lis Church l	Rd												
56 Charles City Rd	Henrico County	1.19	2000	F	96%	1%	2%	1%	1%	0%	F	0.1	F	0.582	2100	
<u> </u>	To:		Elko Rd													
	From:		arles City R		000/	40/	20/	40/	40/	00/	_	0.007	_	0.040	0400	
Elko Rd	Henrico County	4.40	2000	F	96%	1%	2%	1%	1%	0%	С	0.087	F	0.616	2100	
	To: From:	El	ko Tract Ro	d												
56)Elko Rd	Henrico County	0.54	5000	F	96%	1%	2%	1%	1%	0%	F	0.121	F	0.606	5300	
	To:		E US 60				$\neg$ $\vdash$									
66) (60) (33) Williamsburg Rd	Henrico County		13000	Α	94%	1%	1%	1%	3%	0%	С	0.124	Α	0.693	14000	
	To						_									
56) (60) (33) Williamsburg Rd	Haprica County	1.40	I-295 <b>13000</b>	F	95%	1%	1%	1%	1%	0%	С	0.083	F	0.522	14000	
56) (60) (33) Williamsburg Rd	Henrico County	1.40	13000	Г	95%	1 70	1 70	1 70	1 70	0%	C	0.063	Г	0.532	14000	
	To: From:		3 Nine Mile													
66) (60) Williamsburg Rd	Henrico County	1.48	13000	F	94%	1%	1%	1%	3%	0%	F	0.082	F	0.552	14000	
<del></del>	To:	****	US 60	D 1												
Airmort Dr	Henrico County		Williamsbu	rg Rd <b>F</b>	94%	1%	1%	1%	3%	0%	С	0.070	F	0.528	35000	
Airport Dr	Henrico County	0.54	33000	г	94%	1%	1%	1%	3%	0%	C	0.078	г	0.528	35000	
	To: From:		I-64													
Airport Dr	Henrico County	0.76	24000	F	95%	1%	1%	1%	3%	0%	F	0.083	F	0.584	25000	
	To	SR 33	3 Nine Mile	e Rd			—									
Airport Dr	Henrico County	1.86	18000	F	95%	1%	1%	1%	3%	0%	С	0.100	F	0.534	19000	
30) 1.2	To:		I-295	-	/-	. , •		. , •	- / 0	- / -	-	200	-			

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AAD</b> 1	r QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	I-295								_		_			_
156 Airport Dr	Henrico County			97%	0%	1%	1%	1%	0%	F	0.111	F	0.691	5600	F
<u> </u>	From:		_												
Cold Harbor Rd	Hanover County		_	97%	0%	1%	1%	1%	0%	С	0.106	F	0.726	5200	G
138) 5014 1 141 501 1 14	- Indicated Generally			0.70	0 70		. , ,	. , 0	0,0	Ū	000	•	00	0200	<u> </u>
Cold Howbar Dd	Tor.			070/	00/	10/	10/	10/	00/		0.105	_	0.711	1500	
Cold Harbor Rd	Hanover County	2.69 1400	G	97%	0%	1%	1%	1%	0%	г	0.105	г	0.711	1500	G
	To: From:														
156)Cold Harbor Rd	Hanover County	1.28 <b>3000</b>	G	99%	0%	1%	0%	0%	0%	С	0.096	F	0.625	3200	G
$\smile$	To	42-718 Wyatt I	House Rd												
156)Cold Harbor Rd	Hanover County			99%	0%	1%	0%	0%	0%	F	0.096	F	0.825	4600	G
	To	42 (15 C;-)													
156)Cold Harbor Rd	Hanover County			99%	N%	1%	0%	N%	0%	C	0.1	F	0.503	6800	G
156 Oold Harbor Ha	Transver County			33 76	0 70	1 70	0 70	0 /0	0 70	O	0.1	'	0.500	0000	а
	To: From:														
156 Cold Harbor Rd	Hanover County	0.85 <b>8900</b>	G	99%	0%	0%	0%	0%	0%	С	0.106	F	0.607	9400	G
<u> </u>	To: From:	I-295													
156)Cold Harbor Rd	Hanover County	1.48 <b>1100</b> 0	) G	99%	0%	0%	0%	0%	0%	С	0.11	F	0.659	12000	G
$\bigcup$	To:	US 360 Bus Med	hanicsville	2											
North	From:	SR 156 N, Ai	rport Dr												
156)Ramp	Henrico County	0.37 <b>2700</b>	F	88%	2%	1%	1%	7%	0%	С	0.092	F		2700	F
	To:	I-64 Ea	st												
North	From:	SR 156 N. Ai	port Dr												
156)Ramp	Henrico County			96%	1%	1%	1%	2%	0%	С	0.077	F		5800	F
	To:	I-64 We	est												
North	From:	SR 156 TO ROUTE 29	5 EASTS	OUTH											
156)Ramp	Henrico County	0.35 <b>710</b>	F								0.122	F		710	F
130)		295-E FROM ROUTE 156	NORTH-A	IRPORT I	OR	1									
North	From:														
156)Ramp	Henrico County			OKIII							0 099	F		7200	F
130)				AIRPORT	DR						0.000	•		00	•
20.14b	•														
South 156) Ramp			•	80%	1%	1%	0%	Q%_	0%	C	0 127	F		1000	F
130/141119	Tieffile County			03/6	1 /0	1 /6	U /0	J /0	U /0	J	0.121	•		1000	'
2 4						<u> </u>									
South				079/	10/	10/	00/	10/	00/	0	0.126	_		4200	F
156 Ramp	Terrifico County			9/%	170	170	U%	170	U%	C	0.136	Г		4200	Г
-															
South				JTH							0.400	_			_
156 Ramp			-								0.198	F		430	F
$\sim$	Section   County   1.09   Salon   F 97%   0%   1%   1%   1%   0%   F 0.111   F 0.691   1%   1%   1%   1%   1%   1%   1%														

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4Tii	e Bus		Tru			QC	K	QK	Dir	AAWDT	- OW
South	From:	SR 156 TO ROUTE 295 V			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
(156) Ramp	Henrico County	0.38 <b>1300</b>	F							0.2	F		1300	F
136)		-295-W FROM ROUTE 156 SC	=	RT DR						0.2	•		.000	•
Bypas	From:	SR 106 & 15			i									
156 106	Prince George County	1.09 <b>5500</b>	<b>G</b> 899	6 1%	1%	1%	9%	0%	F	0.088	F	0.592	5800	G
Bypas	To: From:	74-609 Old Stag	e Rd											
156 106	Prince George County	3.47 <b>3300</b> SR 10-156 East of F	G 899	6 1%	1%	1%	9%	0%	С	0.090	F	0.558	3500	G
	From:													
157) Gaskins Rd	Henrico County	SR 6 Patterson A 0.82 <b>20000</b>	<b>F</b> 999	% 0%	1%	0%	0%	0%	F	0.104	F	0.54	21000	F
<u> </u>	Tec From:	Quioccasin R	d											
157)Quioccasin Rd	Henrico County	0.63 <b>13000</b>	<b>F</b> 999	6 0%	1%	0%	0%	0%	F	0.103	F	0.613	14000	F
$\smile$	To:	Pemberton R												
	From:	Quioccasin R							_		_			_
157 Pemberton Rd	Henrico County	1.47 <b>7600</b>	<b>F</b> 999	% 0%	1%	0%	0%	0%	F	0.107	F	0.538	8100	F
<u> </u>	To- From:	Three Chopt I												
157 Pemberton Rd	Henrico County	1.17 9800	<b>F</b> 999	% 0%	1%	0%	0%	0%	С	0.108	F	0.586	10000	F
Covingfield Dd	From:	US 250 Broad 0.59 <b>17000</b>	St <b>F</b> 999	6 0%	0%	0%	0%	0%	F	0.101	F	0.521	18000	F
157 Springfield Rd	Henrico County	0.59 <b>17000</b>	F 997	6 0%	0%	0%	0%	0%	Г	0.101	Г	0.521	18000	Г
	To: From:	Hungary Rd												
157 Springfield Rd	Henrico County	0.97 <b>19000</b>	<b>F</b> 999	% 0%	0%	0%	0%	0%	С	0.105	F	0.596	20000	F
	To: From:	Nuckols Rd												
157 Springfield Rd	Henrico County	1.78 <b>5900</b>	<b>F</b> 999	6 0%	0%	0%	0%	0%	F	0.133	F	0.596	6200	F
	To: From:	Francistown F	Rd											
157)Springfield Rd	Henrico County	0.28 <b>11000</b>	<b>F</b> 999	6 0%	0%	0%	0%	0%	F	0.111	F	0.519	12000	F
$\smile$	To:	US 33 Staples M	ill Rd											
	From:	SR 72 W Int												
158 72 Front St	Town of Coeburn (Maint: 97)	0.65 <b>5200</b>	<b>G</b> 989	6 1%	1%	1%	0%	0%	F	0.094	F	0.529	5400	G
$\bigcirc$	To	SR 72 E Int												
158 Front St	Town of Coeburn (Maint: 97)		<b>G</b> 989	6 1%	1%	1%	0%	0%	С	0.102	F	0.557	1100	G
138). 1311 31				.,0		. , ,	0,0	0,0	Ū	00_	•	0.007		<u> </u>
	To:	ECL Coebur		/ 40/	10/	40/	00/	00/		0.400		0.557	4400	
158	Wise County	0.43 1000	N 989	6 1%	1%	1%	0%	0%	N	0.102	N	0.557	1100	N
	To: From:	97-893 Bull Rui												
(158 <i>)</i>	Wise County	0.07 <b>1000</b>	N 989	6 1%	1%	1%	0%	0%	Ν	0.102	Ν	0.557	1100	N
$\overline{}$	To:	ALT US 58												
	From:	ALT US 58												-
158 Front St	Town of Coeburn (Maint: 97)	0.33 <b>4000</b>	<b>G</b> 939	6 0%	1%	0%	5%	0%	С	0.09	F	0.700	4200	G
P	To:	SR 72 Laurel A	ve											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate	ioules			-	1 .			12		Б:		
Route	Jurisdiction	Length AADT G	A 4Tire	Bus		Tru			QC	K	QK	Dir Factor	AAWDT	Q١
	From:	SR 311 Kanawha Tra	i1		ZAXIE	3+Axle	TTrail	21raii		Factor		Factor		
159)Dunlap Creek Rd	Alleghany County		G 91%	1%	1%	1%	7%	0%	С	0.093	F	0.639	760	
133)	To	03-665 Moss Run Ro												
159 Dunlap Creek Rd	Alleghany County		3 93%	0%	1%	1%	4%	0%	С	0.088	F	0.651	1200	(
139) 2 3 13	To:	I-64	<b>G</b> 0070	0,0		. , 0	.,0	0,0	Ū	0.000	•	0.00	00	
	From:	Kentucky State Line	<u> </u>											
160) Trail of the Lonesome Pine	Wise County		<b>G</b> 94%	0%	1%	2%	2%	0%	С	0.117	F	0.586	440	(
	To:	WCL Appalachia												
160	Town of Appalachia (Maint: 97)		94%	0%	1%	2%	2%	0%	Ν	0.117	Ν	0.586	440	
160)	То:	SR 68												
	From:	I-95												
161)Commerce Rd	City of Richmond	0.21 <b>18000</b> (	<b>G</b> 87%	1%	1%	2%	8%	0%	F	0.083	F	0.65	19000	
$\smile$	To:	Bells Rd												
161)Bells Rd	City of Richmond	Commerce Rd 1.17 <b>8500</b> (	<b>G</b> 87%	1%	1%	2%	8%	0%	С	0.082	F	0.506	9100	
161 Delis Nu	City of Alchimoria			1 70	1 70	270	070	0%	C	0.062	Г	0.506	9100	
D-11- D-1	City of Disharana	US 1, US 301 Jefferson Day	-	00/		00/	00/	00/		0.000		0.547	44000	
Bells Rd	City of Richmond	0.49 <b>10000</b> (	<b>G</b> 92%	2%	1%	2%	3%	0%	С	0.086	F	0.517	11000	
	From:	Bells Rd												
161)Belt Blvd	City of Richmond	0.84 <b>4900</b> (	<b>G</b> 92%	2%	1%	2%	3%	0%	F	0.099	F	0.569	5200	
$\smile$	To: From:	Terminal Ave			$ \vdash$									
161)Belt Blvd	City of Richmond		<b>a</b> 92%	2%	1%	2%	3%	0%	F	0.085	F	0.518	6800	
	To:	SR 10 W; Broad Rock												
Durand David Blood	From:	SR 10 Broad Rock R		40/		40/	00/	00/	_	0.000	_	0.500	40000	
161 (10) Broad Rock Blvd	City of Richmond	0.43 <b>15000</b> (	G 98%	1%	1%	1%	0%	0%	F	0.093	F	0.563	16000	•
	From:	SR 10 E, Broad Rock	Rd											
161)Belt Blvd	City of Richmond	0.30 12000	<b>G</b> 97%	2%	1%	0%	0%	0%	С	0.087	F	0.578	13000	
$\smile$	To	US 360 Hull St												
161)Belt Blvd	City of Richmond		<b>3</b> 93%	1%	1%	2%	3%	1%	С	0.089	F	0.548	19000	
	To:	US 60 Midlothian Tpl	7.P.		—									
161)Westover Hills Blvd	City of Richmond		G 97%	2%	1%	0%	0%	0%	С	0.08	F	0.545	18000	
	Te	Forest Hill Ave												
161)Westover Hills Blvd	City of Richmond	0.40 <b>12000</b> (	<b>G</b> 97%	2%	1%	0%	0%	0%	F	0.107	F	0.622	12000	
161) 110010101 1 11110 2110	Tree Tree		<b>4</b> 07 70			070	070	070	•	0.107	·	0.022	12000	
161)Westover Hills Blvd	City of Richmond	Evelyn Byrd Rd 0.21 <b>12000</b> (	G 100%	0%	0%	0%	0%	0%	С	0.104	F	0.621	13000	
101) **estoret Lillis Diva	Oity of Michiniona			U /0	U /0	U /0	U /0	U /0	U	0.104	1	0.021	13000	
Niekol Pridge	City of Dipherand (Mainty TOL)	South End of Bridge		00/	00/	00/	00/	00/		0.104	F	0.601	12000	
161 Nickel Bridge	City of Richmond (Maint: TOL)		<b>G</b> 100%	0%	0%	0%	0%	0%	С	0.104	۲	0.621	13000	(
	To From:	North End of Bridge									_		1000-	
161 Park Dr	City of Richmond		G 100%	0%	0%	0%	0%	0%	С	0.104	F	0.621	13000	(
<u>~</u>	To:	Shirley Lane												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
161)Park Dr	City of Richmond	Shirley Lane 0.43 <b>11000</b>	G	100%	0%	0%	0%	0%	0%	С	0.101	F	0.623	12000	G
161 Faik Di	City of Fichinoria		<u>u</u>	100 /6	0 /6	0 /0	0 /6	0 /6	0 /0	C	0.101	'	0.023	12000	G
161)Blanton Ave	City of Richmond	Rugby Rd 0.22 <b>11000</b>	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.565	12000	G
101)	та	Grant St													
161 Boulevard	City of Richmond		G	99%	0%	0%	0%	0%	0%	С	0.098	F	0.568	10000	G
	To:	SR 147 Cary St													
161 Boulevard	City of Richmond		G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.51	17000	G
<u> </u>	T.c. From:	US 33; US 250 Broa	ıd St												
161 Boulevard	City of Richmond	1.05 <b>20000</b>	G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.569	21000	G
	To: From:	I-95										_			
161 Boulevard	City of Richmond	0.12 <b>13000</b>	G	95%	1%	1%	1%	2%	0%	F	0.091	F	0.502	14000	G
	City of Pion	Westwood Ave		000/	10/	10/	00/	00/	00/		0.114	F	0.040	0.400	
161 Hermitage Rd	City of Richmond		G	98%	1%	1%	0%	0%	0%	С	0.114	г	0.648	9400	G
161)Hermitage Rd	City of Richmond	0.24 <b>16000</b>	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.556	17000	G
161) Herrintage Hu	City of Filefilliona			33 /6	0 76	1 /0	0 /6	0 /6	0 /6	•	0.1	'	0.550	17000	u
161 Lakeside Ave	Henrico County	NCL Richmond 0.35 <b>15000</b>	F	96%	0%	2%	0%	1%	0%	С	0.098	F	0.54	16000	F
101)	To	Dumbarton Rd													
161 Lakeside Ave	Henrico County		F	99%	0%	1%	0%	0%	0%	С	0.097	F	0.632	14000	F
	To:	SR 356 Hilliard R	d												
161)Hilliard Rd	Henrico County	<u>Lakeside Ave</u> 0.74 <b>7000</b>	F	98%	0%	1%	0%	1%	0%	С	0.116	F	0.68	7400	F
181)	To:	US 1; Brook Rd		0070	0,0	.,,	0 70	. , 0	0,70		01110		0.00	, .00	
	From:	SR 161 Commerce	Rd												
161)Ramp	City of Richmond (Maint: 20)	0.19 <b>4500</b>	Α								0.161	Α		5500	Α
	To:	I-95 South													
161)Ramp	City of Richmond (Maint: 20)	SR 161- A JB-20 FROM 0.50 <b>NA</b>	RT 1	61							NA			NA	
161) ramp	To:	I-95-N FR BELLS RO	OAD								13/3			INA	
	From:	SR 161 Boulevard				i									
161)Ramp	City of Richmond (Maint: 43)		F								0.106	F		11000	F
	To:	I-95 North													
	From:	SR 161 Hermitage I									0.404	_		0000	_
161 Ramp	City of Richmond (Maint: 43)	0.11 <b>6900</b> I-95 South	F								0.124	F		6900	F
	From:	ECL Williamsburg	·o												
162 Second St	York County		G	97%	1%	2%	1%	0%	0%	С	0.085	N	0.546	22000	G
	To:	SR 143 Merrimac T	`rail												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Bus US 29, US 501 Lynchburg E												
(63) Wards Rd	City of Lynchburg	0.44 <b>16000 G</b>	98%	0%	1%	0%	0%	0%	F	NA			17000	(
	To: From:	SR 128 Candler Mtn Ro												
163) Wards Rd	City of Lynchburg	0.42 <b>26000 G</b>		0%	1%	0%	0%	0%	F	NA			28000	
<u> </u>	To:	Bus US 460 Fort Avenu	e											
Bus Fort Avo	City of Lynchburg	Wards Rd 1.19 <b>21000 F</b>	98%	0%	1%	0%	0%	0%	С	0.083	F	0.536	22000	
63 460 Fort Ave	City of Lynchburg	1.19 <b>21000 F</b> Memorial Ave	90%	076	170	0%	0%	0%	C	0.063	Г	0.556	22000	
	From:	Fort Ave												
Memorial Ave	City of Lynchburg	0.60 <b>10000</b> F	99%	0%	1%	0%	0%	0%	С	0.079	F	0.643	11000	
<u> </u>	To	Oakley Ave												
Memorial Ave	City of Lynchburg	0.47 <b>12000</b> F	98%	1%	1%	0%	0%	0%	С	0.082	F	0.505	13000	
63) Wellional Ave	Only of Lyndinguity		30 70	1 /0	1 70	0 /0	0 70	0 70	J	0.002	•	0.000	10000	
NA - va - svital A - va	To:	Park Ave	000/	00/		00/	00/	00/		NIA.			40000	
63 Memorial Ave	City of Lynchburg	0.33 <b>12000 G</b>	99%	0%	1%	0%	0%	0%	F	NA			13000	
	To: From:	Langhorne Rd												
163)5th St	City of Lynchburg	0.17 <b>14000 G</b>	98%	1%	1%	0%	0%	0%	С	NA			15000	
<u> </u>	To	Pollard St												
163)5th St	City of Lynchburg	0.26 <b>13000 G</b>	99%	0%	1%	0%	0%	0%	F	NA			14000	
<u> </u>	To	Pierce St												
63)5th St	City of Lynchburg	0.27 <b>12000</b> G	98%	0%	0%	0%	1%	0%	F	NA			13000	
63/0111 01	Only of Eyrioniburg		3070	0 70		0 /0	1 /0	0 70	•	1471			10000	
Ett. Ot	To:	Park Ave	000/	00/		00/	40/	00/		NIA.			40000	
63)5th St	City of Lynchburg	0.38 <b>13000 G</b>	98%	0%	0%	0%	1%	0%	F	NA			13000	
	To: From:	Clay St												
63)5th St	City of Lynchburg	0.57 <b>13000 G</b>	98%	0%	0%	0%	1%	0%	С	NA			14000	
<u> </u>	To: From:	Amherst County Line												
Amherst Hwy	Amherst County	NCL Lynchburg 1.64 <b>8500 F</b>	98%	0%	1%	0%	1%	0%	С	0.082	F	0.561	9000	
163 Annerst riwy	Annerst County	Bus US 29	30 /6	0 /6		0 /6	1 /0	0 /6	C	0.002	•	0.501	3000	
	From													
lorth Romp	City of Lynchburg	SR 163 Wards Rd 0.09 <b>NA</b>								NA			NA	
Ramp	Tto:	US 501; Bus US 29								INA			INA	
	From													
164)Western Freeway	City of Suffolk (Maint: 61)	US 17 Bridge Road 0.84 <b>19000 G</b>	95%	0%	0%	1%	3%	0%	F	NA			22000	
104) Western Freeway	City of Suriok (Wallit, 61)		30 /0	U /0	U /o	1 /0	J /0	U /o	1	INA			22000	
	To: From:	I-664											1000-	
64 Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>36000 G</b>	95%	0%	0%	1%	3%	0%	F	0.091	F	0.539	40000	
<u> </u>	To: From:	SR 135 College Dr												
64) Western Freeway	City of Suffolk (Maint: 61)	0.02 <b>46000 A</b>	95%	0%	0%	1%	3%	0%	С	0.102	Α	0.555	52000	
	To:	WCL Portsmouth												
	From:	ECL Suffolk	0==/	0-1		40'	061	061	_	0.400		0 ===	F0000	
Western Freeway	City of Portsmouth (Maint: 64)	0.88 <b>46000 A</b>	95%	0%	0%	1%	3%	0%	С	0.102	Α	0.555	52000	
<u> </u>	To:	Towne Point Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Deute		Laurath AART	0.4 4T'	_		Tru	ick		00	K	<u> </u>	Dir	A A14/D-T	· ^:
Route	Jurisdiction		QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
Wastern Francy	City of Portsmouth (Maint: 64)	Towne Point Rd 1.35 <b>49000</b>	<b>G</b> 95%	0%	1%	1%	3%	0%	С	0.084	F	0.619	56000	G
164 Western Freeway	City of Portsmouth (Maint: 64)		<b>G</b> 95%	0%	1 70	1 70	3%	076	C	0.064	Г	0.619	36000	
164) Western Freeway	City of Portsmouth (Maint: 64)	1.73 <b>Cedar Lane</b>	<b>G</b> 95%	1%	1%	1%	3%	0%	С	NA			51000	
164 Western Freeway	City of Fortsmouth (Maint. 64)			1 /0	1 /0	1 /0	3 /0	0 /6	C	INA			31000	•
164)Western Freeway	City of Portsmouth (Maint: 64)	West Norfolk Rd 1.81 <b>48000</b>	<u>G</u> 95%	0%	0%	1%	3%	0%	F	0.083	F	0.615	54000	(
164 Western Freeway	To:	US 58, SR 337 Martin Luthe		0 /6	0 /8	1 /0	J /6	0 /6	'	0.000	'	0.013	34000	
East	From:	SR 164 TO ROUTE 664 WE												
164)Ramp	City of Suffolk (Maint: 61)		G							0.172	F		1900	(
	Τα	I-664-W FROM ROUTE 1	164 EAST											
West	From:	SR 164 TO ROUTE 664 EA	STSOUTH											
164)Ramp	City of Suffolk (Maint: 61)		G							0.092	F		7400	(
	To:	I-664-E FROM ROUTE 16	65 WEST											
West	From:	SR 164 TO ROUTE 664 WE												
164 Ramp	City of Suffolk (Maint: 61)		G							0.107	F		8200	(
	10.	I-664-W FROM ROUTE 1												
165 Moses Grandy Trail	City of Chesapeake	Bus US 17 George Washin 2.70 <b>12000</b>	igton Hwy  G 99%	0%	0%	0%	0%	0%	С	0.099	F	0.529	13000	
165 Woses Grandy Trail	City of Offesapeake			0 /6	U /6	0 /6	0 /6	0 /6	C	0.033	'	0.529	13000	
Codor Bd	City of Chesapeake	US 17 Dominion BI 0.28 <b>24000</b>	lvd <b>G</b> 99%	0%	0%	0%	0%	0%	С	0.082	F	0.55	25000	
Cedar Rd	City of Chesapeake			0%	U 76	0%	076	0%	C	0.062	F	0.55	23000	,
On day Dd	To: From:	Bells Mill Rd Wes		00/		00/	00/	00/		0.000	_	0.040	00000	
165 Cedar Rd	City of Chesapeake	2.01 <b>26000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.089	F	0.619	28000	(
	To: From:	131-8798 Bells Mill Ro		00/		00/	00/	00/		0.004		0.545	0.4000	
165 Cedar Rd	City of Chesapeake	1.73 <b>22000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.084	F	0.515	24000	(
Bus	To: From:	Bus SR 168 Battlefield	l Blvd											
165) (168) Battlefield Blvd	City of Chesapeake	0.26 <b>29000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.078	F	0.53	31000	(
	То	BUS SR 168 Battlefield	d Blvd											
165)Mt Pleasant Rd	City of Chesapeake		<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.104	F	0.612	18000	(
	To	SR 168 Great Bridge B	Rynace											
165)Mt Pleasant Rd	City of Chesapeake		<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.097	F	0.517	16000	(
100)	To													
165)Mt Pleasant Rd	City of Chesapeake	131-866 Centerville T 4.53 <b>8200</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.111	F	0.6	8700	
103)	T.			0 /0		1,0	0 / 0	0 /0	J	5	•	0.0	0,00	
165)Mt Pleasant Rd	City of Chesapeake	131-8667 Fentress Airfi 0.91 <b>7800</b>	ield Rd <b>G</b> 98%	0%	1%	1%	0%	0%	F	0.114	F	0.613	8300	(
105) M. F. Masair Flo	To:	WCL Virginia Bead		0 /0	1 /3	1 /0	0 /0	0 /0	'	5.114	'	0.010	0000	,
	From:	ECL Chesapeake												
165)North Landing Rd	City of Virginia Beach	1.49 <b>11000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.116	F	0.593	12000	(
$\smile$	To: From:	134-8667 Salem R	ld											
165)North Landing Rd	City of Virginia Beach		<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.103	F	0.632	13000	(
$\smile$	To:	SR 149 Princess Anne	e Rd											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Posts	1. 1. 11. 11	Laurenth AART CO	47.	_		Tru	ıck		-00	K	011	Dir	A A) 4/D=	٥.
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	North Landing Rd									_			
165) Princess Anne Rd	City of Virginia Beach	2.68 <b>25000 G</b>	99%	0%	1%	0%	0%	0%	F	0.078	F	0.589	27000	C
<u> </u>	Too From:	Dam Neck Rd												
165)Princess Anne Rd	City of Virginia Beach	1.46 <b>42000 G</b>	98%	1%	1%	0%	0%	0%	С	NA			46000	(
	To:	Independence Blvd South	n											
	From:	Independence Blvd Blvd												
Princess Anne Rd	City of Virginia Beach	0.48 <b>42000 G</b>	99%	0%	0%	0%	0%	0%	F	0.081	F	0.569	45000	(
$\stackrel{\smile}{=}$	Too From:	Lynnhaven Pkwy												
Princess Anne Rd	City of Virginia Beach	0.40 <b>45000 G</b>	99%	0%	0%	0%	0%	0%	F	0.084	F	0.56	48000	
	Tec	F 11 Di												
Princess Anne Rd	City of Virginia Beach	7 Ferrell Pkwy 0.69 <b>36000 G</b>	99%	0%	0%	0%	0%	0%	С	0.092	F	0.599	38000	
65) Timeess America	Oity of Virginia Beach	0.09 <b>30000 G</b>	33 /6	0 78	0 /6	0 /6	0 /6	0 /6	O	0.032	'	0.555	30000	
	To: From:	134-8640 Providence Rd							_		_			
Princess Anne Rd	City of Virginia Beach	1.07 <b>27000 G</b>	99%	0%	0%	0%	0%	0%	F	0.092	F	0.606	28000	
<u> </u>	To	134-7837 Edwin Dr			$\neg$ $\vdash$									
165)Princess Anne Rd	City of Virginia Beach	1.19 <b>33000 G</b>	99%	0%	0%	0%	0%	0%	F	0.095	F	0.634	35000	
	To													
Dringges Appe Pd	City of Virginia Beach	SR 190 Kempsville Rd 1.62 <b>23000 G</b>	99%	0%	0%	0%	0%	0%	С	0.093	F	0.661	25000	
Princess Anne Rd	City of Virginia Beach	1.62 <b>23000 G</b>	99%	0%	0%	0%	0%	0%	C	0.093	Г	0.001	23000	•
	To: From:	134-8730 Cheyenne Rd												
Princess Anne Rd	City of Virginia Beach	0.31 <b>30000 G</b>	99%	0%	0%	0%	0%	0%	F	0.106	F	0.580	32000	
<u> </u>	To:	ECL Norfolk; Newtown R												
	From:	WCL Virginia Beach, SR 403 Nev							_		_			
Kempsville Rd	City of Norfolk	1.00 <b>20000 G</b>	98%	1%	1%	0%	0%	0%	С	0.095	F	0.641	21000	
<u> </u>	To: From:	US 58 Virginia Beach Blv	⁄d		_									
Kempsville Rd	City of Norfolk	1.57 <b>12000 G</b>	98%	1%	1%	0%	0%	0%	F	0.097	F	0.538	13000	(
	To:	US 13 Northampton Blvd	1											
<b>— — —</b>	From:	Kempsville Rd												
165) (13) (166) Northampton Blvd	City of Norfolk	0.26 <b>32000 G</b>	97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	34000	(
	To:	SR 166, US13												
NATION OF LINE AND STATE	Us	S 13 Northampton Blvd; SR 166 Prin			10/	00/	00/	00/	_	0.000	_	0.500	40000	
Military Hwy North	City of Norfolk	0.62 <b>43000 G</b>	97%	1%	1%	0%	0%	0%	F	0.080	F	0.502	46000	•
<u> </u>	To: From:	I-64												
165 Military Hwy North	City of Norfolk	0.60 <b>12000 G</b>	97%	1%	1%	0%	0%	0%	F	0.081	F	0.622	13000	
$\mathcal{L}$	To:	SR 192 Azalea Garden Ro	d											
165)Military Hwy North	City of Norfolk	0.39 <b>24000 G</b>	97%	1%	1%	0%	0%	0%	С	0.082	F	0.547	25000	
165)	ony of Horion		0,70	1 70		0 70	0 70	0 70	Ū	0.002	•	0.017	20000	
	From	SR 247 Norview Ave												
Military Hwy North	City of Norfolk	1.65 <b>23000 G</b>	97%	1%	1%	0%	0%	0%	F	0.084	F	0.538	24000	(
<u> </u>	To: From	SR 170 Little Creek Rd												
Little Creek Rd	City of Norfolk	0.12 <b>34000 G</b>	96%	1%	1%	1%	1%	0%	F	0.081	F	0.507	37000	
	To	CD 104 Chanamark - Dissi	1		<u> </u>									
165)Little Creek Rd	City of Norfolk	SR 194 Chesapeake Blvd 0.58 <b>25000 G</b>	98%	0%	1%	0%	1%	0%	С	0.079	F	0.545	27000	
165 Little Oleek nu	City of Norioik			U 70	1 70	U-76	I 70	U-70	C	0.079	Г	0.545	27000	(
~	10.	Tidewater & Sewells Point	Ka											

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	Tidewater & Sewells	Point Rd												
165 Little Creek Rd	City of Norfolk	0.86 <b>21000</b>	G 9	96%	1%	1%	1%	1%	0%	F	0.094	F	0.674	23000	(
<u> </u>	To:	NHS Change	2												
165)Little Creek Rd	City of Norfolk	0.36 <b>21000</b>	G	96%	1%	1%	1%	1%	0%	F	0.079	F	0.525	23000	(
165 Little Creek No	City of Norioik			90%	I 70	1 70	1 70	1 70	0%	Г	0.079	Г	0.525	23000	
	From:	US 460 Granby													
165 Little Creek Rd	City of Norfolk	1.19 <b>17000</b>	F S	98%	1%	1%	0%	0%	0%	С	0.084	F	0.557	18000	
	To: From:	Diven St													
165)Little Creek Rd	City of Norfolk	0.78 <b>12000</b>		98%	1%	1%	0%	0%	0%	F	0.091	F	0.501	13000	
<u> </u>	To:	SR 337 Hampton	Blvd												
	From:	SR 165 I-564-S000A FROM	M RT 564 S	SOU											
165 Ramp	City of Norfolk (Maint: 64)	0.11 <b>5700</b>	G								0.077	F		5700	
<u> </u>	To:	I-64-E FROM RT 165 NOR	RTH & SO	UTH											
North	From:	SR 165 TO I-64 V	VEST												
165)Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>									NA			NA	
$\smile$	To	122-99026- A RROM ROBIN	N HOOD F	ROAD											
North	City of Norfolk (Maint: 64)	0.11 <b>9300</b>	G								0.090	F		9300	
Ramp	·	-64-W FROM RT 16500- MILI		CHWAY	v						0.090	Г		9300	
	I-			UHWA.	1										
166)Bainbridge Blvd	City of Chesapeake	US 17 Dominion 2.05 <b>4000</b>		91%	1%	2%	3%	3%	0%	_	0.123	F	0.785	4500	
166 Ballibridge Bivd	City of Chesapeake			91/0	1 /0	Z /0	3 /0	3 /0	0 /6	'	0.123	'	0.765	4300	
	To- From:	SR 190 Great Bridg										_			
166 Bainbridge Blvd	City of Chesapeake	0.69 <b>8200</b>	G 9	91%	1%	2%	3%	3%	0%	С	0.096	F	0.524	9300	
<u> </u>	To: From	US 13 Military I													
166)(460)Bainbridge Blvd	City of Chesapeake	0.74 <b>12000</b>	G 9	97%	1%	1%	1%	1%	0%	F	0.105	F	0.705	13000	
	То	Freeman Ave	2			<u> </u>									
166) 460 Bainbridge Blvd	City of Chesapeake	1.25 9300		97%	1%	1%	1%	1%	0%	F	0.090	F	0.525	9800	
3	To	Chasanastra D	<b>)</b>												
166) (460 Bainbridge Blvd	City of Chesapeake	Chesapeake D 0.81 <b>8200</b>		97%	1%	1%	1%	1%	0%	С	NA			8900	
166 (460) Bainbridge Blvd	To:	SR 337 Poindexto		<i>31 7</i> 0	1 /0	170	1 /0	1 /0	0 70	O	INA			0300	
	From:	Bainbridge Bly													
166) (460) Poindexter St	City of Chesapeake	0.56 <b>8100</b>	G 9	96%	1%	1%	1%	1%	0%	С	NA			8800	
	To	Liberty St													
166)(460)(22nd St	City of Chesapeake	0.39 <b>5300</b>	G 9	97%	0%	2%	0%	0%	0%	С	0.117	F	0.732	5600	
100/400	To:	SCL Norfolk													
	From:	NCL Chesapea													
166)(460)Wilson Rd	City of Norfolk	0.65 <b>8100</b>		96%	1%	1%	1%	1%	0%	F	0.107	F	0.739	8600	
	To: From:	Campostella A	ve												
166)(460)(168)Campostella Rd		0.73 <b>35000</b>	G	95%	1%	10/	1%	2%	00/	F	0.099	F	0.688	37000	
166 / 460 (\ 168 / Campostella Rd	City of Norfolk	0.73 33000	u :	JJ /0	1 70	1%	1 70	∠%	0%	Г	0.099		0.000	37000	,

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
Downski da da da da da da da da da da da da da	From:	Kimball Terr		050/	40/	40/	40/	00/	00/	_	0.004	_	0.050	44000	,
166 460 168 Brambleton Ave	City of Norfolk	0.30 <b>41000</b>	G	95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	44000	(
Dorle Ave	To: From:	US 460 Brambleton		98%	1%	10/	10/	00/	0%		0.00	F	0.570	17000	
Park Ave	City of Norfolk	0.45 <b>15000</b>	G	90%	170	1%	1%	0%	0%	С	0.09	Г	0.573	17000	,
166) Park Ave	City of Norfolk	US 58 Va Beach I	Blvd <b>G</b>	98%	1%	1%	1%	0%	0%	F	0.087	F	0.503	14000	
166 T alk Ave	To:	Princess Anne I		30 /6	1 /0	1 /0	1 /0	0 /6	0 /6	'	0.007	'	0.505	14000	
_	From:	Park Ave													
Princess Anne Rd	City of Norfolk	0.65 <b>16000</b>	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.518	17000	
<u> </u>	To: From:	Merrimac Ave													
Princess Anne Rd	City of Norfolk	0.30 <b>16000</b>	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.527	18000	
	To: From:	Ballentine Blv	ď												
Princess Anne Rd	City of Norfolk	0.95 <b>20000</b>	Α	96%	1%	1%	1%	1%	0%	С	0.098	Α	0.517	22000	
	To: From:	Azalea Garden l													
Princess Anne Rd	City of Norfolk	1.46 <b>20000</b>	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.549	22000	
	To: From:	US 13 Military H	łwy												
(166) (13) (165) Northampton Blvd	City of Norfolk	0.26 <b>32000</b>	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	34000	
	From:	SR 165 Princess An SR 165 Military I													
166) 13 Northampton Blvd	City of Norfolk	0.62 33000	G	93%	0%	1%	3%	2%	0%	С	0.092	F	0.602	35000	
	Tœ	I-64													
166) (13) Northampton Blvd	City of Norfolk	0.20 80000	G	97%	0%	1%	0%	2%	0%	F	0.081	F	0.557	83000	
	To:	CL Virginia Bea	ach												
166) 13 Northampton Blvd	City of Virginia Beach	0.95 61000	G	97%	0%	1%	0%	2%	0%	F	0.073	F	0.539	63000	
	To:	US 13; Diamond Spr													
166 Diamond Springs Rd	City of Virginia Beach	US 13 Northamptor 1.32 <b>27000</b>	n Blvd <b>G</b>	97%	0%	1%	1%	1%	0%	С	0.082	F	0.612	29000	
166 Diamond Springs Tid	To:	US 60 Shore D		31 /6	0 76	1/8	1 /0	1 /0	0 /6	O	0.002	'	0.012	23000	
	From:	North Carolina Stat	te Line												
168 Battlefield Blvd	City of Chesapeake	1.79 <b>23000</b>	Α	97%	0%	0%	1%	1%	0%	С	0.172	Α	0.56	22000	
$\mathcal{L}$	To:	Bus SR 168 Battlefield Blvd	d: Gallb	ush Rd											
Chesapeake Expressway	City of Chesapeake (Maint: TOL)		G	97%	0%	0%	1%	1%	0%	F	0.086	F	0.744	8500	
$\mathcal{L}$	Tre Bu	us SR 168 Battlefield Blvd; Ne	ar India	n Creek R	Rd										
Chesapeake Expressway	City of Chesapeake (Maint: TOL)		G	97%	0%	0%	1%	1%	0%	F	0.086	F	0.74	8500	
$\mathcal{L}$	To T	Hillcrest Pkwy	У			<b>—</b> —									
Chesapeake Expressway	City of Chesapeake (Maint: TOL)		G	97%	0%	0%	1%	1%	0%	F	0.09	F	0.673	31000	
$\mathcal{L}$	To T	End Toll Road	d			<u> </u>									
Great Bridge Bypass	City of Chesapeake	1.76 33000	G	97%	0%	0%	1%	1%	0%	F	0.09	F	0.673	31000	
$\smile$	To:	Bus SR 168 Battlefie	eld Blvd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		· · · · · · · · · · · · · · · · · · ·					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
Croat Bridge Bunese	From:	Bus SR 168 Batt		d 97%	0%	0%	10/	10/	00/	_	0.004	F	0.610	20000	
Great Bridge Bypass	City of Chesapeake	0.20 <b>3200</b>		97%	0%	0%	1%	1%	0%	Г	0.084	Г	0.618	29000	G
168 Great Bridge Bypass	City of Chesapeake	1.50 <b>4200</b>		97%	0%	0%	1%	1%	0%	F	0.09	F	0.648	39000	G
168) Groat Bridge Bypass	To To	SR 165 Mt Ple		0170	070		170	1 70	0 70		0.00		0.010	00000	
168)Great Bridge Bypass	From: City of Chesapeake	2.49 <b>6900</b>		97%	0%	0%	1%	1%	0%	F	0.096	F	0.704	64000	G
3 71	To	Bus SR 168 Batt	lefield Rlv	d											
168)Oak Grove Connector	City of Chesapeake	1.82 <b>6900</b>		97%	0%	0%	1%	1%	0%	F	0.091	F	0.700	64000	C
	Too	I-64													
68 64	City of Chesapeake (Maint: 64			S	ee I-64	for dire	ctional t	raffic vo	olume es	stimat	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 10800	00 N	95%	0%	1%	1%	3%	0%	Ν	NA			116000	1
	To:	I-64; US SR 168 C													
168 (64) I-64 W Exit 290	City of Chesapeake (Maint: 64		D Ra	S	ee I-64	for dire	ctional t	raffic vo	olume es	stimat	es for this	sea	ment.		
166) (64) 1 5 1 11 2/11 255	Tool	Ramp to Bus	CD 160 C				01.01.01			,at		, ccg.			
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64		SK 108 S	S	ee I-64	for dire	ctional ti	raffic vo	olume es	stimat	es for this	sea	ment.		
100) (04)	To	Ramp From S	D 169 C									J			
168) (64) I-64 W Exit 290	City of Chesapeake (Maint: 64	•	SK 106 S	S	ee I-64	for dire	ctional ti	raffic vo	olume es	stimat	es for this	segi	ment.		
1.00	Τα	Ramp to SR 168,	Bus SR 16												
Romn	City of Change also (Mainty 64	Ramp to Bus	SR 168		00   04	for dire	ational t	roffic ve	duma aa	tim at	oo for this		mont		
168 64 Ramp	City of Chesapeake (Maint: 64				ee 1-64	ior aire	Clional li	railic vo	nume es	sumai	es for this	segi	ment.		
Bus	To: From:	Bus SR	168												
168 168 Battlefield Blvd	City of Chesapeake	0.35 <b>5700</b>	• ••	98%	1%	1%	0%	0%	0%	Ν	0.082	Ν	0.542	60000	1
	To: From:	End Bus S I-64; US													
168)Battlefield Blvd	City of Chesapeake	0.54 <b>3300</b>		96%	0%	1%	1%	2%	0%	С	NA			36000	(
	Too	US 13 Milita	ry Hwy												
168)Battlefield Blvd	City of Chesapeake	0.47 <b>2000</b>		96%	1%	1%	1%	2%	0%	F	0.081	F	0.53	21000	(
	To.	Campostel	lla Rd												
168)Atlantic Ave	City of Chesapeake	0.42 1300		96%	1%	1%	1%	2%	0%	F	0.090	F	0.608	14000	(
	Ta	Providenc	e Rd												
168)Atlantic Ave	City of Chesapeake	1.16 <b>1600</b>		96%	1%	1%	1%	2%	0%	С	0.117	Α	0.655	17000	,
	To	Old Atlantic	Avenue												
168)Atlantic Ave	City of Chesapeake	0.39 <b>840</b> 0		96%	1%	1%	1%	2%	0%	F	0.101	F	0.730	9000	(
$\smile$	To	SR 246 Lib	erty Rd												
168 Campostella Rd	City of Chesapeake	0.35 <b>1500</b>		96%	1%	1%	1%	2%	0%	F	0.091	F	0.668	16000	(
$\overline{}$	_Te-	SCL Nor	folk												
168 Campostella Rd	City of Norfolk	0.52 1900		96%	1%	1%	1%	2%	0%	F	0.099	F	0.681	20000	(
	To:	SR 407 Indian	River Rd												

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interst					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 407 Indian Ri	ver Rd												
(168) Campostella Rd	City of Norfolk	0.26 <b>25000</b>	G	96%	1%	1%	1%	2%	0%	F	0.104	F	0.703	27000	G
	To:	US 460 Wilson	n Rd												
(168)(460)(166)Campostella Rd	City of Norfolk	0.73 <b>35000</b>	G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	37000	G
168 460 (166 Campostella Hd	and a recording			0070	1 70		1 /0	270	0 70	•	0.000	•	0.000	07000	ď
168)(460)(166)Brambleton Ave	City of Norfolk	Kimball Ter		95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	44000	G
168 460 166 Brambleton Ave	City of Nortoik	0.30 41000	G	95%	1 70	1 70	1 70	270	0%	C	0.094	Г	0.039	44000	G
	To: From:	Park Ave		2=4											
168 460 Brambleton Ave	City of Norfolk	0.40 <b>30000</b>	G	95%	1%	1%	1%	2%	0%	С	0.086	F	0.58	32000	G
	To: From:	Brambleton A													
(168) Tidewater Dr	City of Norfolk	0.31 <b>31000</b>	G	90%	0%	1%	5%	3%	0%	С	0.086	F	0.562	34000	G
<u> </u>	To: From:	US 58 Va Beach	Blvd												
(168) Tidewater Dr	City of Norfolk	0.89 <b>29000</b>	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.526	32000	G
	Too	Lindenwood A	Ave												
168 Tidewater Dr	City of Norfolk	0.81 <b>26000</b>	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.502	28000	G
	To	Cromwell D													
168 Tidewater Dr	City of Norfolk	1.03 <b>37000</b>	<u>л</u> А	98%	0%	1%	0%	1%	0%	С	0.094	Α	0.532	41000	Α
168)				0070	0,0		0,0	. , 0	0 / 0	Ū	0.00		0.002		
168 Tidewater Dr	City of Norfolk	Norview Av 1.11 <b>34000</b>	G G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.549	37000	G
168) Nuewater Di	Oity of Nortoix		<u> </u>	30 /6	0 76	1 /0	0 /6	1 /0	0 /6	'	0.005	'	0.543	37000	ч
Tidoweton Du	From:	I-64		000/	00/	10/	00/	00/	00/	F	0.000	F	0.001	00000	
168 Tidewater Dr	City of Norfolk	0.60 <b>30000</b>	G	99%	0%	1%	0%	0%	0%	Г	0.086	Г	0.631	32000	G
	To: From:	SR 165 Little Cre													
168 Tidewater Dr	City of Norfolk	1.29 <b>18000</b>	G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.581	19000	G
	To: From:	Bay View Bl													
(168) Tidewater Dr	City of Norfolk	1.01 <b>12000</b>	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.586	13000	G
	To: From:	US 460 Granb	y St			$\lnot$									
168 Tidewater Dr	City of Norfolk	0.75 <b>8000</b>	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.659	8600	G
	To:	US 60 Ocean Vie	w Ave												
North	From:	SR 168; 1SR 168-P SR	168-N01	5B											
(168)Ramp	City of Chesapeake (Maint: 64	l) 0.21 <b>NA</b>									NA			NA	
	To:	US 17-N017C TO RT	64 WES	T											
North	From:	SR 168; 1SR 168-P SR	168-N01	5A											
(168) Ramp	City of Chesapeake (Maint: 64	0.28 <b>NA</b>									NA			NA	
Newth	To From:	SR 168-N015C TO RT 17	SOUTH	& 190											
North (168) Ramp	City of Chesapeake (Maint: 64										NA			NA	
100/14/11/	· · · · · · · · · · · · · · · · · · ·	•									INA			11/7	
North	To: From:	US 17-N017B FROM RT 17 N	ORTH TO	) 464 NO	R										
(168)Ramp	City of Chesapeake (Maint: 64	(a) 0.07 <b>5600</b>	G								0.127	F		5900	G
$\smile$	To:	I-64-W291A US 1	7-N017												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	_		ire Bu	3	True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 168 Ramp	City of Chesapeake (Maint: 64)	SR 168-N015B TO RT 17 SO 0.38 NA SR 168-S015A TO RT 17 SO								NA			NA	
North 168 Ramp	City of Norfolk (Maint: 64)	SR 168 TO I-64 WE 0.27 <b>5100</b> 4-W FROM RT 168 NORTH-T	G	ER DRI						0.107	F		5100	G
North 168 Ramp	City of Norfolk (Maint: 64)	SR 168; 122-8626 TO I-64 EA 0.20 <b>5200</b> 4-E FROMRT 168 NORTH-TII	G							0.105	F		5200	G
South 168 Ramp	City of Chesapeake (Maint: 64)		G							0.084	F		16000	G
South 168 Ramp	City of Chesapeake (Maint: 64)	0.29 NA US 17 SR 190 FROM & TO 1								NA			NA	
South 168 Ramp	City of Norfolk (Maint: 64)	SR 168 TO I-64 EA 0.17 <b>3500</b> 64-E FROM RT 168 SOUTH-TI	G	R DRI						0.090	F		3500	G
South 168 Ramp	City of Norfolk (Maint: 64)	SR 168 TO I-64 WE 0.13 <b>3100</b> 4-W FROM RT 168 SOUTH-T.	G	ER DRI						0.102	F		3100	G
Bus 168 Battlefield Blvd	City of Chesapeake		<b>G</b> 97	1 Blvd '% 0%	0%	1%	1%	0%	F	0.084	F	0.648	15000	G
Bus 168 Battlefield Blvd	City of Chesapeake		<b>G</b> 97	<b>'</b> % 0%	0%	1%	1%	0%	F	0.092	F	0.617	19000	G
Bus 168 Battlefield Blvd	City of Chesapeake	Centerville Tpke  3.78 <b>20000</b> SR 168 Great Bridge B	<b>G</b> 97	<b>7</b> % 0%	0%	1%	1%	0%	F	0.096	F	0.505	21000	G
Bus 168 Battlefield Blvd	City of Chesapeake		<b>G</b> 98	3% 1%	1%	0%	0%	0%	F	0.086	F	0.557	7500	G
Bus 168 Battlefield Blvd	City of Chesapeake	•	<b>G</b> 98	8% 1%	1%	0%	0%	0%	F	0.087	F	0.5	14000	G
Bus 165 Battlefield Blvd	City of Chesapeake		<b>G</b> 98	3% 1%	1%	0%	0%	0%	С	0.078	F	0.53	31000	G
Bus 168 Battlefield Blvd	City of Chesapeake	<u> </u>	<b>G</b> 98	3% 1%	1%	0%	0%	0%	F	0.088	F	0.614	35000	G
Bus 168 Battlefield Blvd	City of Chesapeake		<b>G</b> 98	3% 1%	1%	0%	0%	0%	F	NA			36000	G

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		_
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	From:		at Bridge Bypas												
68 Battlefield Blvd	City of Chesapeake	1.39 4	1000 G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.683	43000	(
dus	To: From:	Hollywood R	d; Oak Grove I	Rd											
68)Battlefield Blvd	City of Chesapeake	0.68 4	6000 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.648	49000	
99	To	Vol	vo Pkwy												
Bus	From:									_		_			
Battlefield Blvd	City of Chesapeake	0.58 <b>5</b>	7000 G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.542	60000	
us	To: From:		I-64												_
68) (168) Battlefield Blvd	City of Chesapeake	0.35 <b>5</b>	7000 N	98%	1%	1%	0%	0%	0%	Ν	0.082	Ν	0.542	60000	
39/109	To:	SR 168 B	attlefield Blvd												
us	From:	Bus S	R 168 NB												_
Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)	0.28 <b>1</b>	1000 G	99%	0%	0%	0%	0%	0%	С	0.081	F		11000	
<u> </u>	Το:	I-6	64- WB												
us	From:	Bus S	R 168 NB												_
Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)	0.18 <b>9</b>	9500 G	97%	0%	1%	0%	1%	0%	С	0.08	F		9500	
<u> </u>	To:	I-6	64- EB												
us	From:		ttlefield Blvd S												
Ramp	City of Chesapeake (Maint: 64)		3600 G	94%	0%	2%	1%	3%	0%	С	0.076	F		3600	
<u></u>	To:		-64 W												
ius	From:		Battlefield Blvd									_			
Ramp	City of Chesapeake (Maint: 64)		3300 G	86%	1%	1%	2%	9%	1%	С	0.094	F		3300	
	10:		-64 E												_
Mallarra Or	From:		3 Mellen St	000/	40/		00/	00/	00/		0.000		0.554	0000	
Mallory St	City of Hampton	0.07	3500 N	98%	1%	1%	0%	0%	0%	N	0.083	N	0.554	9000	
	To: From:		3 County St												_
Mallory St	City of Hampton	0.15 <b>8</b>	3500 F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.554	9000	
<u></u>	To: From:	US 258 N	Mercury Blvd												_
69)Mallory St	City of Hampton	1.95 <b>5</b>	5500 F	98%	1%	1%	0%	0%	0%	С	0.086	F	0.568	5900	
	To: From:	SR 351 E,	Pembroke Ave												_
(351) Pembroke Ave	City of Hampton	0.60	3400 F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.606	3600	
	To	SR 351 W	Pembroke Ave	,											
69)Old Buckroe Rd	City of Hampton		5500 F	98%	1%	0%	0%	0%	0%	С	0.086	F	0.589	5900	
	To:	Fox	Hill Rd												
	From:		uckroe Rd												
Fox Hill Rd	City of Hampton	1.08 <b>1</b> :	3000 F	99%	1%	0%	0%	0%	0%	F	0.094	F	0.632	14000	
<u></u>	To: From:	Woo	dland Rd												
69)Fox Hill Rd	City of Hampton	0.88 <b>1</b> 9	9000 F	99%	1%	0%	0%	0%	0%	С	0.094	F	0.591	20000	
<u> </u>	To	Clemw	vood Pkwy			<u> </u>									
69)Fox Hill Rd	City of Hampton		5000 F	99%	1%	0%	0%	0%	0%	F	0.092	F	0.607	27000	
<u> </u>	To:		Mercury Blvd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 165 N Military Hwy												
70) Little Creek Rd	City of Norfolk	1.08 <b>25000 G</b>	98%	0%	1%	0%	1%	0%	F	0.083	F	0.533	27000	(
<u></u>	To: From	Halprin Drive												
170)Little Creek Rd	City of Norfolk	0.48 <b>23000 G</b>	92%	0%	1%	4%	2%	0%	С	0.087	F	0.503	25000	
$\smile$	To	SR 192 Azalea Garden F	Rd.		<u> </u>									
170)Little Creek Rd	City of Norfolk	1.09 <b>20000 G</b>		0%	1%	0%	1%	0%	F	0.093	F	0.530	21000	
	То:	US 60 Shore Drive												
	From:	SR 143 Jefferson Ave												
171)Oyster Point Rd	City of Newport News	0.70 <b>44000 F</b>	98%	0%	1%	1%	0%	0%	С	0.081	F	0.505	47000	
	To	121 12 C Pl1												
Oyster Point Rd	City of Newport News	121-12 Canon Blvd 0.17 <b>46000 F</b>	98%	0%	1%	1%	0%	0%	F	0.092	F	0.503	49000	
71) Cycler i cinit i la	ony of Hemport Hemo		3070	0 /0	1 70	1 /0	0 /0	0 70	•	0.002	•	0.000	40000	
	From	I-64	000/	00/		40/	40/	201	_	0.007	_	0.010	40000	
Victory Blvd	City of Newport News	0.74 <b>45000 F</b>	96%	0%	1%	1%	1%	0%	С	0.087	F	0.616	48000	
	From:	York County Line WCL Newport News												
171 Victory Blvd	York County	0.82 <b>46000</b> F	99%	0%	0%	0%	0%	0%	С	0.086	F	0.544	48000	
71)	. one seamly			0,0		0,0	0 70	0,0	Ū	0.000	•	0.0	.0000	
Vistory Dlvd	Vork County	US 17 George Washington Me		0%	10/	00/	00/	0%	F	0.005	F	0.500	20000	
Victory Blvd	York County	0.35 <b>28000 F</b>	98%	0%	1%	0%	0%	0%	Г	0.095	Г	0.536	30000	
	To: From:	SR 134 Hampton Hwy												
Victory Blvd	York County	1.02 <b>19000 F</b>	98%	0%	1%	0%	0%	0%	F	0.085	F	0.602	20000	
<u> </u>	To: From:	99-600 Big Bethel Rd												
171 Victory Blvd	York County	1.48 <b>19000 F</b>	98%	0%	1%	0%	0%	0%	F	0.094	F	0.521	20000	
	To:	WCL Poquoson												
	From:	York County Line							_		_			
Victory Blvd	City of Poquoson	0.79 <b>12000 F</b>	98%	0%	1%	0%	0%	0%	С	0.089	F	0.585	13000	
<u> </u>	To: From:	SR 172 Wythe Creek R												
171)Little Florida Rd	City of Poquoson	1.00 <b>11000 F</b>	98%	0%	1%	0%	0%	0%	F	0.092	F	0.648	12000	
$\smile$	To:	Far Street												
Little Florida Rd	City of Poquoson	0.44 <b>8000 F</b>	98%	0%	1%	0%	0%	0%	F	0.088	F	0.645	8500	
	To	D A			<del></del> 1									
171 Poquoson Ave	City of Poquoson	Poquoson Ave 0.50 <b>6900 F</b>	99%	0%	0%	0%	0%	0%	С	0.098	F	0.627	7300	
171)1 oquoson Ave	Oity of 1 oquosoff		33 76	0 70	<u> </u>	0 70	0 /0	0 70	O	0.000	•	0.027	7000	
	From:	Bunting Rd	200/	00/		00/	00/	00/		0.400	_	0.047	4400	
Poquoson Ave	City of Poquoson	0.91 <b>3800 F</b>	99%	0%	0%	0%	0%	0%	F	0.102	F	0.647	4100	
	To: From:	147-7050 Ridge Rd												
71 Poquoson Ave	City of Poquoson	1.00 <b>2900 F</b>	99%	0%	0%	0%	0%	0%	F	0.113	F	0.634	3100	
	To:	Messick Rd	•											
	From:	Poquoson Ave	0001	40/		40/	40/	00/	_	0.400	_	0.04=	4700	
Messick Rd	City of Poquoson	1.27 <b>1600 F</b>	96%	1%	2%	1%	1%	0%	С	0.102	F	0.617	1700	
$\smile$	To:	Messick Pt												

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	luvia di akia a	Laurath AART OA	4T:ua	D		Trι	ıck		00	K	01/	Dir	4 4 14/DT	
Route	Jurisdiction	Length <b>AADT QA</b>	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
East	From:	SR 171 Oyster Point Rd									_			
171 Ramp	City of Newport News (Maint: 99)	0.33 <b>8800 F</b>								0.092	F		8800	F
	10.	I-64-E												
East	Prom:	SR 171 Oyster Point Rd								0.400	_		0000	
171 Ramp	City of Newport News (Maint: 99)	0.25 <b>2000 F</b>			_					0.133	F		2000	
	10.	I-64-W												
West	From:	SR 171 Oyster Point Rd								0.404	_		5000	
171 Ramp	City of Newport News (Maint: 99)	0.26 <b>5200 F</b>								0.134	F		5200	
	10.	I-64-E												
West	From:	SR 171 Victory Blvd									_		=	
171 Ramp	City of Newport News (Maint: 99)	0.36 <b>5100 F</b>								0.113	F		5100	
<u> </u>	100	I-64-W												_
	From:	SR 134 Magruder Blvd							_		_			
172)Cmdr Shepard Blvd	City of Hampton	0.61 <b>7600 F</b>	98%	1%	0%	0%	0%	0%	F	0.144	F	0.894	8100	
<u> </u>	To: From:	Armistead Ave												
172 Cmdr Shepard Blvd	City of Hampton	0.42 <b>16000 F</b>	98%	1%	0%	0%	0%	0%	С	0.102	F	0.517	18000	
$\mathcal{L}$	To	NASA Main Gate												
172)Armistead Ave	City of Hampton	0.85 <b>16000</b> F	99%	0%	0%	0%	0%	0%	С	0.099	F	0.771	17000	
11/2)	Too													
172) Wythe Creek Rd	City of Hampton	Semple Farm Rd 1.03 <b>16000 F</b>	99%	0%	0%	0%	0%	0%	F	0.105	F	0.750	16000	
1/2) Wythe Greek Ha	To:	SCL Poquoson	33 /6	0 70		0 70	0 /0	0 70	'	0.103	'	0.750	10000	
	From:	NCL Hampton												_
172)Wythe Creek Rd	City of Poquoson	1.08 <b>12000</b> F	98%	0%	1%	1%	0%	0%	С	0.093	F	0.691	13000	
	Tα	SR 171 Little Florida Rd; Victor	v Blvd											
172) Wythe Creek Rd	City of Poquoson	0.24 <b>12000</b> F	98%	0%	1%	1%	0%	0%	F	0.09	F	0.613	13000	
172) 11, 110 61661110	ony or requestion		0070	0 70	. 70	1 70	0 70	0 70	•	0.00	•	0.010	10000	
Weather Consolis Dal	From:	Hudgins Rd	000/	00/	10/	40/	00/	00/	_	0.000		0.004	0000	_
Wythe Creek Rd	City of Poquoson	0.62 <b>7800 F</b>	98%	0%	1%	1%	0%	0%	F	0.088	F	0.601	8300	
		Poquoson Ave												_
	From:	Moyer Drive							_		_			
173 Denbigh Blvd	City of Newport News	0.53 <b>4000 F</b>	97%	1%	1%	0%	0%	0%	С	0.088	F	0.550	4200	
	From:	Catalina Drive Catalina Dr			-									_
173 Denbigh Blvd	City of Newport News	0.74 <b>9100 F</b>	98%	0%	1%	1%	0%	0%	С	0.088	F	0.542	9600	
173) 201121911 2112	and a recomposition					. , ,	0 / 0	0,0	Ū	0.000	•	0.0.2	0000	
Dankink Blad	To: From:	Lucas Creek Rd	000/	00/	10/	00/	00/	00/	_	0.007		0.007	47000	_
Denbigh Blvd	City of Newport News	0.55 <b>16000 F</b>	98%	0%	1%	0%	0%	0%	С	0.087	F	0.637	17000	
	To: From:	US 60 Warwick Blvd												_
173)Denbigh Blvd	City of Newport News	1.14 <b>29000 F</b>	98%	0%	1%	0%	0%	0%	С	0.079	F	0.514	30000	
$\smile$	To:	SR 143 Jefferson Ave			<u> </u>									
173)Denbigh Blvd	City of Newport News	1.32 <b>29000 F</b>	96%	1%	2%	0%	1%	0%	С	0.089	F	0.612	31000	
	To:	York County Line								_			_	

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							True	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	NCL Newport N								_					
173 Denbigh Blvd	York County	2.18 <b>15000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.1	Α	0.586	16000	Α
	To: From:	US 17 GW Mem													
173 Goodwin Neck Rd	York County	1.05 <b>8900</b>	F	93%	0%	1%	4%	2%	0%	С	0.08	F	0.538	9500	F
	To: From:	99-630 Wolf Traj	p Rd												
(173)Goodwin Neck Rd	York County	1.10 <b>4500</b>	F	93%	0%	1%	4%	2%	0%	F	0.09	F	0.528	4800	F
	To: From:	99-718 Back Cree	ek Rd			$\neg$ —									
173 Goodwin Neck Rd	York County	2.23 <b>1800</b>	F	93%	0%	1%	4%	2%	0%	F	0.087	F	0.611	1900	F
	To:	99-629 East of Tampico S	tillwater	Lane											
	From:	Bus US 220 Virgin	ia Ave												
(174)Kings Mountain Rd	Henry County	1.45 <b>14000</b>	G	96%	1%	0%	0%	2%	0%	С	0.099	F	0.666	15000	G
	To. From:	44-1172 Kings Mar	nor Dr			$\neg$ $\vdash$									
(174) Kings Mountain Rd	Henry County	1.12 <b>13000</b>	G	96%	1%	0%	0%	2%	0%	F	0.095	F	0.62	14000	C
$\bigcirc$	Too	SR 108 Figsboro	n Rd												
(174)Kings Mountain Rd	Henry County	1.72 <b>14000</b>	G	96%	1%	0%	0%	2%	0%	F	0.095	F	0.541	14000	
	To	NCL Martinsvi	illo			—									
174 Liberty St	City of Martinsville	0.49 <b>14000</b>	G	97%	0%	0%	1%	2%	0%	F	0.092	F	0.566	15000	
174)	To														
174)Liberty St	City of Martinsville	0.20 Inman St	G	97%	0%	0%	1%	2%	0%	F	0.088	F	0.573	16000	(
174 Liberty Gt	Oity of Martinsville			31 76	0 70	0 70	1 /0	2 /0	0 70		0.000		0.575	10000	
L ile auto Ct	To: From:	Clearview Dr		070/	0%	00/	10/	00/	00/		0.005	F	0.007	0500	Ċ
174 Liberty St	City of Martinsville	0.60 <b>8900</b> Commonwealth I	G	97%	0%	0%	1%	2%	0%	С	0.095	Г	0.607	9500	Ċ
	Fron:														
175 Chincoteague Rd	Accomack County	US 13 Lankford I 1.65 <b>7500</b>	Hwy <b>A</b>	97%	1%	1%	1%	1%	0%	С	0.117	Α	0.517	7600	A
175 Chincoleague nu	Accomack County			91 /0	1 /0	1 /0	1 /0	1 /0	0 /6	C	0.117	^	0.517	7000	
	From	01-704 Coardtow		070/	10/	10/	10/	40/	00/					7.100	
175 Chincoteague Rd	Accomack County	1.87 <b>7400</b>	G	97%	1%	1%	1%	1%	0%	F	NA			7400	C
	To: From:	01-798 Mill Dam													
175 Chincoteague Rd	Accomack County	4.86 <b>6300</b>	G	97%	0%	1%	1%	1%	0%	С	NA			6400	C
<u> </u>	To: From:	WCL Chincotea	igue												
175)Chincoteague Rd	Town of Chincoteague (Maint: 01)	2.45 <b>7600</b>	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.505	7800	C
$\smile$	To:	Main St													
	From:	SR 175 Chincoteag	gue Rd												
(175 <i>)</i>	Town of Chincoteague (Maint: 01)	0.52 <b>NA</b>									NA			NA	
<u> </u>	To:	South Main S	St												
	From:	SR 316 Cossatt													
176 Bennett St	Town of Parksley (Maint: 01)	0.38 <b>3100</b>	G	96%	0%	1%	0%	2%	0%	С	NA			3300	G
	To: From:	ECL Parksley	y												
(176)Parksley Rd	Accomack County	2.20 <b>3200</b>	G	96%	0%	1%	0%	2%	0%	F	0.096	F	0.539	3400	G
$\smile$	To:	US 13 Lankford I	Hwy												

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

1% 1% 1% 1%		C C C	K Factor 0.103 0.107 0.105 0.090	QK F F	0.535 0.594 0.587	11000 8300 11000	F F
1%	0%	F C	0.107 0.105 0.090	F	0.594	8300	F
1%	0%	F C	0.107 0.105 0.090	F	0.594	8300	F
1%	0%	С	0.105	F	0.587		
1%	0%	С	0.105	F	0.587		
			0.090			11000	
			0.090			11000	
1%	0%	С		F	0.504		
1%	0%	С		F	0.504		
			0.113		0.501	9500	
			0.113				
			0.113				_
				F		3900	
			0.116	F		1100	
			0.091	F		1100	
			0.116	F		1000	
1%	0%	С	0.1	F	0.525	2100	
0%	0%	F	0.099	F	0.604	3100	
			0.099	N	0.604	3600	
			0.000	14	0.004	3000	
0%	0%	F	0.09	F	0.601	3300	
0%	0%	F	0.093	F	0.671	1900	
	0%	N	0.093	N	0.671	1900	
0%							
0%	0%	C	0 102	F	0.694	1100	
	0 /0	O	0.102	'	0.034	1100	
0%			0.44.			600	
0%	051		() 11/	F		930	
_	0%	0% 0% 0% 0% 0% 0%	0% 0% F  0% 0% N  0% 0% C	0% 0% F 0.093  0% 0% N 0.093  0% 0% C 0.102	0% 0% F 0.093 F 0% 0% N 0.093 N	0% 0% F 0.093 F 0.671  0% 0% N 0.093 N 0.671  0% 0% C 0.102 F 0.694	0%       0%       F       0.093       F       0.671       1900         0%       0%       N       0.093       N       0.671       1900         0%       0%       C       0.102       F       0.694       1100

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		<u> </u>				Truck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Ti	e Bus		Axle 1Trai		QC	Factor	QK	Factor	AAWDT	Q)
	From:	SR 180 S, Harbor		, ,,,				_		_			
178 180 Bobtown Rd	Accomack County	0.03 <b>2100</b>	<b>G</b> 979	6 1%	1%	0% 0%	0%	F	0.103	F	0.607	2200	(
	To: From:	SR 180 N, Pungote											
178)Bobtown Rd	Accomack County	1.90 <b>1800</b>	<b>G</b> 979	6 1%	1%	0%	0%	F	0.103	F	0.586	1800	(
$\stackrel{\smile}{}$	To:	01-620 Wharehou	use Rd										
	From:	01-1023 King S											
179 Market St	Town of Onancock (Maint: 01)	0.36 <b>2400</b>	<b>G</b> 989	% 0%	1%	0% 0%	0%	F	NA			2600	(
	To: From:	W 01-658 North	Street										
179)Market St	Town of Onancock (Maint: 01)	1.16 <b>5500</b>	<b>G</b> 989	6 0%	1%	0%	0%	С	NA			5800	(
<u> </u>	To	SR 126 Fairgroun	nds Rd										
179)Market St	Town of Onancock (Maint: 01)	0.09 <b>7100</b>	<b>G</b> 989	6 0%	1%	0% 0%	0%	F	NA			7600	(
<u> </u>	To	ECL Onanco	ıck										
179	Accomack County	0.69 <b>7100</b>	N 989	6 0%	1%	0%	0%	Ν	NA			7600	
119	Tod	WCL 0.1											
179)Main St	Town of Onley (Maint: 01)	WCL Onley 0.64 <b>7100</b>	y N 989	6 0%	1%	0% 0%	0%	N	NA			7600	
179 Wall Ot	Town of Officy (Maint: 01)	US 13 Bus		0 070	1 /0	7/0 0/0	0 70	14	IVA			7000	
	From:												
180)Shore Dr	Accomack County	Dead End 0.18 <b>110</b>	<b>G</b> 969	% 2%	1%	1% 0%	0%	F	0.215	F	0.6	120	(
180) Share Bi	Tα	Harborton R		0 270	170	170 070	070	•	0.210	•	0.0	120	
	From:	Shore Dr											
180)Harborton Rd	Accomack County	0.85 <b>370</b>	<b>G</b> 969	6 2%	1%	1% 0%	0%	F	0.114	F	0.578	390	(
$\smile$	Toc	01-631 Hacksnee	ck Rd										
180 Harborton Rd	Accomack County	2.03 <b>750</b>	<b>G</b> 969	6 2%	1%	1% 0%	0%	F	0.11	F	0.536	770	
100)	To:	SR 178 S, Bobtov	wn Rd										
	From:	S SR 178											
180 (178) Bobtown Rd	Accomack County	0.03 <b>2100</b>	<b>G</b> 979	6 1%	1%	0% 0%	0%	F	0.103	F	0.607	2200	(
	To:	N SR 178											
180)Pungoteauge Rd	Accomack County	SR 178 N, , Bobto 2.89 <b>770</b>	<b>G</b> 969	6 2%	1%	1% 0%	0%	С	0.117	F	0.607	800	(
180) Tungoteauge Flu	Accomack County			0 270	1 70	170 070	0 70	O	0.117	•	0.007	000	•
	Towns of Kalley (Maint, O1)	WCL Keller		/ 00/	10/	10/ 00/	00/	N.I.	0.117	N.I.	0.007	000	
180)	Town of Keller (Maint: 01)	0.46 <b>770</b>	N 969	<u>6 2%</u>	1%	1% 0%	0%	N	0.117	N	0.607	800	
	From:	US 13 S, Lankfor S US 13	a Hwy										
180) 13 Lankford Hwy	Town of Keller (Maint: 01)	0.45 <b>18000</b>	<b>G</b> 929	6 1%	1%	1% 6%	0%	F	0.076	F	0.51	17000	
100 (10)	Tol												
180) 13 Lankford Hwy	Accomack County	0.01 <b>18000</b>	N 929	6 1%	1%	1% 6%	0%	N	0.076	N	0.51	17000	
180 13 Lankford Hwy	Tax	US 13 NORT		0 1/0	1 /0	1/0 0/0	0 76	11	0.070	IN	0.51	17000	
	From	US 13 N, Lankfor											
180)Wachapreague Rd	Accomack County	4.07 <b>1100</b>	<b>G</b> 969	6 2%	1%	1% 0%	0%	F	0.089	F	0.547	1200	(
$\smile$	To	WCL Wachapre	eague eague										
180 Main St	Town of Wachapreague (Maint: 01)	0.28 <b>1100</b>	N 969	6 2%	1%	1% 0%	0%	N	0.089	Ν	0.547	1200	
1007	To:	01-1701 Atlantic		/3		.,0 0/0	3 /0	• •	0.500	••	0.017	. = 00	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	ΟΛ	4Tire	Ruc		Tru	ıck		QC	K	QK	Dir	AAWDT	- OW
	Junguicion			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	
Wye 180)Brooklyn St	Town of Wachapreague (Maint: 01)	SR 180 Main 0.42 <b>120</b>	St G	98%	1%	0%	0%	0%	0%	С	0.159	F	0.5	130	G
180) Brooklyn St	Town of Wachapieague (Maint. 01)	01-1712 Richards		30 /6	1 /0		0 /6	0 /6	0 78	O	0.155	•	0.5	100	u
Wye	From:	01-1712; Brook													
(180) Richardson Ave	Town of Wachapreague (Maint: 01)	0.13 <b>200</b>	G	98%	1%	0%	0%	0%	0%	F	0.128	F	0.547	210	G
$\smile$	To: C	01-1706 Church St; WCL	Wachap	reague											
	From:	01-609 Main	St												
181)Main St	Town of Belle Haven (Maint: 01)	0.25 <b>2000</b>	G	97%	1%	1%	1%	1%	0%	F	0.096	F	0.591	2000	G
$\smile$	To:	SR 178 Shields Br													
	From:	SR 178 Belle Hav		070/	10/		40/	40/	201	_	0.440	_	0.555	0.40	_
181 King St	Town of Belle Haven (Maint: 01)	0.32 <b>930</b>	G	97%	1%	1%	1%	1%	0%	С	0.113	F	0.555	940	G
<u> </u>	To: From:	ECL Belle Ha	ven												
181)King St	Accomack County	0.38 <b>930</b>	N	97%	1%	1%	1%	1%	0%	Ν	0.113	Ν	0.555	940	Ν
$\smile$	Tα	US 13 Lankford	Hwy												
	From:	US 13 Lankford	Hwy												
(182) Mappsburg Rd	Town of Painter (Maint: 01)	0.65 <b>1300</b>	G	96%	0%	2%	0%	1%	0%	F	0.096	F	0.552	1300	G
$\bigcup$	Tor	ECL Painte	r												
(182)Quinby Bridge Rd	Accomack County	3.06 <b>920</b>	G	96%	0%	2%	0%	1%	0%	С	0.099	F	0.670	940	G
102)	To:	01-605 Quin													
	From	65-613 Near Silve													
(183)Occohannock Neck Rd	Northampton County	6.94 <b>1400</b>	F	97%	1%	1%	1%	1%	0%	С	0.11	F	0.550	1400	F
100)	T														
183)Occohannock Neck Rd	Town of Exmore (Maint: 65)	0.51 <b>1300</b>	re <b>F</b>	97%	1%	1%	1%	1%	0%	F	0.14	F	0.504	1300	F
183 Occordanilock Neck Hu	Town of Exhibite (Maint. 65)	Bus US 13		9770	170	170	1 70	I 70	076	Г	0.14	Г	0.504	1300	Г
	pl														
Day Aya Masan Aya		5-1101 Pine St; 65-1106	Washing <b>F</b>		10/	10/	10/	10/	00/	F	0.100	F	0.550	1400	F
184 Bay Ave;Mason Ave	Town of Cape Charles (Maint: 65)	1.21 <b>1400</b>	Г	97%	1%	1%	1%	1%	0%	г	0.109	г	0.552	1400	г
	Profit:	65-1105 Fig St; 65-1112													
184)Stone Rd	Town of Cape Charles (Maint: 65)	0.21 <b>1400</b>	N	97%	1%	1%	1%	1%	0%	N	0.109	N	0.552	1400	N
<u> </u>	To:	Heritage Acre	s Ct			$\neg$ $\vdash$									
184)Stone Rd	Town of Cape Charles (Maint: 65)	0.06 3800	G	97%	1%	1%	1%	1%	0%	С	NA			3900	G
	Та	ECL Cape Cha	rlec												
184)Stone Rd	Northampton County	1.72 <b>3800</b>	N	97%	1%	1%	1%	1%	0%	Ν	NA			3900	Ν
184) Storie Fid	To:	US 13 South of B		07.70	1 70		1 /0	1 /0	070		1471			0000	• • •
	From	85-686 South O													
185)Stoney Creek Blvd	Shenandoah County	0.08 <b>4300</b>	G	96%	0%	1%	1%	3%	0%	С	0.095	F	0.509	4500	G
100 Stories Greek Blvd	Ghenandoan County		u	JU /6	U /0	1 /0	1 /0	J /0	U /0	J	0.093	'	0.505	7300	u
	From:	I-81		000/	00/		40/	00/	201		0.000		0.57/	4000	
185 Stoney Creek Blvd	Shenandoah County	0.26 <b>4000</b>	N	96%	0%	1%	1%	3%	0%	N	0.090	N	0.571	4200	N
	To: From:	WCL Edinbu	ırg			}_									
185)Stoney Creek Blvd	Town of Edinburg (Maint: 85)	0.66 <b>4000</b>	G	96%	0%	1%	1%	3%	0%	F	0.090	F	0.571	4200	G
$\smile$	To:	US 11 Main	St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 185	Stoney Cree	ek Blvd												
185 Ramp to I-81 S at Exit 2	79 Shenandoah C	County 0.21	1000	G								0.12	F		1000	G
$\overline{}$	To:		I-81 S													
	From:	SR 185	Stoney Cree	ek Blvd												
(185)Ramp to I-81 N at Exit 2	79 Shenandoah C	County 0.26	1300	G								0.116	F		1300	G
$\overline{}$	То:		I-81 N													
	From:	North	Carolina Stat	te Line												
186 Hugo Rd	Southampton C	County 2.98	980	G	78%	1%	1%	2%	19%	0%	С	0.095	F	0.586	1000	G
$\smile$	Too	W	CL Branchvi	ille												
(186)	Town of Branchville		980	N	78%	1%	1%	2%	19%	0%	Ν	0.095	Ν	0.586	1000	Ν
	Too	· · ·	CI. D	11 -												
186)Pittman Rd	From: Southampton C		CL Branchvil 1400	G	78%	1%	1%	2%	19%	0%	F	0.097	F	0.503	1500	G
186)1 1111111111111	Godthampton				7070	1 /0	1 70	270	10 /0	0 70	'	0.037		0.505	1300	ч
	From		WCL Boykin		700/	40/		00/	100/	201	_		_	0.500	0400	_
186 Pittman Rd	Town of Boykins (I	,	2100	G	78%	1%	1%	2%	19%	0%	F	0.092	F	0.503	2100	G
	10.	SR	35 Meherrin	Rd												
	From:		Vinterville Ro								_		_			_
( ₁₈₇ )Guilford Rd	Accomack Co	ounty 1.06	500	G	96%	2%	1%	0%	1%	0%	F	0.114	F	0.593	520	G
<u> </u>	To: From:	7	WCL Bloxon	n												
(187)Shoremain Dr	Town of Bloxom (N	Maint: 01) 0.45	500	N	96%	2%	1%	0%	1%	0%	Ν	0.114	Ν	0.593	520	Ν
	Too	SR	316 Bayside	: Dr												
(187)Shoremain Dr	Town of Bloxom (N		1300	G	96%	2%	1%	0%	1%	0%	F	0.101	F	0.635	1400	G
	Tool	<u> </u>	ECL DI													
(187) Nelsonia Rd	From: Accomack Co		ECL Bloxom 1600	G G	96%	2%	1%	0%	1%	0%	С	0.096	F	0.625	1600	G
187 Neisonia nu	Accomack of				30 /6	2 /0	1 /0	0 /6	1 /0	0 /6	O	0.030	'	0.023	1000	u
	To: From:		13 Lankford I													
187 Nelsonia Rd	Accomack Co		750	G	96%	2%	1%	0%	1%	0%	F	0.117	F	0.541	780	G
	10:	01-67	79 Metompki	in Rd												
Bus Bus	From:		Ridgeway St								_		_			_
(188) (60) (220) (188) Main	St Town of Clifton	-	4300	G	98%	0%	1%	0%	1%	0%	С	0.089	F		4400	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	97%	1%	1%	0%	1%	0%	С	NA			9300	G
	To:	TIC (	Keswick St	: -1- C4			-									
(188) Main St	Town of Clifton		0 Par, Keswi <b>280</b>	G G	98%	1%	1%	0%	0%	0%	F	0.133	F		290	G
188	Combined Traffic Estimates for 2 Parallel	-		G	95%	1%	2%	0%	1%	0%	F	0.133	F	0.623	2400	G
	Tollishined Hamic Estimates for 2 Parallel		cCormick Bl		90%	I 70	2-/0	U 70	I 70	U 70	Г	0.093	Г	0.023	2400	G
	From:	IVI	Main St	ıvu												
188 McCormick Blvd	Town of Clifton	Forge 0.07	260	G	98%	1%	1%	0%	0%	0%	С	0.113	F		270	G
	Combined Traffic Estimates for 2 Parallel	· ·	1700	G	98%	1%	1%		0%	0%	С	0.095	F	0.503	1800	G
							<del></del> -		- / -		-					-
188 McCormick Blvd	Town of Clifton		88 Par, Chur <b>710</b>		000/	1%	10/	00/	0%	00/	С	0.105	F	0.588	750	G
TRR //VICCOTTHICK DIVU	TOWIT OF CHITTON	rorge 0.23	110	G	98%	170	1%	0%	U%	0%	U	0.105	г	0.566	750	G

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Fillialy all						Trı	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
-	From:	Mc	Cormick Blv	vd			1	017100	TTTGII	zman		1 40101		1 40101		
(188) Lafayette St	Town of Clifton		260	G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.576	280	G
	To:		Rose Ave													
	From:		Lafayette St								_		_			_
188 Rose Ave	Town of Clifton		500	G	97%	1%	1%	0%	0%	0%	С	0.105	F	0.623	530	G
	10: From:		Tremont St Rose Ave													
188 Tremont St	Town of Clifton	Forge 0.03	500	G	97%	1%	1%	0%	0%	0%	С	0.105	F	0.623	530	G
100)	To:		Sioux Ave		0.70	. , ,		0,0	0,70	0,0	Ū	01.00	•	0.020	000	<b>O</b> .
	From:		Tremont St													
(188) Sioux Ave	Town of Clifton	Forge 0.17	500	G	97%	1%	1%	0%	0%	0%	С	0.105	F	0.623	530	G
	To:	105-	3551 Sioux A	Ave												
Bus Bus	From:		Main St													
(188) (60) (220) (188) Ridg	geway St Town of Clifton	Forge 0.07	4900	G	97%	1%	2%	0%	1%	0%	С	0.097	Ν		4900	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9100	G	97%	1%	1%	0%	1%	0%	С	NA			9300	G
	Tα		60 Commerc													
	From:	Bus US 60, Bu			_	40/		00/	00/	00/	_		_	0.700	1000	
(188) Commercial Ave	Town of Clifton	· ·	1100	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.708	1200	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To: From:	Bus US 60 Par, I	Bus US 220 1	Par, Ma	in Street											
188 Commercial Ave	Town of Clifton	0	2000	G	95%	1%	3%	0%	1%	0%	С	0.092	F	0.567	2100	G
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2200	G	95%	1%	2%	0%	1%	0%	F	0.093	F	0.623	2400	G
	To:		Church Street													
Ohah Ct	Taves of Clifton		mmercial Av		000/	10/	00/	00/	00/	00/	_	0.000	F	0.001	1500	_
188 Church St	Town of Clifton	•	1400	G	98%	1%	0%	0%	0%	0%	С	0.093	•	0.601	1500	G
	Combined Traffic Estimates for 2 Parallel		1700	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.503	1800	G
	100		3 McCormicl													
	From:		8 Smiths Fer	_	000/	00/		40/	100/	00/	_	0.005	_	0.004	0000	0
189 South Quay Rd	Southampton C	County 2.20	1900	G	86%	0%	1%	1%	12%	0%	F	0.095	F	0.664	2000	G
	To: From:		714 Pretlow													
(189) South Quay Rd	Southampton (		2500	G	86%	0%	1%	1%	12%	0%	F	0.105	F	0.582	2600	G
$\overline{}$	To:		SCL Suffolk													
(189)S Quay Rd	City of Suff		mpton Coun 1900	G Line	86%	0%	1%	1%	12%	0%	С	NA			2100	G
189 3 Quay nu	City of Suiti	OIK 1.30	1900	G	00%	0%	1 70	170	1270	0%	C	INA			2100	G
	To: From:		3-666 Gates 1					==:							2=25	
189 Great Mill Rd	City of Suff	olk 0.82	3500	G	76%	0%	1%	5%	17%	0%	С	NA			3700	G
$\stackrel{\smile}{=}$	To: From:		2 South Qua	ay Rd												
(189) Great Mill Hwy	City of Suff	olk 0.55	2500	G	86%	0%	1%	1%	12%	0%	F	NA			2700	G
$\smile$	To:	-	US 58													
	From:		mp To US 5	58		\/A /-								_		
(189)(189)	City of Suff				See	VA 18	sy tor di	rectional	traffic v	olume e	estima	ates for th	ns se	gment.		
	Τα	Ra	amp to US 5	8												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

<b>-</b>								Trι	ıck			K	011	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		p From SR													
89/189/	City of Suffolk	0.26	600	G								0.122	F		600	(
	To: From:		US 58													
189 58 189 Franklin Bypass	City of Suffolk	1.01	17000	G	86%	1%	1%	1%	12%	0%	F	0.069	F	0.517	16000	(
	From	4.00	SR 272		222/	10/		40/	100/	00/		0.070	_	0.500	00000	
189 58 189 S Quay Rd	City of Suffolk	4.23	21000 189 S Quay	G Dal	86%	1%	1%	1%	12%	0%	F	0.072	F	0.588	20000	(
	From:		Holland By													
189)S Quay Rd	City of Suffolk	0.37	730	G	87%	1%	2%	9%	2%	0%	С	0.091	F	0.579	750	
<u> </u>	To. From:	Cur	mberland La	ne			_									
89)S Quay Rd	City of Suffolk	0.12	1100	G	83%	1%	1%	12%	1%	0%	С	NA			1200	
	To:		Bus US 58													
	From:		S005A TO I													
189)	City of Suffolk	0.26	600	G								0.122	F		600	
	10:		FROM RTI													
orth	City of Suffolk	SR 189; 1SR 0.08	189-P TO F		AST							0.141	F		320	
89)	City of Sulloik		320 S005A TO I	G PTE 58								0.141	Г		320	
outh	From:		P TO RTE 5		r											
outh 89)	City of Suffolk	0.05	280	G								0.111	F		280	
03)	To:	SR 189-N005A			TE 58											
	From:	US 58-W45	1B TO RTE	258 &	189											
89 58 Ramp	City of Suffolk	0.03				e US 5	8 for dire	ectional	traffic v	olume e	stima	tes for th	is seç	gment.		
	To: From:	US	S 258 Gap T	0												
89) (58) (189) Franklin Bypass	City of Suffolk	1.01	SR 189 <b>17000</b>	G	86%	1%	1%	1%	12%	0%	F	0.069	F	0.517	16000	
89) 58 (189) Franklin Bypass	City of Guilloik				00 /6	1 /0	1 /0	1 /0	12/0	0 /6	'	0.003	'	0.517	10000	
89) (58) (189) S Quay Rd	City of Suffolk	SR 27: 4.23	2 South Qua 21000	ıy Rd <b>G</b>	86%	1%	1%	1%	12%	0%	F	0.072	F	0.588	20000	
89 (58) (189 S Quay Rd	City of Suriok	4.23	SR 189	G	00%	170	1 70	1 70	1270	0%	Г	0.072	Г	0.566	20000	
	From:	SR 166	6 Bainbridge	Rlvd												
90)Great Bridge Blvd	City of Chesapeake	0.83	4200	G	89%	2%	2%	4%	3%	0%	С	0.087	F	0.686	4400	
	To	131 876	63 Camposte	ilo Dd												
190 Great Bridge Blvd	City of Chesapeake	0.30	9400	G	89%	2%	2%	4%	3%	0%	F	0.095	F	0.569	10000	
30)	To		I-64													
90)Great Bridge Blvd	City of Chesapeake	0.26	12000	G	97%	1%	1%	0%	0%	0%	F	0.085	F	0.655	13000	
	To		7 Dominion				— <u>`</u>	- / -		- / -						
90)Great Bridge Blvd	City of Chesapeake	2.34	12000	G BIVG	97%	1%	1%	0%	0%	0%	С	0.103	F	0.573	13000	
130) 5 5 5 5 5 5 5 5	Tree					. , ,	i	0 / 0	0 / 0	0 / 0	Ü	5.100	•	3.07.0	10000	
90) Kempsville Rd	City of Chesapeake	Bus SR 1	168 Battlefie 27000	eld Blvd <b>G</b>	98%	0%	1%	1%	0%	0%	F	0.096	F	0.585	29000	
190 / Norripaville Flu	To:		learfield Ave		JU /0	0 /0	1 /0	1 /0	U /0	U /0	'	0.030		0.000	23000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davita	li cuita di adia sa	Laweth AADT		4T:u=	D		Trι	ıck		QC	K	ΟK	Dir	AAWDT	014
Route	Jurisdiction	Length AADT		41116	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
(190) Kempsville Rd	City of Chesapeake	Clearfield A 0.81 <b>28000</b>		98%	0%	1%	1%	0%	0%	С	0.096	F	0.543	30000	G
1907 Nempsville Hd	Oity of Offesapeake			30 /6	0 /6	1 /0	1 /0	0 76	0 /6	O	0.030	'	0.545	30000	u
(190) Kempsville Rd	City of Chesapeake	Greenbrier P 1.81 <b>20000</b>		98%	0%	1%	0%	0%	0%	F	0.098	F	0.512	22000	G
190)	то	Volvo Pkv						• , •							
190 Kempsville Rd	City of Chesapeake	0.49 <b>23000</b>	_	98%	0%	1%	0%	0%	0%	F	0.1	F	0.519	25000	G
	То	WCL Virginia													
(190) Kempsville Rd	City of Virginia Beach	ECL Chesape 1.00 <b>30000</b>		98%	0%	1%	0%	0%	0%	F	0.102	F	0.518	32000	G
190) rempovino ria	Tro-			0070	0 70		0 70	0 70	0 / 0	•	0.102		0.010	02000	ŭ
(190) Kempsville Rd	City of Virginia Beach	Centerville T 1.52 <b>34000</b>		98%	0%	1%	0%	0%	0%	С	0.085	F	0.538	37000	G
190)	То:	Indian River													
(190) Kempsville Rd	City of Virginia Beach	1.29 <b>28000</b>		98%	0%	1%	0%	0%	0%	F	0.086	F	0.587	30000	G
	To	Providence													
(190)Kempsville Rd	City of Virginia Beach	0.98 30000		98%	0%	1%	0%	0%	0%	С	0.080	F	0.511	32000	G
	To: From:	SR 165 Princess	Anne Rd												
(190) Witchduck Rd	City of Virginia Beach	0.72 <b>25000</b>	G	98%	1%	1%	0%	1%	0%	F	0.072	F	0.549	27000	G
<u></u>	To: From:	I-264													
190 Witchduck Rd	City of Virginia Beach	0.60 <b>31000</b>	G	98%	1%	1%	0%	1%	0%	С	0.079	F	0.531	33000	G
	To: From:	US 58 Virginia Be													
190 Witchduck Rd	City of Virginia Beach	1.29 <b>17000</b>	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.554	18000	G
	From:	134-8740 Jeric		2221								_			
190 Pembroke Blvd	City of Virginia Beach	0.71 <b>10000</b> SR 225 Independe		98%	1%	1%	0%	0%	0%	С	0.082	F	0.512	11000	G
	From:	SR 190-N013A FR		C											
(190)Ramp	City of Virginia Beach (Maint: 75)	0.21 <b>6500</b>	G G	<u> </u>							0.090	F		6500	G
	To:	I-264-E FROM	RT 190												
	From:	SR 190 TO I													
190 Ramp	City of Virginia Beach (Maint: 75)	0.21 <b>13000</b>									0.086	F		13000	G
N. d	From	I-264-W FROM													
North 190 Ramp	City of Virginia Beach (Maint: 75)	SR 190 TO I 0.03 <b>NA</b>	-264								NA			NA	
130)	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	R 190-S013A SR 190- 1	3A FROM	M WITC											
South	From:	SR 190 TO I	-264												
190 Ramp	City of Virginia Beach (Maint: 75)	0.04 <b>NA</b>									NA			NA	
<u> </u>	Tα	SR 190-N013A FR		С											
	City of Chesapeake	SR 191, S Milita 0.18 <b>6400</b>	ry Hwy <b>G</b>	91%	1%	2%	2%	3%	0%	F	0.112	F	0.592	6800	G
(191) (13) (460)	City of Chesapeake	AIRLINE BI		3170	1 70	∠ ⁻ /0	∠ /0	J 70	U 70	Г	0.112	r	0.582	0000	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 58 Airline	Blvd												
191)Jolliff Rd	City of Chesapeake	2.22 <b>2700</b>	G	98%	1%	1%	0%	0%	0%	С	0.114	F	0.598	2900	G
	To	Dock Landing	g Rd			$\neg$ $\vdash$									
191)Jolliff Rd	City of Chesapeake	0.91 3300	G	99%	0%	1%	0%	0%	0%	С	0.096	F	0.536	3500	G
	To:	SR 337 Portsmou	ıth Blvd												
	From:	SR 165 Militar	y Hwy												
192) Azalea Garden Rd	City of Norfolk	2.02 11000	G	96%	1%	1%	1%	1%	0%	F	0.098	F	0.581	12000	G
	To:	SR 170 Little	Creek												
	From:	SR 7 Leesburg	, Pike												
193 Georgetown Pike	Fairfax County	3.98 <b>18000</b>	G	98%	1%	1%	0%	0%	0%	С	0.080	F	0.604	20000	G
$\smile$	Too	W 29-683 Leigh	Mill Rd			$\neg$ $\vdash$									
193)Georgetown Pike	Fairfax County	2.36 17000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.655	18000	G
130)	To	29-676 Towlst													
193)Georgetown Pike	Fairfax County	1.55 <b>15000</b>	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.616	16000	G
193) Goorgoto	T amax county				1,0		0 70	0 70	070	•	0.000	•	0.010	10000	ŭ
Coorgatowa Bika	From	Urban Bound 1.39 <b>23000</b>		98%	1%	1%	0%	0%	0%	F	0.088	F	0.602	25000	G
193 Georgetown Pike	Fairfax County	1.39 23000	G	90%	1 70	1 70	0%	076	0%	Г	0.000	Г	0.002	23000	G
	To: From:	I-495 Capital B													
193 Georgetown Pike	Fairfax County	2.01 <b>12000</b>	G	97%	2%	1%	0%	0%	0%	С	0.122	F	0.63	12000	G
	To: From:	29-3563 Chain B	ridge Rd												
193 Georgetown Pike	Fairfax County	0.50 9000	G	97%	2%	1%	0%	0%	0%	F	0.123	F	0.8	9700	G
	To:	SR 123 Dolley Mac	dison Blv	d											
	From:	SR 193 Georgeto	wn Pike												
193 Ramp	Fairfax County	0.16 <b>12000</b>	Α								0.126	Α		13000	Α
<u> </u>	To:	I-495 Nort	:h												
	From:	SR 193 Georgeto													
193 Ramp	Fairfax County	0.14 <b>3600</b>	F								0.212	Α		3600	F
<u> </u>	To:	I-495-Sout	th												
	From:	SR 166 Princess													
194) Sewells Point Rd	City of Norfolk	1.63 <b>12000</b>	G	97%	1%	1%	1%	1%	0%	С	0.087	F	0.802	13000	G
$\stackrel{\smile}{}$	To: From:	Chesapeake l													
(194) Chesapeake Blvd	City of Norfolk	Norview A 0.87 <b>17000</b>	G G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.539	18000	G
194 Onesapeake bivu	Oity of Nortoix		<u> </u>	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.004	•	0.555	10000	u
	To: From:	I-64													
194 Chesapeake Blvd	City of Norfolk	0.85 <b>26000</b>	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.593	28000	G
	To: From:	SR 165 Little Cr													
194 Chesapeake Blvd	City of Norfolk	1.31 <b>23000</b>	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.588	25000	G
$\smile$	To: Econol	Bay View B	lvd			<u> </u>									
194)Chesapeake Blvd	City of Norfolk	0.61 12000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.586	12000	G
	To:	Chesapeake	St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
94)Chesapeake Blvd	City of Nort		thesapeake St	98%	1%	1%	0%	0%	0%	С	0.093	F	0.532	7600	(
94 Ollesapeake bivu	To		Ocean View Av		1 /0		0 /6	0 /0	0 /6	C	0.033	'	0.552	7000	•
	From					1									
orth 94)Ramp	City of Norfolk (N		1600 C								0.103	F		1600	
94/11/2011	Oity of Norion (N	I-64-W FROM RT 1			RI						0.103	'		1000	
	From				DL										
outh 94)Ramp	City of Norfolk (N		94 TO I-64 EAS' <b>8700 C</b>								0.112	F		8700	
94 Tramp	To	I-64-E FROM RT 1			RI.						0.112			0700	
	From		Downtown Exp		DE										
rth 95)	City of Richmond		15000 A		0%	0%	0%	1%	0%	F	0.207	Α		18000	
95)	Combined Traffic Estimates for 2 Parallel	,			0%	0%	0%	1%	0%	F	NA	,,		31000	
	Combined Traine Estimates for 2 Taraner				0 70	<u> </u>	0 70	1 /0	0 70	'	INA			31000	
rth	To From	SR 7	6 Powhite Pkwy												
95)	City of Richmond	(Maint: 43) 0.79	35000 A	98%	0%	0%	0%	1%	0%	С	0.156	Α		40000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000 A	98%	0%	0%	0%	1%	0%	С	0.136	Α	0.553	83000	
	To	. M	Ionument Ave			$\neg$ $\vdash$									
orth	City of Richmond	(Maint: 43) 0.41	37000 C	98%	0%	0%	0%	1%	0%	_	NA			42000	
95)	•	,			0%	0%	0%	1%	0%	F	NA			85000	
	Combined Traffic Estimates for 2 Parallel				0%	0%	0%	170	0%	Г	INA			85000	
orth	To From	US 33	, US 250 Broad	St											
95)	City of Richmond	(Maint: 43) 0.45	40000	98%	0%	0%	0%	1%	0%	F	NA			47000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000	98%	0%	0%	0%	1%	0%	F	NA			87000	
	То	N	CL Richmond												
orth	From			000/	00/	00/	00/	10/	00/	_	NIA			47000	
95)	Henrico Co	•	40000		0%	0%	0%	1%	0%	F	NA			47000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000 C	98%	0%	0%	0%	1%	0%	F	NA			87000	
orth	To From	S	CL Richmond												
95)	City of Richmond	(Maint: 43) 0.12	40000	98%	0%	0%	0%	1%	0%	F	NA			47000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000 C	98%	0%	0%	0%	1%	0%	F	NA			87000	
	To	SD 10	97 Laburnum Av	9											
orth	From									_					
95)	City of Richmond	,	38000 A		0%	0%	0%	1%	0%	F	0.131	Α		43000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		98%	0%	0%	0%	1%	0%	F	0.122	Α	0.521	86000	
rth	From	Rar	I-64; I-95 np to I-64 West												
95)I-195 N Ramp	City of Richmond		17000 F	98%	0%	0%	0%	1%	0%	F	0.103	F		20000	
	Combined Traffic Estimates for 2 Parallel				0%	0%	0%	1%	0%	F	0.102	F		43000	
	To					<del></del> 1	- / -			-					
orth	From		I-64 East, I-95 S												
95)I-195 N Ramp	City of Richmond	,	15000 F		0%	0%	0%	1%	0%	F	0.108	F		17000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000 F	98%	0%	0%	0%	1%	0%	F	0.104	F	0.500	36000	
	To	Ram	p From I-64 East		-										

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							_		Tru	ıck			K		Dir		
Route	Jurisdictio	on Le	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
lorth	From:			p From I-6													
195 I-195 N Ramp	City of Richmond (	'		25000	Α	98%	0%	0%	0%	1%	0%	F	0.099	Α		27000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	loute:		F	98%	0%	0%	0%	1%	0%	F	0.033	В	0.520	58000	F
	10.			I-95 N													
lorth Domn	City of Diahmand	(Mainty 42)		-195 North									NIA			NIA	
95 Ramp	City of Richmond (	(Maint: 43)	0.27	NA									NA			NA	
orth	To: From:		SR 76	North Exit	13B												
95)Ramp	City of Richmond (	(Maint: 43)	0.18	3200	F								0.128	F		3200	ı
<i></i>	To:		Tł	hompson S	t												
orth	From:		I-	-195 North													
95)Ramp	City of Richmond (	(Maint: 43)	0.11	7900	F								0.133	F		7900	
<u> </u>	To:		Th	hompson S	t												
orth	From:		I-	-195 North													
95 Ramp	City of Richmond (	(Maint: 43)	0.11	5400	F								0.177	F		5400	
<u> </u>	To:			Clay St													
orth	From:			ABURNU		NUE											
95 Ramp	City of Richmond (		0.10	3900	F								0.125	F		3900	
	10:	127-		ROM RT 19	95 NOR	TH											
orth	From:	(14 : : : 10)		-195 North									0.404	_		00000	
95 Ramp	City of Richmond (	(Maint: 43)		23000	F								0.124	F		23000	
	100			I-64 West													_
orth Pomp	City of Richmond (	Maint: 42)	I- 0.13	-195 North	F								0.092	F		2500	
95 Ramp	City of Alcilliona (	Mairit. 43)		<b>2500</b> I-64 East	Г								0.092	Г		2500	
	From	<u> </u>			Б												_
outh 95	City of Richmond (			Downtown 11000	Expwy <b>G</b>	98%	0%	1%	0%	1%	0%	F	NA			13000	
95)	Combined Traffic Estimates for 2 Parallel				G	98%	0%	0%	0%	1%	0%	F	NA			31000	
	Total of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state	riodamajo on timo ri				0070	0 70		070	170	0,0	·				0.000	
outh	From:			Powhite P	kwy												
95)	City of Richmond (	'		37000	Α	98%	0%	1%	0%	1%	0%	С	0.152	Α		42000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	loute:	72000	Α	98%	0%	0%	0%	1%	0%	С	0.136	Α	0.553	83000	
	To:		(	Grove Ave													
outh 95)	City of Richmond (	Maint: 43)	0.65	37000	G	98%	0%	1%	0%	1%	0%	F	NA			43000	(
90)	Combined Traffic Estimates for 2 Parallel				G	98%	0%	0%	0%	1%	0%	F	NA			85000	
	Combined Traine Estimates for 2 Faraller	Tioauways Ull tills In				<i>3</i> 0 /0	0 /0	0 /0	U /0	1 /0	U /0	'	INA			03000	
outh	To: From:	<u> </u>	US 33 I	US 250 Bro	oad St												_
95)	City of Richmond (	'		35000	Α	98%	0%	1%	0%	1%	0%	F	NA			40000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this R	loute:	76000	G	98%	0%	0%	0%	1%	0%	F	NA			87000	(
	To:		NC	L Richmor	nd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			and milersi					Tru	ok			K		Dir		
Route	Jurisdictio	on Leng	th <b>AADT</b>	QA	4Tire	Bus		-	-		QC		QK	Factor	AAWDT	QW
0 1	From:	<u> </u>	NCL Richmo				ZAXIE	3+Axle	TTTall	ZTraii		Factor		Factor		
South	City of Richmond (	(Maint: 43) 0.37		A A	98%	0%	1%	0%	1%	0%	F	NA			40000	Α
195	Combined Traffic Estimates for 2 Parallel	'		G	98%	0%	0%	0%	1%	0%	F	NA			87000	G
	Combined Trainc Estimates for 2 Faraner	Hoduways on this Hout			90 /6	0 /6	0 /6	0 /6	1 /0	0 /6	•	INA			67000	G
South	To: From:		SCL Richmo	ond												
195)	City of Richmond (	(Maint: 43) 0.07	7 <b>35000</b>	Α	98%	0%	1%	0%	1%	0%	F	NA			40000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>76000</b>	G	98%	0%	0%	0%	1%	0%	F	NA			87000	G
	To	SI	R 197 Laburnu	ım Ave												
South	From:				000/	00/	40/	00/	40/	00/	_	0.400			4.4000	
195	City of Richmond (	,		Α	98%	0%	1%	0%	1%	0%	F	0.126	Α		44000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout		Α	98%	0%	0%	0%	1%	0%	F	0.122	Α	0.521	86000	Α
South	From:	D.	I-64; I-95 amp From I-64													
195 I-195 S Ramp	City of Richmond (		-	F	98%	0%	1%	0%	1%	0%	F	0.101	F		23000	F
193)	Combined Traffic Estimates for 2 Parallel			F	98%	0%	0%	0%	1%	0%	F	0.102	F		43000	F
	Tallo Dominatos (or 2 ) diameter					0,0		0,0	. , 0	0,0	•	002	•		.0000	•
South	From:		rom I-64 West	i, 1-95 No												
195 I-195 S Ramp	City of Richmond (	,		F	98%	0%	1%	0%	1%	0%	F	0.103	F		19000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	.e: <b>31000</b>	F	98%	0%	0%	0%	1%	0%	F	0.104	F	0.500	36000	F
-	Τα	Ţ	Ramp To I-64	West			$\neg$ $\vdash$									
South 195 I-195 S Ramp	City of Richmond (	(Maint: 43) 0.43	3 <b>26000</b>	F	98%	0%	1%	0%	1%	0%	_	0.104	F		30000	_
195 I-195 3 Hallip	,	,		F				0%	1%	0%	'		'			F
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Hout	I-95 South		98%	0%	0%	0%	170	0%	Г	NA			58000	Г
0 "	From	<u> </u>														
South (195) Ramp	City of Richmond (	L (Maint: 43) 0.19	I-195 Soutl 9 <b>3700</b>	A A								0.151	Α		4000	Α
195) натр	To:	(VICINIC 40) 0.11	Rosewood A									0.101			4000	
0	From:		I-195 South													
South (195) Ramp	City of Richmond (	Maint: 43) 0.1		F								0.102	F		8700	F
195 Hamp	City of Alchinola (	iviairit. 43) 0.1	Floyd Ave									0.102	'		8700	'
Cth-	From		I-195 South				_									
South (195) Ramp	City of Richmond (	(Maint: 43) 0.12		n F								0.112	F		7700	F
195) напр	Oity of Filefilmona (	Wallit. 43) 0.12	Hamilton S									0.112	•		7700	•
Cauth	From:		I-195 South													
South (195) Ramp	City of Richmond (	L (Maint: 43) 0.19		n F								0.110	F		12000	F
195) натър	To:	(VICINIC. 40)	I-64 West									0.110	•		12000	•
NI	From:	<u>.                                    </u>	I-95 S				<u>_</u>									
North 195 Downtown Expressway	City of Richmond (	L (Maint: 43) 1.02		F	98%	0%	0%	0%	1%	0%	F	0.141	F		17000	F
195 Downtown Expressway	Combined Traffic Estimates for 2 Parallel	'		G	98%	0%	0%	0%	1%	0%	F	NA	•		27000	G
	Compilied Trainic Estillates for 2 Parallel					U 70	U 70	0 %	1 70	U /o	r	INA			21000	G
North	To: From:	Ramp to Car	nal Street near	3rd St O	verpass											
195 Downtown Expressway	City of Richmond (	(Maint: 43) 2.10	<b>21000</b>	Α	98%	0%	0%	0%	1%	0%	С	0.237	Α		26000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	te: <b>41000</b>	Α	98%	0%	0%	0%	1%	0%	С	0.157	Α	0.778	50000	Α

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

									Tru	ck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
<u>North</u>	From:			SR 146													
195 Downtown Expressway	City of Richmond (	,	0.27	14000	F	98%	0%	0%	0%	1%	0%	F	0.163	F		17000	I
	Combined Traffic Estimates for 2 Parallel	Roadways o	n this Route:	23000	F	98%	0%	0%	0%	1%	0%	F	0.125	F	0.646	29000	
	To:			I-195 N													
South	From:			I-95 N													
195) Downtown Expressway	City of Richmond (	•	1.00	9300	G	98%	0%	0%	0%	1%	0%	F	NA			9900	
	Combined Traffic Estimates for 2 Parallel	Roadways o	n this Route:	23000	G	98%	0%	0%	0%	1%	0%	F	NA			27000	
	Tor		Ramp from Byrd	Street near	3rd St C	Overpass											
South	City of Dichmond	(Mainte 42)	2.15	20000		98%	0%	0%	0%	1%	0%	С	0.242	Α		24000	
Downtown Expressway	City of Richmond (	,			A										0.770		
	Combined Traffic Estimates for 2 Parallel	Roadways o	n this Route:	41000	Α	98%	0%	0%	0%	1%	0%	С	0.157	Α	0.778	50000	
South	To: From:			SR 146													
195 Downtown Expressway	City of Richmond (	(Maint: 43)	0.24	9200	Α	98%	0%	0%	0%	1%	0%	F	0.285	Α		12000	
1 7	Combined Traffic Estimates for 2 Parallel	. ,	n this Route:	23000	F	98%	0%	0%	0%	1%	0%	F	0.125	F	0.646	29000	
	To:			I-195 S				Ti	• / •		- , -	•		-			
South	From:		9	R 195 Sout	h												
195)Ramp	City of Richmond (	(Maint: 43)	0.14	NA	11								NA			NA	
195)	To:			I-95 South				1									
	Fron:			13 Military	I I.v.v.												
196)Canal Dr	City of Chesar	neake	0.96	13000	G	98%	0%	1%	0%	0%	0%	С	0.116	F	0.645	14000	
196) Gariai Bi	To:	- Carto		orge Washii			0 70		070	0 70	0 70	Ū	0.110	•	0.010	1 1000	
	Fron:			Cary Street				1									
197) Malvern Ave	City of Richm	nond	1.22	6300	F	99%	0%	1%	0%	0%	0%	С	0.105	F	0.506	6700	
197)	- 1						0,0		0,0	0,0	0,0	Ū	01.00	•	0.000	0.00	
N/a atura ad Aura	From:	<u></u>		CL Richmon		0.40/	00/		00/	10/	00/	^	0.000	F	0.705	10000	
197 Westwood Ave	Henrico Cou	unty	0.52	12000	F	94%	0%	2%	3%	1%	0%	С	0.099	г	0.705	12000	
	To: From:		W	CL Richmo	nd												
197) Westwood Ave	City of Richm	nond	0.11	12000	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.699	12000	
<u> </u>	To		S	aunders Av	e												
197)Saunders Ave	City of Richm	nond	0.42	7000	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.747	7500	
	To:		L	aburnum Av	ve												
	From:			aunders Av													
₁₉₇ )Laburnum Ave	City of Richm	nond	0.14	15000	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.786	15000	
<u> </u>			R	Rosedale Av	e			<u> </u>									
197) Laburnum Ave	City of Richm	nond	0.35	18000	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.577	18000	
	To:		T	Iermitage R	A												
197) Laburnum Ave	City of Richm	nond	0.62	16000	G	96%	1%	2%	2%	0%	0%	С	0.09	F	0.548	16000	
197 200011101117110	Only of Fuorini					0070	. 70		_ /0	0 /0	0 /0	9	0.00	•	0.040	. 5555	
_	To:																
197) Laburnum Ave	From: City of Richm		0.22	Brook Road 14000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.557	14000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							T				,		D:-		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle 3-				QC Fac		QK	Dir Factor	AAWDT	. QI
	From:	SR 197 Labur								0.4	00	_		5000	_
197 Ramp	City of Richmond (Maint: 43)	0.41 <b>590</b> 0								0.1	03	F		5900	F
<u> </u>	To:	I-64 W	est												
	From:	US 17, SR 33 George Wa													
₁₉₈ )Glenns Rd	Gloucester County	4.45 <b>220</b> 0	) G	96%	0%	1%	1% 1	% 0%	, 5	F 0.1	05	F	0.664	2200	(
$\sim$	Τœ	36-601 Pan	npa Rd												
198) Dutton Rd	Gloucester County	2.92 <b>230</b> 0		96%	0%	1%	1% 1	% 0%	,	F 0.0	98	F	0.563	2400	(
130)	, , , , , , , , , , , , , , , , , , ,	*****													
Distract Del	From:	36-606 Hard		000/	00/	10/	10/ 1	2/ 00	,	0 00	00	F	0.570	0400	
198 Dutton Rd	Gloucester County	4.10 2300		96%	0%	1%	1% 1	% 0%	0	C 0.0	89	Г	0.576	2400	(
<u> </u>	From:	Mathews Cou Gloucester Co													
198 Dutton Rd	Mathews County	0.44 <b>250</b> 0		96%	0%	1%	1% 1	% 0%	_	F 0.0	aз	F	0.520	2500	ı
198 / Dutton Fid	To:	SR 3 W, Wir		30 /0	0 70		1 /0 1	70 07	5	1 0.0	50	•	0.520	2000	
	From:	SR 3 W, Wir													
198) (3)	Mathews County	1.55 <b>760</b> 0		97%	0%	1%	0% 1	% 0%	,	F 0.0	87	F	0.598	7000	
130)	,														
	From	SR 31		070/	40/	10/	40/ 4	2/ 00	,	0 00	00	_	0.540	4000	
98)	Mathews County	6.24 <b>390</b> 0	) F	97%	1%	1%	1% 1	% 0%	0	C 0.0	96	F	0.548	4000	
<u> </u>	To: From:	SR 223 Cricke	et Hill Rd												
198)	Mathews County	0.93 6000	) F	97%	1%	1%	1% 1	% 0%	, o	F 0.0	98	F	0.511	6100	- 1
	To:	SR 14 N, John Clay	ton Mem H	Iwy											
	From:	SR 14 North Ir													
198 <i>)</i> (14 <i>)</i>	Mathews County	1.69 <b>640</b> 0	) F	98%	1%	1%	0% 0	% 0%	, 5	C 0.0	89	F	0.559	6600	
$\mathcal{I}$	То:	SR 14 South Ir													
	From:	SR 14 Ma		070/	40/	10/	40/ 4				٥.	_	0.500	4500	
198 Buckley Hall Rd	Mathews County	1.01 <b>150</b> 0		97%	1%	1%	1% 1	% 0%	0	F 0.0	95	F	0.533	1500	I
<u> </u>	Το:	57-642 Fitchetts	s Wharf Rd												
	From:	I-64													
199)	York County	0.71 <b>2500</b>	0 F	97%	1%	1%	1% 1	% 0%	,	C 0.0	97	F	0.546	27000	I
	To:	99-603 Moore	etown Rd												
199	York County	1.08 <b>2200</b>		97%	0%	1%	1% 1	% 0%	,	F 0.0	88	F	0.522	24000	-
199)	Tom County			07.70	0 70	. 70	1,0 1	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	. 0.0	00	•	O.OLL	21000	
	To: From:	US 60 Richn													
199	James City County	2.48 <b>2500</b>	0 F	97%	0%	1%	1% 1	% 0%	b	F 0.0	87	F	0.503	27000	ı
	To: From:	47-612 Long	ghill Rd												
199	James City County	1.83 <b>2900</b>	0 F	98%	1%	1%	0% 0	% 0%	,	C 0.0	)9	F	0.564	32000	- 1
	To	SR 321 Monti	11 - A												
	James City County	1.45 <b>3000</b>		97%	0%	1%	1% 1	% 0%	,	F 0.0	07	F	0.591	32000	F
199)	James Only County				U /0	1 /0	1/0 I	/0 U7	J	. 0.0	07	'	0.031	J2000	r
	To: From:	SR 5, 47-616, 137-7073 J													
199)(5)	James City County	0.22 <b>3300</b>	0 F	92%	0%	1%	4% 2	% 0%	, o	C 0.0	91	F	0.568	36000	ı
$\smile$	To:	WCL Willia	msburø												
199) (5)	City of Williamsburg (Maint: 47			92%	0%	1%	4% 2	% 0%	,	C 0.0	91	F	0.568	36000	-
	To:	SR 5; SR 31 Jan	•		0,0	ΤĨ			-	_ 5.0		•	3.000	55550	•

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT (	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 5; SR 31 Jamestow	vn Rd											
199	City of Williamsburg (Maint: 47)	0.07 <b>34000</b>	<b>F</b> 92%	1%	2%	4%	2%	0%	С	0.091	F	0.55	37000	F
	To:	James City County L												
	From:	ECL Williamsburg											.=	
199)	James City County		N 92%	1%	2%	4%	2%	0%	N	0.091	N	0.55	37000	N
	From:	WCL Williamsbur James City County L												
199	City of Williamsburg (Maint: 47)		N 92%	1%	2%	4%	2%	0%	Ν	0.091	Ν	0.55	37000	Ν
100)	To	ECL Williams												
100	James City County	ECL Williamsburg 0.11 <b>34000</b>	<b>F</b> 92%	1%	2%	4%	2%	0%	С	0.091	F	0.55	37000	F
199)				170		470	270	0 /0	Ü	0.001	•	0.00	07000	•
	To: From:	47-700 Brookwood		40/		40/	00/	00/	_	0.000	_	0.500	05000	
199)	James City County	1.44 <b>32000</b>	<b>F</b> 98%	1%	1%	1%	0%	0%	С	0.092	F	0.588	35000	F
	To- From:	SR 132 Henry St, Colonial												
(199 <i>)</i>	James City County	1.11 <b>32000</b>	<b>F</b> 93%	0%	1%	4%	2%	0%	С	0.092	F	0.558	34000	F
$\overline{}$	To From	Mounts Bay Rd, Quarter	path Rd											
199 199 199	James City County	1.19 <b>31000</b>	<b>F</b> 93%	0%	1%	4%	2%	0%	С	0.092	F	0.57	33000	F
	To:	York County Line, US 60 Poc												
	From:	US 60 Pocahontas T							_					_
199	York County	0.09 <b>27000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.092	N	0.57	30000	G
	To: From:	SR 143 Merrimac Tr												
199	York County	0.86 <b>28000</b>	<b>A</b> 97%	0%	1%	1%	1%	0%	С	0.097	Α	0.572	30000	Α
	Too From:	I-64												
199	York County		<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.091	F	0.578	16000	F
	To	99-640 Water Country	Pkwy											
199	York County	0.62 <b>7500</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.091	F	0.593	8100	F
199)	To:	99-641 Penniman R												
East	From:	SR 199 TO I-64 EA	ST											
199 Ramp	York County	0.32 11000	F							0.107	F		11000	F
1000	To:	I-64-E FROM RT 199	EAST											
East	From:	SR 199 TO I-64 WE	EST											
(199) Ramp	York County	0.22 1600	F							0.132	F		1600	F
100)	To:	I-64-W FROM RT 199	EAST											
West	From:	SR 199 TO I-64 EA	ST											
(199)Ramp	York County	0.21 <b>1600</b>	F							0.156	F		1600	F
100)	To:	I-64-E FROM RT 199 V	WEST											
West	From:	SR 199 TO I-64 WE			Ī									
(199) Ramp	York County		F							0.111	F		1200	F
.000	To:	I-64-W FROM RT 199												
	From:	SR 3 Rappahannock			i									
200 Irvington Rd	Town of White Stone (Maint: 51)		<b>N</b> 97%	0%	0%	2%	0%	0%	N	0.089	Ν	0.521	6500	Ν
200)	To:	WCL White Stone				, -			-		-			

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

В.,		,		4	_		Tru	ıck			K	<u> </u>	Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		White Stone												
200 Irvington Rd	Lancaster County	0.82	6300 N	97%	0%	0%	2%	0%	0%	N	0.089	N	0.521	6500	١
	To: From:		. Irvington												
200 Irvington Rd	Town of Irvington (Maint: 51)	1.68	6300 N	97%	0%	0%	2%	0%	0%	N	0.089	N	0.521	6500	1
	From:		Irvington												
200 Irvington Rd	Lancaster County	2.77	6300 G	97%	0%	0%	2%	0%	0%	С	0.089	F	0.521	6500	(
<u></u>	To: From:	SCL I	Kilmarnock												
200 Irvington Rd	Town of Kilmarnock (Maint: 5	1) 0.82	6300 N	97%	0%	0%	2%	0%	0%	Ν	0.089	Ν	0.521	6500	1
<u> </u>	To:		S, N Main St												
200 3 S Main St	Town of Kilmarnock (Maint: 5		3000 G	96%	0%	1%	1%	2%	0%	F	0.081	F	0.516	14000	(
S Main St	Town of Klimamock (Maint. 5	,	N SR 3	90 /6	0 /0		1 /0	Z /0	0 /6	•	0.001	•	0.510	14000	,
	From:		V, N Main St												
200 East Church St	Town of Kilmarnock (Maint: 5	1.10	6600 G	96%	0%	2%	0%	2%	0%	С	0.082	F	0.508	6800	(
$\smile$	Τα	NCL.	Kilmarnock												
200 East Church St	Lancaster County		6600 N	96%	0%	2%	0%	2%	0%	Ν	0.082	Ν	0.508	6800	
	To:	Northumber	land County Line	>											
	From:		er County Line												
Jesse DuPont Memorial Hwy	Northumberland County	5.09	5200 G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.629	5400	(
<u></u>	To: From:	66-609 Remo F	Rd; Browns Store	Rd											
200 Jesse DuPont Memorial Hwy	Northumberland County	5.09	5200 G	97%	1%	1%	1%	1%	0%	С	0.090	F	0.559	5400	(
<u> </u>	To:	US 360	Burgess P O												
	From:	SR 354	White Chapel												
201)White Chapel Rd	Lancaster County	3.22	2100 G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.651	2100	(
<u> </u>	To: From:	SR	3 Lively												
White Chapel Rd	Lancaster County		540 G	97%	0%	1%	1%	1%	0%	С	0.117	F	0.561	550	(
	Tα	SE	R 201 Y												
201)Court House Rd	Lancaster County		900 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.543	920	(
2017	To:		land County Line			i	.,.	.,.		•		-			
	From:		er County Line												
201)Courthouse Rd	Northumberland County	6.92	1800 G	97%	0%	1%	1%	1%	0%	F	NA			1900	(
<u> </u>	To:	US 360 Nor	thumberland Hw	у											
Vye	From:	SR 201 W	hite Chapel Rd												
201 Courthouse Rd	Lancaster County	0.11	430 G	97%	1%	1%	1%	1%	0%	F	0.119	F	0.657	440	(
<u> </u>	To:	51-600 C	Courthouse Rd												
	From:	SR 3	Kings Hwy												
Cople Hwy	Westmoreland County	0.33	3800 F	96%	1%	1%	0%	2%	0%	С	0.091	F	0.598	3900	ı
$\mathcal{L}$	To	96-767	7 Emmas Dr												
202)Cople Hwy	Westmoreland County		4100 G	96%	1%	1%	0%	2%	0%	F	NA			4200	(
202) - >p.c,	To:		6 Erica Rd		. , ,		- / -	_,,	- / -	•					`

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and inc					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	96-626 W.	Erica Rd			27.00	017100	TTTQII	Liian		1 40101		1 40101		
202)Cople Hwy	Westmoreland County	4.22 <b>32</b>		94%	1%	1%	1%	3%	0%	С	0.088	F	0.593	3300	F
202)	To	06.611.77	<i>C</i> ! ! <i>D</i> !												
202 Cople Hwy	Westmoreland County	96-611 Zion 2.64 <b>36</b> 0		94%	1%	1%	1%	3%	0%	F	0.084	F	0.564	3700	F
202 Copie i iwy	Westinoreiand Goding			34 /6	1 /0	1 /0	1 /0	J /6	0 78	'	0.004	'	0.304	3700	'
	To: From:	SR 203 W, 0										_			
202)(203) Cople Hwy	Westmoreland County	0.60 <b>31</b>		94%	1%	1%	1%	3%	0%	F	0.084	F	0.501	3200	F
	To:	SR 203 Gre	_												
Cople Hwy	Westmoreland County	SR 203 Greys 1.21 <b>24</b>		91%	1%	1%	3%	5%	0%	F	0.089	F	0.555	2500	F
202) Copic Tiwy	To.	Northumberlan	••		1 /0		0 /0	3 /0	0 70		0.000		0.555	2300	
	From:	Westmoreland													
202 Hampton Hall Rd	Northumberland County	3.52 <b>28</b>		91%	1%	1%	3%	5%	0%	С	0.097	F	0.535	2800	G
202)	Τα:	US 360	Callao												
	From:	SR 3 Histor	wland Hwy												
203 Oldhams Rd	Richmond County	0.40 <b>23</b>		87%	1%	1%	1%	11%	0%	F	0.091	F	0.621	2400	F
203) 3 14 14 14	To:	Westmoreland		0. 70	. , 0		. , ,	,0	0,0	•	0.00		0.02.		•
	From:	Richmond C													
203 Oldhams Rd	Westmoreland County	5.82 <b>20</b>	00 F	87%	1%	1%	1%	11%	0%	F	0.089	F	0.596	2000	F
	To	96-604 Sano	ly Doint Dd												
203)Oldhams Rd	Westmoreland County	1.21 <b>64</b>	-	87%	1%	1%	1%	11%	0%	С	0.109	F	0.54	660	F
203) Sidilalile Ha	To:	SR 202 W,		07.70	170		1 70	1170	070	Ŭ	0.100	•	0.01	000	•
	From:	W SR													
203)(202)Cople Hwy	Westmoreland County	0.60 <b>31</b>	00 F	94%	1%	1%	1%	3%	0%	F	0.084	F	0.501	3200	F
	Te:	E SR	. 202												
	From:	SR 202 E, C								_		_			_
203 Kinsale Rd	Westmoreland County	1.73 <b>83</b>	-	87%	1%	1%	1%	11%	0%	F	0.096	F	0.596	850	F
<u> </u>	To:	96-608	Kinsale												
	From:	SR 3 North of	Potomac Mill												
204) Popes Creek Rd	Westmoreland County	1.73 <b>20</b>	00 F	94%	1%	0%	4%	0%	0%	С	0.197	F	0.548	210	F
$\smile$	To:	Dead	End												
	From:	SR 3 Purki	ins Corner												
205)Ridge Rd	King George County	1.26 <b>76</b>	00 F	98%	0%	0%	0%	1%	0%	F	0.09	F	0.511	7800	F
	Τα	US 301 E	Zdgo Uill												
205)Ridge Rd	King George County	2.81 <b>44</b>		98%	0%	0%	0%	1%	0%	F	0.095	F	0.604	4600	F
203) Tilage Fla	Tang deorge county			3070	0 / 0	<u> </u>	0 70	1 /0	0 /0	•	0.000	•	0.004	4000	•
	To: From:	48-617 Carru													
205 Ridge Rd	King George County	3.36 <b>38</b>		98%	0%	0%	0%	1%	0%	С	0.095	F	0.602	3900	F
<u> </u>	To: From:	Westmoreland													
205) Ridge Rd	Westmoreland County	King George 3.56 <b>46</b>		96%	1%	2%	1%	1%	0%	С	0.099	F	0.684	4700	F
205) Iluge Ilu	• • • • • • • • • • • • • • • • • • •			JU /0	1 /0	£ /0	1 /0	1 /0	U /0	J	0.033	1	0.004	4700	'
	To: From:	NWCL Cole			-										
(205)	Town of Colonial Beach (Maint: 96)	1.77 46		96%	1%	2%	1%	1%	0%	N	0.099	Ν	0.684	4700	Ν
$\smile$	To:	Y SR	205												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Trι	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Lomos Monros Hung	Town of Colonial Beach (Maint: 96)	9 Y SR 205 0.29 <b>4900</b>	F	98%	1%	1%	1%	0%	0%	F	0.087	F	0.545	5100	F
205 James Monroe Hwy	Town of Colonial Beach (Maint. 96)			90%	1 70	1 70	1 70	0%	076	Г	0.067	Г	0.545	3100	Г
205	Westmoreland County	SCL Colonial I 3.34 <b>4900</b>	Beach N	98%	1%	1%	1%	0%	0%	N	0.087	N	0.545	5100	N
205	To Too				1 70	.,,	170	0 70	070	.,	0.007	.,	0.0.0	0.00	
205) James Monroe Hwy	Westmoreland County	96-628 S, Stoney Knoll 2.08 <b>5500</b>	r; Pomon	98%	1%	1%	1%	0%	0%	С	0.094	F	0.630	5700	F
200)	To:	SR 3 Oak Gr	ove												
Wye	From:	SR 205 James Mor	nroe Hwy	/											
205 Colonial Ave	Westmoreland County	0.02 <b>6600</b>	G	98%	1%	1%	0%	0%	0%	С	NA			6800	G
Wye	To: From:	WCL Colonial	Beach												
Colonial Ave	Town of Colonial Beach (Maint: 96)	0.69 <b>6600</b>	N	98%	1%	1%	0%	0%	0%	Ν	NA			6800	Ν
2009	To:	End State Maintenar	nce SR 20	05											
	From:	SR 3 Arnolds C	Corner												
206 Dahlgren Rd	King George County	2.18 <b>9200</b>	F	98%	0%	0%	0%	1%	0%	F	0.101	F	0.638	9400	F
<u> </u>	To: From:	48-610 Indianto	wn Rd												
206 Dahlgren Rd	King George County	4.26 <b>8900</b>	F	98%	0%	0%	0%	1%	0%	С	0.111	F	0.734	9200	F
<u> </u>	To- From:	SR 218 Bertha	wille												
206 218 Dahlgren Rd	King George County	2.19 <b>12000</b>	F	95%	1%	3%	0%	1%	0%	С	0.114	F	0.784	12000	F
	To: From:	SR 218 Owe													
206 Dahlgren Rd	King George County	0.62 <b>11000</b>	F	98%	0%	0%	0%	1%	0%	F	0.115	F	0.815	11000	F
	To: From:	US 301 East of													
206 Dahlgren Rd	King George County	1.79 9900	F	98%	0%	0%	0%	1%	0%	F	0.106	F	0.816	10000	F
	10.	48-604 Twelfi													
207) Rogers Clark Blvd	Caroline County	US 1 Jefferson Da 0.53 <b>7000</b>	vis Hwy <b>F</b>	67%	1%	2%	2%	28%	0%	С	0.104	F	0.671	6600	F
207) Hogers Clark Bivd	Caroline County		'	07 76	1 /0	2 /0	2 /0	20 /6	0 /6	O	0.104	•	0.071	0000	'
207) Rogers Clark Blvd	Caroline County	5.07 <b>9300</b>	Α	89%	1%	1%	1%	7%	0%	С	0.115	Α	0.531	8900	Α
207) Hogers Clark Biva	Tarolline Gounty			00 /0	1 /0	1 /0	1 /0	1 /0	0 70	J	0.115	^	0.551	0300	^
207)Rogers Clark Blvd	Caroline County	16-601 S, Peno 4.31 <b>11000</b>	F Rd	89%	1%	1%	1%	7%	0%	F	0.079	F	0.583	10000	F
207) Hogers Clark Biva	To To			00 /0	1 /0		1 /0	1 70	0 70	•	0.070	•	0.000	10000	•
207)Rogers Clark Blvd	Caroline County	16-722 Milfo 0.57 <b>11000</b>	F	89%	1%	1%	1%	7%	0%	F	0.078	F	0.574	11000	F
207) riogolo olam Biva	Ta				. 70		1 /0	1 70	070	•	0.070	•	0.07 1	11000	•
207)	Caroline County	Bus SR 20 1.45 <b>8600</b>	<u>′</u>	89%	1%	1%	1%	7%	0%	F	0.079	F	0.564	8200	F
201)	То:	US 301 Richmon			. , ,		. , ,	. , ,		•					
	From:	SR 207-E000B FR	OM RT	2										_	
207)Ramp	Caroline County	0.16 <b>4800</b>	F	58%	2%	2%	1%	37%	0%	С	0.062	F		4800	F
$\smile$	To:	I-95-N FR RT	207												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Tru	ıck			K	_	Dir		
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
<u> ast</u>	From:	SR 207 N, Rogers	Clark Blv												
₂₀₇ )Ramp	Caroline County	0.32 <b>2500</b>	G	67%	1%	1%	1%	29%	0%	С	NA			2400	G
$\smile$	To:	I-95 Sou	ıth												
East	From:	SR 207 TO AND	FROM R	Γ											
207) Ramp	Caroline County	0.05 <b>1600</b>	F								NA			1600	F
<u> </u>	To: S	R 207- B SR 207-W0	00B FROM	1 RT 2											
Vest	From:	SR 207 S, Rogers	Clark Blv	d											
Ramp	Caroline County	0.18 <b>5100</b>		74%	1%	1%	3%	21%	1%	С	NA			4900	(
	To:	I-95 Sou	ıth												
Vest	From:	SR 207 TO	RT 95												
Ramp	Caroline County	0.07 <b>5800</b>									NA			5800	F
101)	To:	SR 207-E000B F		2											
Bus	From:	SR 207 Rogers	Tlark Blvd												
Rogers Clark Blvd	Caroline County	0.54 <b>3000</b>		96%	0%	1%	1%	2%	0%	С	0.095	F	0.548	3000	F
207) Hogord Glam Biva	- Taremine dealing			0070	0 70	. , ,	1 70	270	070	Ŭ	0.000	•	0.010	0000	•
Bus	To: From:	WCL Bowlin	g Green												
207)W Broaddus Ave	Town of Bowling Green (Maint: 16)	0.73 <b>4300</b>	F	97%	0%	1%	1%	1%	0%	С	0.088	F	0.51	4400	ı
	To:	Bus US 301, SR	2 Main St												
	From:	US 250 Fe	ncliff												
208)Courthouse Rd	Louisa County	0.38 <b>3100</b>		94%	1%	1%	1%	3%	0%	F	0.098	F	0.699	3200	F
200)	Tod	T.CANI. d. C	E 1:00												
208 Courthouse Rd	Louisa County	I-64 North of 8.31 <b>5300</b>		94%	1%	1%	1%	3%	0%	С	0.102	F	0.575	5400	F
208 Courthouse Hu	Louisa County	0.51 5300	Г	34 /0	1 /0	1 /0	1 /0	3 /0	0 /6	C	0.102	'	0.575	3400	'
	To: From:	54-630 Harris										_			
Courthouse Rd	Louisa County	0.64 <b>5900</b>		94%	1%	1%	1%	3%	0%	F	0.088	F	0.546	6100	F
<u> </u>	To:	US 33 West													
208) (33) (22) West Main St	Town of Louisa (Maint: 54)	SR 22, US 33 L 0.40 <b>1600</b>		98%	1%	1%	0%	1%	0%	F	0.085	F	0.509	16000	F
208) (33) (22) West Main St	TOWIT OF Louisa (Maint. 54)	0.40 1000	, ,	90 /6	1 /0	1 /0	0 /0	1 /0	0 /6	'	0.005	'	0.509	10000	
	To: From:	US 33 EAST OF I													_
₂₀₈ )( ₂₂ ) Louisa Rd	Town of Louisa (Maint: 54)	0.33 1000	) F	96%	1%	1%	0%	1%	0%	С	0.083	F	0.530	10000	F
$\smile$	To	CL Loui	sa			<b>—</b>									
208) (22) Davis Hwy	Louisa County	4.73 <b>1000</b>	) N	96%	1%	1%	0%	1%	0%	Ν	0.083	Ν	0.530	10000	١
	To	CL Mine	uro1												
208) (22) Davis Hwy	Town of Mineral (Maint: 54)	0.15 <b>1000</b>		96%	1%	1%	0%	1%	0%	N	0.083	Ν	0.530	10000	1
208 22 Davis Hwy	Town or winerar (Maint: 04)				1 70		0 70	1 /0	0 70		0.000		0.000	10000	
	To:	US 522 & SR 22								_		_			
208 522 Louisa Ave	Town of Mineral (Maint: 54)	0.39 <b>3700</b>	F	94%	2%	1%	1%	3%	0%	F	0.084	F	0.591	3800	F
	To: From:	CL Mine	ral												
208) 522 Zachary Taylor Hwy	Louisa County	5.04 <b>3700</b>	N	94%	2%	1%	1%	3%	0%	Ν	0.084	Ν	0.591	3800	١
	To:	US 522 WARES CI													
	From:	US 522 Zachary					_		_		_		_		
New Bridge Rd	Louisa County	3.62 <b>5300</b>	F	94%	1%	1%	1%	3%	0%	F	0.101	F	0.517	5400	F
$\smile$	To:	Spotsylvania Co	ounty Line												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Louisa County L	ine											
208 Courthouse Rd	Spotsylvania County	3.64 <b>4600</b>	<b>G</b> 96%	0%	1%	2%	1%	0%	F	0.095	F	0.558	4700	G
$\smile$	To:	88-601 Lewiston	Rd		$\neg$ $\vdash$									
208 Courthouse Rd	Spotsylvania County	8.85 <b>6100</b>	<b>G</b> 96%	0%	1%	2%	1%	0%	F	0.087	F	0.599	6200	G
	То:	88-648 Block Hous	se Rd											
	From:	Bus SR 208 Courtho							_		_			_
208 Block House Rd	Spotsylvania County	3.03 <b>7900</b>	<b>G</b> 96%	0%	1%	2%	1%	0%	С	0.087	F	0.621	8100	G
	To: From:	88-608 S, Robert E												
208)	Spotsylvania County	0.98 <b>10000</b>	<b>G</b> 96%	0%	1%	2%	1%	0%	F	0.085	F	0.646	10000	G
$\smile$	To	88-613 Brock R	Rd											
208	Spotsylvania County	0.87 <b>13000</b>	<b>G</b> 97%	0%	0%	2%	0%	0%	С	0.087	F	0.630	13000	G
	To:	Bus SR 208 Courtho	use Rd											
	From:	Bus SR 208	• 070	201	20/	00/	20/	00/	_	0.004	_	0.040	00000	_
208 Courthouse Rd	Spotsylvania County	2.25 <b>20000</b>	<b>G</b> 97%	0%	0%	2%	0%	0%	F	0.081	F	0.618	20000	G
	To: From:	88-628 Smith Statio												
208 Courthouse Rd	Spotsylvania County	3.74 <b>36000</b>	<b>G</b> 97%	0%	0%	2%	0%	0%	F	0.084	F	0.627	38000	G
$\stackrel{\smile}{}$	To:	US 1 Jefferson Davi	is Hwy											
	From:	SR 208 I-64-E143A FROM												
208 Ramp	Louisa County	0.22 <b>830</b>	F							0.133	F		830	F
<u> </u>	To:	I-64-E FROM RT 208SOUT	TH & NORTH											
	From:	SR 208 I-64-W143A FROM												
208 Ramp	Louisa County	0.23 <b>2700</b>	F							0.138	F		2700	F
<u> </u>	10:	I-64-W FROM RT 208SOU	TH & NORTH											
Bus	From:	SR 208; 88-648 Block							_		_			_
208 Courthouse Rd	Spotsylvania County	2.43 <b>3500</b>	<b>G</b> 95%	0%	1%	1%	2%	0%	С	0.093	F	0.64	3500	G
Bus	To: From:	88-606 Morris Rd; 88-738	8 Parlow Rd											
208 Courthouse Rd	Spotsylvania County	3.41 <b>3100</b>	<b>G</b> 95%	0%	1%	1%	2%	0%	F	0.086	F	0.601	3100	G
200)	Trol					.,.	_,,	- , -	-		-			
Bus	From:	88-608 Massaponax C	hurch Rd											
208 Courthouse Rd	Spotsylvania County	0.54 <b>7500</b>	<b>G</b> 95%	0%	1%	1%	2%	0%	F	0.077	F	0.503	7700	G
	To	88-613 Brock R	Rd											
Bus 208 Courthouse Rd	Spotsylvania County	0.71 <b>6300</b>	R							NA			NA	
208 Courthouse Ru	Spotsylvania County	SR 208 Courthous								INA			INA	
	From		ic Ru											
200	Louisa County	0.07 <b>SR</b> 208	<b>N</b> 94%	1%	1%	1%	3%	0%	N	0.098	N	0.613	1300	Ν
208)	Louisa County		14 34 /0	1 /0	1 /0	1 /0	J /6	0 /6	14	0.030	IN	0.013	1300	- 11
The Area	To:	SCL Louisa	F 0.404	401		40/	00/	00/		0.000		0.046	4000	_
208 Elm Ave	Town of Louisa (Maint: 54)	0.40 <b>1300</b>	F 94%	1%	1%	1%	3%	0%	F	0.098	F	0.613	1300	F
	10.	SR 22, US 33 Louis												
	From:	SR 28 Sully Re							_		_			_
209 Innovation Ave	Loudoun County	0.88 <b>1500</b>	<b>G</b> 98%	0%	0%	0%	0%	0%	С	0.135	F	0.895	1600	G
<u> </u>	То:	Entrance to C.I.	T.											

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					Tru	ıck			K		Dir		
Jurisdiction	Length <b>AADT</b>	QA 4Ti	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
From:													
Amherst County	0.54 <b>3700</b>	<b>F</b> 969	% 0%	1%	1%	1%	0%	С	0.106	F	0.623	3900	F
To: From:													
Amherst County	0.19 <b>11000</b>	<b>F</b> 979	6 0%	1%	1%	2%	0%	С	0.088	F	0.525	12000	F
To- From:	05-622 CVT F	Rd											
Amherst County	2.44 <b>6000</b>	<b>F</b> 979	6 0%	1%	1%	2%	0%	F	0.104	F	0.64	6400	F
To:	US 29												
From:								_		_			
Town of New Market (Maint: 85)			<u>6 1%</u>	1%	1%	2%	0%	C	0.080	F	0.531	12000	(
From:													
Town of New Market (Maint: 85)	0.27 <b>7000</b>			1%	1%	2%	0%	F	0.078	F	0.553	7300	(
To:	US 11 N, North Congress 5	St; Congress S	İ										
From:								_		_			
Town of New Market (Maint: 85)	0.45 <b>6000</b>	<b>G</b> 929	6 1%	1%	1%	5%	0%	C	0.09	F	0.54	6200	(
To: From:													
Shenandoah County	0.11 <b>6000</b>	N 929	6 1%	1%	1%	5%	0%	Ν	0.09	N	0.54	6200	1
To: From:	85-1002 Old Cros	ss Rd											
Shenandoah County	3.14 <b>5600</b>	<b>G</b> 929	6 1%	1%	1%	5%	0%	F	0.088	F	0.548	5800	(
To:													
Page County		•	/- 10/-	10/-	10/-	50/-	0%	E	0.085	E	0.565	5000	(
rage County		G 92	o 1/0	1 /0	1 /0	J /0	0 /6	'	0.003	'	0.505	3900	,
From		• • • • • • • • • • • • • • • • • • • •	/ 00/		40/	00/	00/	_	0.000		0.504	0000	
Page County	5.46 //00	<b>G</b> 965	% 0%	1%	1%	2%	0%	C	0.088	F	0.524	8000	(
To: From:	WCL Luray												
Town of Luray (Maint: 69)	0.36 <b>14000</b>	<b>G</b> 969	6 0%	1%	1%	2%	0%	F	0.085	F	0.514	14000	(
To: From	Bus US 211												
Town of Luray (Maint: 69)	0.69 <b>6700</b>	<b>G</b> 959	6 1%	1%	1%	2%	0%	С	0.089	F	0.502	6900	(
To: From:	ECL Luray			<u> </u>									
Page County	0.53 <b>6700</b>	N 959	6 1%	1%	1%	2%	0%	Ν	0.089	Ν	0.502	6900	1
Tor	WCL Luray			$ \vdash$									
Town of Luray (Maint: 69)	0.56 <b>6700</b>	N 959	6 1%	1%	1%	2%	0%	Ν	0.089	Ν	0.502	6900	1
To	TIC 240												
Town of Luray (Maint: 69)		N 969	6 0%	1%	1%	2%	0%	N	0.090	N	0.505	4600	1
Tomics Euray (maint: 00)		30			. , ,		0 /0		0.000		3.000	1000	
Page County		<b>G</b> 066	/ 00/	10/	10/	20/	<b>N</b> 0/		0.000	F	0.505	4600	,
rage County			o U%	I 70	I 70	∠70	U 7/0	C	0.090	Г	0.505	4000	(
Town of Luray (Maint: 69)	WCL Luray; 69-656 Whisp		% 1%				<b>a</b>						
		<b>N</b> 969		1%	1%	1%	0%	N	0.097	N	0.518	3000	١
	Amherst County  Transport    Amherst County  Transport    Amherst County  Tot  From  Town of New Market (Maint: 85)  Town of New Market (Maint: 85)  Town of New Market (Maint: 85)  Town of New Market (Maint: 85)  Town of New Market (Maint: 85)  Town of New Market (Maint: 85)  Shenandoah County  Tot  From  Page County  Page County  Town of Luray (Maint: 69)  Town of Luray (Maint: 69)  Town of Luray (Maint: 69)	Amherst County 0.54 3700    Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst County   Amherst Coun	Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County  Amherst County	SR 163 Amherst Hwy	Length AADT QA 4Tire Bus 2Axle	Amherst County	SR 163 Amberst Hwy	SRI 163 Amberst Havy	Second   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   C	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   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Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   Strict   S

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~	From		CL Luray	000/	40/	40/	40/	40/	00/	_	0.007	_	0.540	0000	_
211 Lee Highway	Page County	0.46	2900 G	96%	1%	1%	1%	1%	0%	С	0.097	F	0.518	3000	G
~~	To: From:		211 East of Luray	000/	40/	10/	40/	40/	201		0.400	_	0.004	0000	_
211 Lee Highway	Page County	6.40	2700 G	96%	1%	1%	1%	1%	0%	С	0.109	F	0.621	2800	G
•	From:		ounty Line; Skyline Line; Skyline Di												
211 Lee Highway	Rappahannock County	7.09	2200 F	96%	1%	1%	1%	1%	0%	F	0.103	F	0.552	2200	F
<del>~</del>	To	US 5	22 Sperryville			<u> </u>									
211 (522) Lee Highway	Rappahannock County	4.62	4400 F	96%	1%	1%	1%	1%	0%	F	0.089	F	0.546	4500	F
<b></b>	To	US 211 Bus	South of Washing	gton											
211 522 Lee Highway	Rappahannock County	0.68	5000 F	96%	1%	1%	1%	1%	0%	F	0.097	F	0.504	5100	F
	To	WCI	Washington												
211 (522) Lee Highway	Town of Washington (Maint: 7		5000 N	96%	1%	1%	1%	1%	0%	Ν	0.097	Ν	0.504	5100	Ν
211)(322)	To	·													
211 (522) Lee Highway	From: Rappahannock County	0.39	Washington N	96%	1%	1%	1%	1%	0%	N	0.097	N	0.504	5100	N
211 (522) Lee riigilway	riappanamock oddity				1 /0	1 /0	1 /0	1 /0	0 70	11	0.037	14	0.504	3100	14
l an Highway	Poppologogic County		East of Washing	96%	10/	10/	10/	10/	00/	F	0.000	F	0.500	FC00	
211 522 Lee Highway	Rappahannock County	2.38	5400 F	96%	1%	1%	1%	1%	0%	г	0.090	Г	0.529	5600	F
~	Too From:		achary Taylor Av												
211 Lee Highway	Rappahannock County	9.17	5500 F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.581	5600	F
<del></del>	To:		per County Line												
211 Lee Highway	Culpeper County (Maint: 78)		nnock County Line	98%	0%	1%	0%	0%	0%	С	0.088	F	0.7	7900	F
211)200 1 11911114	culpoper county (Maint: 70)			0070	0 70		070	0 70	070	J	0.000	•	0.7	7000	•
211 Lee Highway	Culpanar County (Mainty 79)		9 Rixeyville Rd 14000 F	000/	0%	10/	0%	00/	0%	F	0.092	F	0.752	15000	F
211 Lee Highway	Culpeper County (Maint: 78)		14000 F ier County Line	98%	0%	1%	0%	0%	0%	Г	0.092	Г	0.752	15000	Г
	From:		er County Line												
211 Lee Highway	Fauquier County		16000 F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.735	17000	F
	To:	WC	L Warrenton												
211 Frost Ave	Town of Warrenton		22000 F	98%	0%	1%	0%	0%	0%	С	0.087	F	0.678	22000	F
211).10017110	To:		5 17; Bus US 29	0070	0 70		070	070	070	Ū	0.007	•	0.070	22000	·
Bus Bus	From:		Ave; Bus US 17												
211 (17) (29) Broadview Ave	Town of Warrenton	0.86	33000 F	98%	0%	1%	0%	0%	0%	С	0.08	F	0.584	34000	F
$\rightarrow \rightarrow \rightarrow$	To	Bus US 1	7 Broadview Ave	;		<u> </u>									
Bus 211 (29) Lee Highway	Town of Warrenton		29000 F	98%	0%	1%	0%	1%	0%	С	0.077	F	0.537	29000	F
211 (29) Lee Highway	To:		15 Blackwell Rd	90%	076	170	0%	1 70	0%	C	0.077	Г	0.557	29000	F
	From														
211 Ramp to I-81 S at Exit 264	Shenandoah County	0.19	US 211 <b>2500 G</b>								0.102	F		2500	G
211 Thailip to 1-01 3 at Exit 204	Trail	0.19	I-81 S								0.102	Г		2500	G
	From	***													
Parenta I Od N at Fait 201			W Old Cross Rd								0.440	_		0400	^
211 Ramp to I-81 N at Exit 264	Shenandoah County	0.15	2100 G			<del></del> 1					0.113	F		2100	G
<u>~</u>	То:		I-81 N												

8/4/2014

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Tru	ck			K		Dir		_
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	From:		adview Ave	000/	201		20/	00/	201	_	0.000	_	0.04	2222	
Waterloo St	Town of Warrenton	0.62	6700 F	99%	0%	0%	0%	0%	0%	С	0.093	F	0.64	6800	ı
Bus	To: From:	Di	agonal St												_
Waterloo St	Town of Warrenton		5900 F	99%	0%	0%	0%	0%	0%	F	0.096	F	0.557	6100	
Bus Bus	To: From:		S 15 Bus us US 15												
11 15 Main St	Town of Warrenton		5800 N	99%	0%	1%	0%	0%	0%	Ν	0.093	Ν	0.566	5900	
	Τα		andria Pike												
us Bus 11 (15) Alexandria Pike	Town of Warrenton		Main St <b>F</b>	100%	0%	0%	0%	0%	0%	С	0.096	F	0.57	6800	
11 (15) Alexandria Pike	rown or warrenton			100 /6	0 /6	0 /6	0 /6	0 /6	0 /6	O	0.030	•	0.57	0000	
us Bus	From:		King St												
15 Alexandria St	Town of Warrenton		7100 F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.565	7300	
us Bus	From:		ckwell Rd candria Pike												_
1) (15) Blackwell Rd	Town of Warrenton	0.58	7300 F	99%	0%	0%	0%	0%	0%	С	0.093	F	0.549	7500	
	To:	US 29 BUS	US 211 Lee H	wy											
s Bus	From:		outh of Wahingto						221	_		_			
1 522 Main St	Rappahannock County	0.72	870 F	99%	0%	0%	0%	0%	0%	С	0.096	F	0.548	890	
is Bus	To: From:	SCL	Washington												_
1)(522)Main St	Town of Washington (Maint: 78)	0.37	870 N	99%	0%	0%	0%	0%	0%	Ν	0.096	Ν	0.548	890	
no Puo	To: From:		28 Middle St 528 Main St												_
us Bus 1 (522 Warren St	Town of Washington (Maint: 78)	0.26	870 N	99%	0%	0%	0%	0%	0%	Ν	0.096	N	0.548	890	
	Tal	FCL	Washington												
Bus Bus	Rappahannock County	0.15	870 N	99%	0%	0%	0%	0%	0%	N	0.096	N	0.548	890	
1)(522)	To:		ast of Washingto		0 /6	078	0 /6	0 /6	0 /6	14	0.030	IN	0.540	030	
IS	From:	US 211	Lee Highway												_
West Main St	Town of Luray		7300 G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.522	7600	
<u>ے                                     </u>	To:	Lea	ıksville Rd												
s 1 ∖West Main St	Town of Luray	0.85	7300 G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.509	7600	
The section of	Town or Euray			0070	070		0 70	0 70	070	Ū	0.001	·	0.000	7000	
IS .	From:		Lee St												
West Main St	Town of Luray	0.33	8300 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.517	8700	
S	To: From:	1	US 340												_
1)East Main St	Town of Luray	0.98	9600 G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.515	10000	
 JS	To: From:	Res	ervoir Ave												
us 11 East Main St	Town of Luray	0.14	7500 G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.542	7800	
)	To:		ollins Rd		- , -	<del>-</del> i	- / -	- / -		-					

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From:	Collins Rd													
East Main St	Town of Luray	0.72 <b>5400</b>	G	97%	0%	1%	0%	1%	0%	С	0.091	F	0.513	5600	(
Bus	To: From:	ECL Luray				$\Box$									
211 East Main St	Page County	0.93 <b>1700</b>	G	98%	0%	1%	0%	1%	0%	С	0.099	F	0.517	1800	(
211)	To:	US 211 East of Lu	uray												
	From:	SR 42 South of Timb	berville												_
211) New Market Rd	Town of Timberville (Maint: 82)	0.69 <b>3400</b>	G	92%	1%	1%	1%	5%	0%	С	0.085	F	0.524	3600	
<u> </u>	та	ECL Timbervill	le			—									
211) New Market Rd	Rockingham County	3.58 <b>4100</b>	G	94%	1%	1%	1%	4%	0%	F	0.088	F	0.527	4200	
211)	To:	Shenandoah County				Ti.									
	From:	Rockingham County	y Line												
211)W Old Cross Rd	Shenandoah County	0.94 <b>6200</b>	G	94%	1%	1%	1%	4%	0%	С	0.081	F	0.528	6400	
	To: From:	WCL New Mark	ket			$\neg$ $\vdash$									
211)W Old Cross Rd	Town of New Market (Maint: 85)	0.42 <b>6200</b>	N	94%	1%	1%	1%	4%	0%	Ν	0.081	Ν	0.528	6400	
	Τα:	I-81 West of New M	<b>M</b> arket												
	From:	Bus SR 3 East of Frede	erickbu	·g											_
212)Chatham Heights Rd	Stafford County	0.87 <b>8700</b>	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.517	8800	
$\smile$	To:	SR 218 Butler F	Rd												
	From:	WCL Manassas Park,	76-150	1											
213) Manassas Dr	City of Manassas Park	0.04 <b>9000</b>	F	97%	1%	1%	0%	0%	0%	F	0.091	F	0.502	9600	
<u> </u>	To: From:	Baker St				$\neg$ $\vdash$									
213)Manassas Dr	City of Manassas Park	1.16 <b>7200</b>	F	97%	1%	1%	0%	0%	0%	С	0.081	F	0.502	7700	
$\mathcal{L}$	Too	152-4402 Cabbel	l Dr												
Manassas Dr	City of Manassas Park	0.69 10000	F	97%	1%	1%	0%	0%	0%	F	0.100	F	0.627	11000	
	To:	SR 28 Centreville	Rd												
	From:	SR 3 Lerty													_
214)Stratford Hall Rd	Westmoreland County	2.48 <b>1200</b>	F	97%	1%	1%	1%	1%	0%	С	0.099	F	0.581	1200	
	To:	96-609 Stratford Ha	all Rd												
	From:	US 29 Lee Hw	v												
215)Vint Hill Rd	Fauquier County	2.13 <b>9200</b>	F	97%	0%	1%	1%	1%	0%	С	0.086	F	0.563	9400	
	Τα:	Prince William Coun	ty Line												
	From:	Fauquier County I								_		_			
Vint Hill Rd	Prince William County	3.68 <b>11000</b>	F	98%	0%	1%	0%	0%	0%	С	0.104	F	0.697	11000	
	To: From:	76-658 Owls Nest													
215) Vint Hill Rd	Prince William County	3.45 <b>9500</b>	F	98%	0%	1%	0%	0%	0%	F	0.11	F	0.670	9800	
$\smile$	To:	SR 28 Near Brist	tow												
	From:	US 17 Hayes													
216)Guinea Rd	Gloucester County	3.61 <b>7700</b>	G	99%	0%	1%	0%	0%	0%	С	0.096	F	0.64	8300	
$\smile$	To:	36-649 Achille	es												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K	_	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Bagley Circle													
(217) State St	Town of Marion (Maint: 86)	2.20 <b>1100</b>	F	98%	0%	1%	0%	1%	0%	С	0.131	F	0.861	1200	F
$\smile$	To:	SR 16 S Commerce	Street												
	From:	US 1 Falmout	h												
218 Butler Rd	Stafford County	1.13 <b>17000</b>	G	94%	1%	1%	2%	2%	0%	С	0.075	F	0.532	18000	G
<u> </u>	To:	SR 212 White Oa	k Rd												
	From:	SR 218 Butler I													
218)White Oak Rd	Stafford County	0.63 <b>15000</b>	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.610	15000	G
<u> </u>	To:	89-1158 Baron Par	rk Rd			$\neg$ $\vdash$									
(218) White Oak Rd	Stafford County	1.82 <b>8200</b>	G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.528	8400	G
	To	89-606 Ferry R	0.4												
218)White Oak Rd	Stafford County	2.05 <b>8000</b>	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.532	8200	G
218) Willie Oak Hu	Stanord County	2.03 8000	<u> </u>	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.101	•	0.552	0200	u
	To: From:	89-603 Caisson													
218 White Oak Rd	Stafford County	2.09 <b>4700</b>	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.526	4800	G
$\overline{}$	To:	King George Count													
Colodon Dd	Vine Court	Stafford County I		070/	00/	10/	10/	00/	00/	_	0.110	_	0.007	0100	_
218 Caledon Rd	King George County	5.93 <b>3000</b>	F	97%	0%	1%	1%	0%	0%	F	0.112	F	0.687	3100	F
	To: From:	48-696 Fairview	Dr Dr												
218 Caledon Rd	King George County	1.05 <b>2900</b>	F	97%	0%	1%	1%	0%	0%	С	0.119	F	0.725	3000	F
$\smile$	Top	48-609 Cash Cor	rner												
218 Caledon Rd	From: King George County	6.81 <b>2900</b>	F	97%	0%	1%	1%	0%	0%	F	0.125	F	0.820	2900	F
218)											***				
Daldanaa Dd	From	SR 206 Berthav		050/	40/		00/	40/	00/		0.444	_	0.704	40000	
218 206 Dahlgren Rd	King George County	2.19 <b>12000</b>	F	95%	1%	3%	0%	1%	0%	С	0.114	F	0.784	12000	F
	To- From:	SR 206 Owen	IS												
218 Windsor Dr	King George County	0.28 <b>1200</b>	F	99%	0%	1%	0%	0%	0%	F	0.131	F	0.565	1300	F
$\bigcirc$	To:	US 301 South of C	Twens												
218)Windsor Dr	King George County	6.02 <b>5600</b>	F	99%	0%	1%	0%	0%	0%	С	0.098	F	0.798	5800	F
218) Williason Bi	To:	SR 205 East of Te		0070	0 70		0 70	0 /0	0 70	J	0.000	•	0.700	0000	•
	Livers														
Foderal Ct	Town of Dieb Crook (Mainty 25)	US 460 Virginia		97%	00/	10/	10/	10/	00/	С	0.001	F	0.600	0000	_
219 Federal St	Town of Rich Creek (Maint: 35)	0.57 <b>8900</b>	G	9/%	0%	1%	1%	1%	0%	C	0.091	Г	0.690	9300	G
	To: From:	ECL Rich Cree	ek												
219	Giles County	1.16 <b>8900</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.091	Ν	0.690	9300	Ν
<u> </u>	To:	West Virginia State	e Line												
	From:	North Carolina Stat	te Line												
220 Greensboro Rd	Henry County	3.05 <b>10000</b>	Α	84%	1%	1%	1%	12%	1%	С	0.103	Α	0.517	9900	Α
===	Te	D HC 220 C C													
220 Greensboro Rd	From:	Bus US 220 S, Chu		79%	10/	10/	10/	160/	10/	С	0 07F	F	0.50	11000	G
220 Greensboro Rd	Henry County	0.34 <b>11000</b>	G	19%	1%	1%	1%	16%	1%	C	0.075	Г	0.52	11000	G
	To: From:	SCL Ridgewa	ıy												
220 Greensboro Rd	Town of Ridgeway (Maint: 44)	0.36 <b>11000</b>	N	79%	1%	1%	1%	16%	1%	Ν	0.075	Ν	0.52	11000	Ν
	To:	SR 87 Morehead	Ave												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	SR 87 Mor		040/	40/	10/	40/	4.40/	40/	_	0.070	_	0.500	10000	_
Greensboro Rd	Town of Ridgeway (Maint: 44)	0.58 160		81%	1%	1%	1%	14%	1%	С	0.076	F	0.523	16000	G
220 Greensboro Rd	Honny County	NCL Ri 0.03 160		81%	1%	1%	1%	14%	1%	N	0.076	N	0.523	16000	N
220 Greensboro Na	Henry County			0176	1 70	1 70	170	1470	1 70	IN	0.076	IN	0.525	16000	IN
Croonshara Dd	To: From:	Bus US 220		0.40/	10/	10/	10/	100/	10/	F	0.070	F	0.510	10000	G
Greensboro Rd	Henry County	2.35 190 US 58 William F Stor		84%	1%	1%	1%	12%	1%	г	0.078	Г	0.513	19000	G
	From:	Bus US 220 S,				-									
220 (58) William F Stone Hwy	Henry County	3.49 160		84%	1%	1%	1%	12%	1%	F	0.076	F	0.537	15000	G
	Tax	US 58; Bus US 58	A I. Philnott	Hwv											
220 William F Stone Hwy	Henry County	4.00 150		84%	1%	1%	1%	12%	1%	F	0.076	F	0.502	14000	G
220)	To														
220 William F Stone Hwy	Henry County	44-609 Dillo 3.22 150		84%	1%	1%	1%	12%	1%	F	0.074	F	0.568	14000	G
220 William F Glorie Flwy	Tierry County			0470	1 /0	1 /0	1 /0	12 /0	1 /0	'	0.074	'	0.500	14000	
~~~	From:	SR 57 App		0.40/	40/		101	100/	40/	_	0.075	_	0.500	45000	
220 57 William F Stone Hwy	Henry County	0.77 <b>150</b>	000 G	84%	1%	1%	1%	12%	1%	F	0.075	F	0.536	15000	G
~~	From: SR	57 Fairystone Pkwy; l													
220 Virginia Ave	Henry County	1.98 <b>160</b>	000 G	87%	1%	1%	1%	10%	1%	F	0.076	F	0.516	16000	G
<i></i>	To: From:	44-669 Mur	ry Hill Lane			<u> </u>									
220 Virginia Ave	Henry County	3.84 <b>150</b>	000 G	87%	1%	1%	1%	10%	1%	F	0.075	F	0.503	15000	G
<i></i>	To:	Franklin C													
~~~	From:	Henry Co		070/	40/		40/	100/	40/	_	0.070	_	0.505	45000	_
Virgil H Goode Hwy	Franklin County	1.90 140	000 G	87%	1%	1%	1%	10%	1%	F	0.076	F	0.505	15000	G
~~	To: From:	33-605 H													
220 Virgil H Goode Hwy	Franklin County	3.96 140	000 G	87%	1%	1%	1%	10%	1%	F	0.076	F	0.548	14000	G
~	To- From	33-718 McN	Neil Mill Rd			\neg \vdash									
220 Virgil H Goode Hwy	Franklin County	6.70 140	000 G	87%	1%	1%	1%	10%	1%	F	0.075	F	0.560	15000	G
<i></i>	To:	BUS US 220 S	of Rocky Mou	ınt											
220	Franklin County	2.62 170		87%	1%	1%	1%	10%	1%	С	0.099	Α	0.597	18000	A
220)	To									_					
220)	Town of Rocky Mount (Maint: 33)	SCL Roci	•	87%	1%	1%	1%	10%	1%	С	0.099	Α	0.597	18000	Α
220)	Town of Hocky Mount (Maint. 33)	0.50 170 SR		07 /6	1 /0	1 /0	1 /0	10 /6	1 /0	C	0.055	^	0.557	10000	-
	From:	SR 40 Fr													
220 Virgil H Goode Hwy	Town of Rocky Mount (Maint: 33)	1.35 200	000 G	87%	1%	1%	1%	10%	1%	F	0.077	F	0.548	21000	G
~ ²	To:	BUS US 220 N Main	St N of Rock	y Mount											
<u></u>	From:	BUS US 220 N													
220}	Town of Rocky Mount (Maint: 33)	0.30 240		87%	1%	1%	1%	10%	1%	F	0.082	F	0.56	25000	G
	To: From:	NCL Rocky Mo	-	2+											
220 Virgil H Goode Hwy	Franklin County	3.43 240		87%	1%	1%	1%	10%	1%	F	0.082	F	0.56	25000	G
ZZU) viigii i i doode i iwy	To:	33-697 S		01 /0	1 /0	1 /0	1 /0	10/0	1 /0	'	0.002	'	0.50	23000	C

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			a intersta					Trı	ck			K		Dir		
Jurisdictio	on L	ength	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
From:	r.	33-6	697 S Wirtz	Rd												
Franklin Cou	unty	3.97	23000	G	87%	1%	1%	1%	10%	1%	F	0.087	F	0.619	24000	G
To:													_			
Town of Boones Mill	ll (Maint: 33)	1.32	25000	G	87%	1%	1%	1%	10%	1%	F	0.08	F	0.624	25000	G
To:							<u> </u>									
Franklin Col	unty	1.17	25000	G	8/%	1%	1%	1%	10%	1%	F	0.085	F	0.651	26000	G
To:					070/	40/	10/	40/	100/	40/		0.004		0.050	05000	
ode Hwy Franklin Col	unty			-	8/%	1%	1%	1%	10%	1%	F	0.084	F	0.652	25000	G
From:	ı:															
Roanoke Co	ounty	6.07	29000	G	87%	1%	1%	1%	9%	1%	С	0.083	F	0.594	29000	G
Tec From:		Blue	Ridge Park	way												
Roanoke Co	ounty	0.39	30000	G	87%	1%	1%	1%	10%	1%	F	0.084	F	0.630	30000	G
To: From:	x r	S	CL Roanoke													
City of Roanoke (N	Maint: 80)	1.64	36000	G	87%	1%	1%	1%	10%	1%	F	0.087	F	0.574	36000	G
To: From:																
City of Roanoke (N	Maint: 80)	1.66	43000	G	87%	1%	1%	1%	10%	1%	F	NA			45000	G
From			Wonju St		070/	10/	10/	40/	100/	40/			_	0.540	70000	
City of Roanoke (I	Maint: 80)	1./1	70000	G	8/%	1%	1%	1%	10%	1%	F	0.093	F	0.549	72000	G
City of Books (c)	Maint: 90\		Elm Ave; l	[-581	C -	a E01	for dire	ational t	roffic v	oluma a	, tim o t	too for thi		mont		
,	·		70000	G									•		79000	G
Combined Traine Estimates for 21 araner	Tioadways on this i				34 /0	1 /0	1 /0	1 /0	4 /0	0 /6	•	0.032	'	0.550	70000	u
City of Boanoke	Maint: 80)		l Williamso	n Rd	Se	e I-581	for dire	ctional t	raffic vo	olume es	stimat	tes for thi	s sea	ment		
,	,		73000	G			1%	1%	4%	0%	F	0.095	•		81000	G
To:	<u>, </u>															
City of Roanoke (J	Maint: 80)		roo Orange	ive	Se	e I-581	for dire	ctional t	raffic vo	olume es	stimat	tes for thi	s seg	ment.		
Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	78000	Α	94%	1%	1%	1%	4%	0%	F	0.105	Α	0.507	84000	Α
To	<u>.</u>	Val	ley View Bl	vd												
City of Roanoke (I	Maint: 80)	1.11			Se	e I-581	for dire	ctional t	raffic vo	olume es	stimat	tes for thi	s seg	ment.		
Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	61000	Α	94%	1%	1%	1%	4%	0%	С	0.109	Α	0.507	68000	Α
	¥	SR 10	1 Hershberg	er Rd												
,	·	_														
Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	55000	Α	94%	1%	1%	1%	4%	0%	F	0.108	Α	0.512	60000	Α
From:			7 Peters Cre	ek Rd												
	,				Se	e I-581	for dire				stimat	tes for thi	·			
Combined Traffic Estimates for 2 Parallel				G	94%	1%	1%	1%	4%	0%	F	0.099	F	0.519	52000	G
	Franklin Co Town of Boones Mi Franklin Co Franklin Co Franklin Co Roanoke Co Roanoke Co City of Roanoke (City of Roanoke (City of Roanoke (City of Roanoke (City of Roanoke (City of Roanoke (City of Roanoke (City of Roanoke (City of Roanoke (City of Roanoke (City of Roanoke (City of Roanoke (Combined Traffic Estimates for 2 Parallel City of Roanoke (Combined Traffic Estimates for 2 Parallel City of Roanoke (Combined Traffic Estimates for 2 Parallel City of Roanoke (Combined Traffic Estimates for 2 Parallel City of Roanoke (Combined Traffic Estimates for 2 Parallel City of Roanoke (Combined Traffic Estimates for 2 Parallel City of Roanoke (Combined Traffic Estimates for 2 Parallel City of Roanoke (Combined Traffic Estimates for 2 Parallel City of Roanoke (Combined Traffic Estimates for 2 Parallel City of Roanoke (Combined Traffic Estimates for 2 Parallel	Franklin County Town of Boones Mill (Maint: 33) Franklin County Frankli	Franklin County 3.97 From SC Town of Boones Mill (Maint: 33) 1.32 Franklin County 1.17 Franklin County 1.17 Franklin County 1.17 Franklin County 1.17 Franklin County 0.37 Roan Franklin County 0.37 Roanoke County 6.07 Roanoke County 0.39 Franklin County 0.39 Franklin County 0.39 Franklin County 0.39 Roanoke County 0.39 Franklin County 0.39 Franklin County 0.39 Roanoke County 0.39 Franklin County 0.39 Franklin County 0.37 Roanoke County 0.39 Franklin County 0.37 Roanoke County 0.39 Franklin County 0.37 Roanoke County 0.39 Franklin County 0.37 Roanoke County 0.39 Franklin County 0.37 Roanoke County 0.39 Franklin County 0.37 Roanoke County 0.39 Franklin County 0.37 Roanoke County 0.39 Franklin County 0.37 Roanoke (Maint: 80) 1.64 Franklin County 0.37 Franklin County 0.37 Roanoke (Maint: 80) 1.66 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Franklin County 0.30 Franklin County 0.30 Roanoke (Maint: 80) 0.31 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Franklin County 0.30 Franklin County 0.37 Roanoke (Maint: 80) 1.68 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Franklin County 0.30 Franklin Not 0.31 Franklin County 0.37 Roanoke (Maint: 80) 1.68 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Franklin County 0.31 Franklin County 0.37 Franklin County 0.37 Roanoke County 0.37 Roanoke (Maint: 80) 1.64 Franklin County 0.37 Franklin County 0.37 Roanoke (Maint: 80) 1.64 Franklin County 0.37 Franklin County 0.37 Franklin County 0.37 Franklin County 0.37 Franklin County 0.37 Roanoke (Maint: 80) 1.64 Franklin County 0.37 Franklin County 0.37 Franklin County 0.37 Franklin County 0.31 Franklin County 0.31 Franklin County 0.31 Franklin County 0.31 Franklin County 0.31 Franklin County 0.31 Franklin County 0.31 Franklin County 0.31 Franklin County 0.31 Franklin County 0.31 Franklin County 0.37 Franklin County 0.31 Franklin County 0.31 Franklin County 0.31 Franklin County	Franklin County 3.97 23000	SCL Boones Mill SCL Boones Mill Town of Boones Mill Maint: 33) 1.32 25000 G SCL Boones Mill Town of Boones Mill Maint: 33) 1.32 25000 G SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill Franklin County 1.17 25000 G SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones Mill SCL Boones SCL	Profession 33-697 S Wirtz Rd Franklin County 3.97 23000 G 87%	SCL Boones Mill Town of Boones Mill (Maint: 33) 1.32 25000 G 87% 1% SCL Boones Mill Town of Boones Mill (Maint: 33) 1.32 25000 G 87% 1% SCL Boones Mill Town of Boones Mill (Maint: 33) 1.32 25000 G 87% 1% SCL Boones Mill Tranklin County 1.17 25000 G 87% 1% SCL Boones Mill Tranklin County 1.17 25000 G 87% 1% SCL Boones Mill Tranklin County 1.17 25000 G 87% 1% SCL Boones Mill Tranklin County 1.17 25000 G 87% 1% SCL Boones Mill Tranklin County 1.17 25000 G 87% 1% SCL Boones Mill Tranklin County 1.17 25000 G 87% 1% SCL Boones Mill Tranklin County 1.17 Tranklin County 1.18 SCL Boones SCL Boon	Add Add	Substitute Sub	Section Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 1T	SCL Boones Mill South So	Section Combined Traffic Estimates for 2 Parallel Roadways on this Route: 78000 Capable Rain Capable Ra	April Apri	Section Control Cont	Substitute	Author Combined Traffic Estimates for 2 Parallel Roadways on this Route: Follow Follo

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jı	urisdiction	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	Descri	From:	IS-00581-N(R)/IS-005	81-N006A	(L)/TO I			4 611	45 1	(C'							
(220) (581) Ramp	Roai	noke County	0.29					i for air	ectional	traffic vo	oiume e	stimat	es for th	s seg	ment.		
		From:	IS-00081-N(B)/IS-005	81-N006A I-581	(R)/FRO	M RT 58	1 N										
	Poor	noke County	2.34	1-381		9/	00 I 91	for dire	otional t	roffic vo	dumo oc	stimat	es for this	coar	nont		
(220) (81)	Combined Traffic Estimates for 2	,	_	58000	Α	80%	1%	1%		17%	1%		0.101			58000	Α
		To:	SR 11	15 Plantatio	on Rd			-									
(220) (81)	Roar	noke County	0.84			Se	ee I-81	for dire	ctional t	raffic vo	lume es	stimate	es for this	segr	nent.		
	Combined Traffic Estimates for 2		avs on this Route:	50000	G		1%	1%	1%	17%	1%	F			0.567	50000	G
		To:		ourt County	-			Ť									-
		From:		oke County													
220 (81)	Bote	tourt County	3.27	•		Se	ee I-81	for dire	ctional t	raffic vo	lume es	stimate	es for this	segr	nent.		
	Combined Traffic Estimates for 2	Parallel Roadw	avs on this Route:	50000	G	80%	1%	1%	1%	17%	1%	F	NA			50000	G
		To:		t 150; ALT				Ť									-
		From:		I-81 N													
220 81 Ramp I-81 N Exit	150B to US 11 Bote	tourt County	0.18			Se	ee I-81	for dire	ctional t	raffic vo	lume es	stimate	es for this	segr	nent.		
		To:	US 1	1 Lee High	nway												
		From:	Ramp From	I-81 NB at	Exit 150) B											
220 11 Lee Highway	Bote	tourt County	0.25	6800	N	99%	0%	0%	0%	0%	0%	Ν	0.098	Ν	0.589	7000	Ν
		To:		220 Clover													
ALT _	_	From:		1 Lee High								_		_			_
(220)(220) Roanoke Rd	Bote	tourt County	0.07	34000	F	90%	1%	1%	1%	8%	0%	F	0.082	F	0.662	35000	F
\bigcirc		To:		Alt SR 220													
Parada Bd	Data	A		; ALT SR		050/	00/	10/	00/	40/	00/	_	0.004	_	0.040	00000	_
(220) Roanoke Rd	Bote	tourt County	1.67	26000	F	95%	0%	1%	0%	4%	0%	С	0.091	F	0.616	28000	F
		To: From:	11-7	79 Catawba	a Rd												
Roanoke Rd	Bote	tourt County	3.69	15000	F	93%	1%	1%	1%	5%	0%	F	0.085	F	0.636	16000	F
<u> </u>		To	11 /	670 Trinity	Dd			—									
220 Roanoke Rd	Rote	tourt County		11000	A	93%	1%	1%	1%	5%	0%	С	0.1	Α	0.556	12000	Α
220 Hoarloke Ha	Bote	tourt County				30 70	1 70	1 70	1 /0	370	0 70	O	0.1		0.550	12000	^
~~~		To: From:		CL Fincastl													
220 Botetourt Rd	Town of Fi	ncastle (Maint:	11) 0.11	11000	N	93%	1%	1%	1%	5%	0%	N	0.1	Ν	0.556	12000	Ν
<u> </u>		To	11	-630 Main	St			$\neg$ _									
220 Botetourt Rd	Town of Fi	ncastle (Maint:		8700	F	93%	1%	1%	1%	5%	0%	F	0.081	F	0.598	9300	F
220) 201010011 110	10001011	inductio (ividint:	<u>,                                      </u>			0070	. 70		1 70	070	0 70	•	0.001	•	0.000	0000	•
~~~-		From:		CL Fincast													
(220) Botetourt Rd	Bote	tourt County	4.49	8700	N	93%	1%	1%	1%	5%	0%	N	0.081	N	0.598	9300	Ν
<u>~</u>		To	11-635 Timl	oer Ridge: \	W Wind	Rd											
220 Botetourt Rd	Bote	tourt County	6.79	6300	F	93%	1%	1%	1%	5%	0%	F	0.081	F	0.564	6700	F
					α.												
Datatawat D.d.		From:		43 Y James		000/	40/		40/	F0/	00/		0.001		0.500	0500	
Botetourt Rd	Bote	tourt County	0.83	6100	F	93%	1%	1%	1%	5%	0%	F	0.081	F	0.563	6500	F
		To: From:	11-615	Craig Cre	ek Rd												
220 (42) Botetourt Rd	Bote	tourt County	1.32	5400	F	93%	1%	1%	1%	5%	0%	F	0.080	F	0.569	5700	F
\smile		To:	SR 43 N	Varrow Pass	sage Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

220 64 60 Combin	Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co To From	ounty (Maint: 03) (Maint: 03) county county county county county county county county county county county county	SR 43 1 9.95 Alleg 0.88 S 0.66 0.61 0.47 0.19 I-64 EAST 0.22 V FROM B US 2 1.06	AADT Narrow Pass 5500 hany County 6500 CL Iron Gar 6500 BUS US 220 6000 BUS US 60 8100 03-670 7700 OF CLIFTO 3100 US RT 60W 220; BUS U	F y Line G ate N 0 G G ON FOR	93% 93% 93% 93% 87% 87% RT 629E	1% 1% 1% 1% 1%	2Axle 1% 1% 1% 1% 1% 1% 1%	3+Axle 1% 1% 1% 1% 1% 1%	1Trail 5% 5% 5% 10%	2Trail 0% 0% 0% 0% 0% 0%	F F C F	0.081 0.078 0.078 0.073 0.081 0.076	F F F	0.565 0.505 0.505 0.532 0.519 0.505	6900 6900 6400 8400 3100	F G N G G G
220 42 Market Ave 220 42 220 42 220 60 42 220 60 42 220 60 Market Ave 220 60 Ramp 220 64 60 Combination	Town of Iron Gate Town of Iron Gate Alleghany Co Alleghany Co From Alleghany Co Alleghany Co Alleghany Co From Alleghany Co Alleghany Co Alleghany Co From Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co From Alleghany Co Alleghany Co From Alleghany Co	ounty county	9.95 Alleg 0.88 S 0.66 0.61 0.47 0.19 I-64 EAST 0.22 V FROM B US 2 1.06	5500 hany County 6500 CL Iron Gar 6500 BUS US 220 6000 BUS US 60 8100 03-670 7700 OF CLIFTO 3100 US RT 60W 220; BUS U	F y Line G tte N 0 G G ON FOR G WEST &	93% 93% 93% 93% 87% 87% RT 629E	1%	1% 1% 1% 1% 1%	1% 1% 1%	5% 5% 5% 10%	0% 0% 0%	N F	0.078 0.078 0.073 0.081	N F F	0.505 0.505 0.532 0.519	6900 6900 6400 8400	G N G G
220 42 Market Ave 220 42 Market Ave 220 60 42 220 60 Market Ave 220 60 Ramp 220 64 60 Combination	Town of Iron Gate Town of Iron Gate Alleghany Co Alleghany Co From Alleghany Co Alleghany Co Alleghany Co From Alleghany Co Alleghany Co Alleghany Co From Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co From Alleghany Co Alleghany Co From Alleghany Co	ounty county	0.88 S 0.66 0.61 0.47 0.19 1-64 EAST 0.22 V FROM B US 2 1.06	6500 CL Iron Gar 6500 BUS US 220 6000 BUS US 60 8100 03-670 7700 OF CLIFTO 3100 US RT 60W 220; BUS U	y Line G tte N 0 G G ON FOR G WEST &	93% 93% 93% 87% 8GE	1%	1% 1% 1% 1% 1%	1% 1% 1%	5% 5% 5% 10%	0% 0% 0%	N F	0.078 0.078 0.073 0.081	N F F	0.505 0.505 0.532 0.519	6900 6900 6400 8400	G N G G
220 42 220 42 220 42 Market Ave 220 60 42 220 60 Market Ave 220 60 Ramp 220 64 60 Combination 220 64 60 Combination Combinat	Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co From Alleghany Co From Alleghany Co Alleghany Co Alleghany Co Alleghany Co From Alleghany Co Alleghany Co From Alleghany Co	ounty ounty ounty ounty ounty I ounty I I -64-W	0.88 S 0.66 O.61 O.47 O.19 O.22 V FROM B US 2 1.06	6500 CL Iron Gar 6500 BUS US 226 6000 BUS US 60 8100 03-670 7700 OF CLIFTO 3100 US RT 60W 220; BUS U	G N O G ON FOR G WEST &	93% 93% 87% 87% RT 629E	1%	1% 1% 1%	1% 1%	5% 5% 10%	0% 0%	N F	0.078 0.073 0.081 0.076	N F F	0.505 0.532 0.519	6900 6400 8400 8000	N G G
220 42 220 42 220 42 Market Ave 220 60 42 220 60 Market Ave 220 60 Ramp 220 64 60 Combination 220 64 60 Combination Combinat	Alleghany Co Alleghany Co Alleghany Co Alleghany Co Alleghany Co From Alleghany Co From Alleghany Co Alleghany Co Alleghany Co Alleghany Co From Alleghany Co Alleghany Co From Alleghany Co	ounty ounty ounty ounty ounty I ounty I I -64-W	0.66 0.61 0.47 0.19 1-64 EAST 0.22 V FROM B US 2	CL Iron Gar 6500 BUS US 220 6000 BUS US 60 8100 03-670 7700 OF CLIFTO 3100 US RT 60W 220; BUS U	M O G G ON FOR G WEST &	93% 93% 87% 87% RT 629E	1%	1% 1% 1%	1% 1%	5% 5% 10%	0% 0%	N F	0.078 0.073 0.081 0.076	N F F	0.505 0.532 0.519	6900 6400 8400 8000	N G G
220 42 Market Ave 220 60 42 220 60 Market Ave 220 60 Ramp 220 64 60 Combin	Alleghany Co From Alleghany Co From Alleghany Co From Alleghany Co From Alleghany Co From Alleghany Co Alleghany Co To From Alleghany Co Alleghany Co	ounty ounty ounty ounty ill ounty ill ounty ill ounty ill ounty ill ounty	0.66 0.61 0.47 0.19 1-64 EAST 0.22 V FROM B US 2 1.06	6500 BUS US 220 6000 BUS US 60 8100 03-670 7700 OF CLIFTO 3100 US RT 60W 220; BUS U	N 0 G G ON FOR G WEST &	93% 87% 87% EGE RT 629E	1%	1%	1%	5%	0%	F	0.073 0.081 0.076	F F	0.532	6400 8400 8000	G G
220 42 Market Ave 220 60 42 220 60 Market Ave 220 60 Ramp 220 64 60 Combin	Alleghany Co From Alleghany Co From Alleghany Co From Alleghany Co From Alleghany Co From Alleghany Co Alleghany Co To From Alleghany Co Alleghany Co	ounty ounty ounty ounty ill ounty ill ounty ill ounty ill ounty ill ounty	0.61 0.47 0.19 1-64 EAST 0.22 V FROM B US 2 1.06	8US US 220 6000 BUS US 60 8100 03-670 7700 OF CLIFTO 3100 US RT 60W 220; BUS U	G G ON FOR G WEST &	93% 87% 87% EGE RT 629E	1%	1%	1%	5%	0%	С	0.073 0.081 0.076	F	0.532	6400 8400 8000	G G
Bus (220 60 42) (220 60 42) (220 60 Market Ave (220 60 Ramp) (220 64 60 Combination (220	Alleghany Co Alleghany Co From Alleghany Co From Alleghany Co From Alleghany Co From Alleghany Co From Alleghany Co	ounty ounty ounty I-64-W	0.61 0.47 0.19 1-64 EAST 0.22 V FROM B US 2 1.06	6000 BUS US 60 8100 03-670 7700 OF CLIFTO 3100 US RT 60W 220; BUS U	G G G ON FOR G WEST &	87% 87% EGE RT 629E	1%	1%	1%	10%	0%	С	0.081	F	0.519	8400	G G
220 60 42 220 60 42 220 60 Market Ave 220 60 Ramp 220 64 60 Combination 220 64 60 Combination Combina	Alleghany Co Alleghany Co From Alleghany Co To From Alleghany Co Alleghany Co	ounty ounty I-64-W	0.47 0.19 1-64 EAST 0.22 V FROM B US 2 1.06	8100 03-670 7700 OF CLIFTO 3100 US RT 60W 220; BUS U	G G ON FOR G WEST &	87% EGE RT 629E							0.076	-		8000	G
220 60 42 220 60 Market Ave 220 60 Ramp 220 64 60 Combin	Alleghany Co Alleghany Co From Alleghany Co To From Alleghany Co Alleghany Co	ounty ounty I-64-W	0.47 0.19 1-64 EAST 0.22 V FROM B US 2 1.06	8100 03-670 7700 OF CLIFTO 3100 US RT 60W 220; BUS U	G G ON FOR G WEST &	87% EGE RT 629E							0.076	-		8000	G
220 60 Market Ave 220 60 Ramp 220 64 60 Combin 220 64 60 Combin	Alleghany Co Alleghany Co From Alleghany Co To From Alleghany Co Alleghany Co	ounty ounty I-64-W	0.19 I-64 EAST 0.22 V FROM B US 2 1.06	03-670 7700 OF CLIFTC 3100 US RT 60W 220; BUS U	G ON FOR G WEST &	87% EGE RT 629E							0.076	-		8000	G
220 60 Market Ave 220 60 Ramp 220 64 60 Combin 220 64 60 Combin	Alleghany Co Too Alleghany Co Too Alleghany Co	ounty I-64-W	0.22 V FROM B US 2 1.06	7700 OF CLIFTO 3100 US RT 60W 220; BUS U	ON FOR G VEST &	RT 629E	1%	1%	1%	10%	0%	F		-	0.505		
220 60 Ramp 220 64 60 Combin 220 64 60 Combin	Alleghany Co Too Alleghany Co Too Alleghany Co	ounty I-64-W	0.22 V FROM B US 2 1.06	OF CLIFTO 3100 US RT 60W 220; BUS U	ON FOR G VEST &	RT 629E	1%	1% 	1%	10%	0%	F		-	0.505		
220 60 Ramp 220 64 60 Combin 220 64 60 Combin Combin	Technology Alleghany Co	ounty I-64-W	0.22 V FROM B US 2 1.06	3100 US RT 60W 220; BUS U	G VEST &	RT 629E		<u>_</u> _					0 004	F		3100	
220 64 60 Combin 220 64 60 Combin	Technology Alleghany Co	I-64-W	V FROM B US 2 1.06	US RT 60W 220; BUS U	VEST &								0.094	F		3100	_
Combin (220) 64 60 (Combin (220) 64 60) (Combin (220) 64 60)	υ,	·ounty	US 2 1.06	220; BUS U									0.034	•		0.00	G
Combin Co	υ,	,	1.06		00												
Combin Co	ned Traffic Estimates for 2 Parallel	Roadways on this	c Pouto:			Se	ee I-64	for direc	ctional t	raffic vo	lume es	timate	es for this	segi	ment.		
220 64 60 Combin			s noute.	14000	G	77%	1%	1%	1%	20%	0%	F	NA			13000	G
Combin (220) 64 60 (Combin (Co	To: From:	1	EC	L Clifton Fo	orge												
(220) (64) (60) Combin	Town of Clifton Forg	, ,	1.55			Se	ee I-64				lume es	timate	es for this	segi	ment.		
Combin	ned Traffic Estimates for 2 Parallel	Roadways on this	s Route:	14000	G	77%	1%	1%	1%	20%	0%	F	NA			13000	G
Combin	Too:			L Clifton Fo	orge												
~~~ ~~	Alleghany Co	•	0.86	1 4000	_								es for this	segi	nent.	12000	_
	ned Traffic Estimates for 2 Parallel	Roadways on this			G	77%	1%	1%	1%	20%	0%	F	NA			13000	G
	Alleghany Co	ounty	2.34	S 60 BUS I	US 220	<u> </u>	oo I-64	for direc	rtional t	raffic vo	luma as	timata	es for this	2001	ment		
(220) (64) (60) Combin	ned Traffic Estimates for 2 Parallel	•		16000	G	77%	1%	1%	1%	20%	0%	F		F	0.527	15000	G
	To	<u>.</u>		03-696		,•	.,.		.,,					-			
(220) $(64)$ $(60)$	Alleghany Co	::Lounty	4.98	03-090		Se	ee I-64	for direc	ctional t	raffic vo	lume es	timate	es for this	segi	ment.		
Combir	ned Traffic Estimates for 2 Parallel	Roadways on this	s Route:	17000	G	77%	1%	1%	1%	20%	0%	F		F	0.506	15000	G
	To	x 1.6	4 W/ TO D	US 60	NA DA	F 1104											
220 (64) Ramp	Alleghany Co		0.05	Γ 60 WEST	VIARI		ee I-64	for direc	ctional t	raffic vo	lume es	timate	es for this	seai	ment.		
(220) (04) 1.55	To:	х		FROM RT	64 WES		-3.01							g			
Madiana Ct	All a sile silve Co	r	0.00	I-64		000/	00/	00/	10/	70/	00/	г	0.00	_	0.540	1.4000	^
(220) (60) Madison St	Alleghany Co	ounty	0.62	13000	G	92%	0%	0%	1%	7%	0%	۲	0.08	۲	0.543	14000	G
220 (60) E Madison St		r r		CL Covingto	on <b>G</b>										0.507	13000	G
220 60 E Madison St	From: City of Covin	aaton	0.46	13000		92%	0%	0%	1%	7%	0%	С	0.083	г	0.587	13000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Jurisdiction From:	Length	AADT QA	4Tire	Bus		Tru	ICIN		QC	K	QK	Dir	A A M/DT	
From:					2Axle	3+Axle	1Trail	2Trail	QU	Factor	QI	Factor	AAWDT	Q۱
	SR 15	8 Carpenter St												
City of Covington	0.26	14000 G	92%	1%	0%	1%	6%	0%	С	0.083	F	0.575	15000	G
To From:	S Hiş	ghland Avenue			$\neg$ $\vdash$									
City of Covington	0.12	13000 G	98%	0%	0%	1%	0%	0%	F	NA			14000	(
To	S M	onroe Avenue			$\neg$									
City of Covington	0.93	9300 G	87%	0%	1%	2%	10%	0%	С	0.083	F	0.526	9900	(
To:	EI	ocust Street			<u> </u>									
City of Covington	0.62	9200 G	87%	0%	1%	2%	10%	0%	С	0.082	F	0.512	9700	
Tα	N Ma	ugazina Avanua												
City of Covington	0.66		97%	0%	1%	1%	1%	0%	С	0.096	F	0.579	6400	
To	NC													
Alleghany County			97%	0%	1%	1%	1%	0%	С	0.093	F	0.643	5100	
, mognary county				0 70		1 70	1 70	0 70	Ū	0.000	·	0.010	0.00	
Alloghany County			96%	20/	10/	20/	E0/	00/		0.107		0.510	1400	
Allegitariy County			00 /6	2 /0	4/0	3 /0	J /0	0 /6	C	0.107	•	0.519	1400	
From:														_
Bath County	7.49	2300 G	96%	0%	1%	1%	2%	0%	С	0.083	F	0.514	2400	
To:	08-65	58 Hot Springs			<u> </u>									
Bath County	5.43	3500 G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.526	3700	
To:	SR 30	Warm Springs												
Bath County	0.19		93%	1%	1%	1%	5%	0%	F	0.091	F	0.539	2400	
To	CD 20 No.		~~											
17000				1%	1%	1%	5%	0%	С	0.114	F	0.541	970	
To					<del></del>	.,.	-,-				•			
Bath County			03%	10/_	1%	1%	50/_	O°/-	F	N 110	F	0.737	580	
_			90 /6	1 /0	1 /0	1 /0	J /6	0 /6	'	0.113	•	0.737	300	
			000/	10/	10/	10/	Ε0/	00/		0.010		0.044		
Bath County			93%	1%	1%	1%	5%	0%	Г	0.213	г	0.644	560	
From:					-									_
Highland County	8.62	550 G	93%	1%	1%	1%	5%	0%	F	0.103	F	0.504	570	
To		45 607 N												
Highland County			93%	1%	1%	1%	5%	0%	F	0.098	F	0.576	650	
To														
Highland County		-	92%	N%	1%	2%	5%	0%	F	0 097	F	0.512	1200	
- Ingritatio County			JZ /6	0 /0	1 /0	2 /0	<b>J</b> /0	0 /0	'	5.057	•	0.012	1200	
Town of Mostaray (Maint, 45)			000/	00/	10/	20/	E0/	00/	N.I	0.007	NI.	0.510	1000	
Town of Monterey (Maint: 45)			92%	υ%	1%	2%	5%	υ%	IN	0.097	IN	0.512	1200	
Tron:		US 250												
Town of Monterey (Maint: 45)	0.19	1200 G	92%	0%	1%	2%	5%	0%	С	0.104	F	0.599	1300	(
	City of Covington  From  City of Covington  City of Covington  From  City of Covington  Alleghany County  From  Alleghany County  From  Bath County  From  Bath County  From  Bath County  From  Bath County  From  Bath County  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Highland County  To  From  Town of Monterey (Maint: 45)	City of Covington 0.12    City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of Covington   City of City of Covington   City of Covington   City of Covington   City of City of Covington   City of City of City of City of City of City of City of City of City of City of City of City of City of City of City of City of City of City of City of City of City	City of Covington   0.12   13000   G	City of Covington   0.12   13000   G   98%	City of Covington   0.12   13000   G   98%   0%	City of Covington	City of Covington	City of Covington	City of Covington	City of Covington	City of Covington	City of Covington   0.12   13000   G   98%   0%   0%   1%   0%   0%   F   NA	City of Covington	City of Covington

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Timaly	and inters	tato i to	,ut05			Tru	ıck			K		Dir		
Route	Jurisdiction	on Lenç	th <b>AADT</b>	QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From	c	NCL Monte	rey												
220)	Highland Co	ounty 6.3	0 <b>1200</b>	N	92%	0%	1%	2%	5%	0%	Ν	0.104	N	0.599	1300	Ν
~	Tow From		-642 Near Blu													
Potomac River Rd	Highland Co			G	92%	0%	1%	2%	5%	0%	F	0.121	F	0.556	650	G
<u> </u>	From		est Virginia St	ate Line												
Ramp to I-81 N at Exit 12	28 Botetourt Co	unty 0.3	SR 115 6 <b>4100</b>	F								NA			4100	F
220)	То	л	I-81 Norti													•
lorth	From	us 220 °	O RT 2400- I	ELM STI	REET											
Ramp	City of Roanoke (	Maint: 80) 0.1	0 <b>6400</b>	G								0.09	F		6400	(
<del>~</del>	To	SR	24 TO RT 58	1 N & F												
lorth	From		ALT SR 220													
Ramp to I-81 S at Exit 12	8 Botetourt Co		1 <b>3900</b> I-81 S	F								0.117	F		3900	F
	From	1														
outh 220 Ramp to I-81 S at Exit 12			US 220 S 2 <b>6700</b>	F								0.144	F		6700	F
220) Hamp to 1010 at 2xit 12	To To	z 0.1	I-81 S									0	•		0,00	•
	From	I-64-E FROM	I RT 60EAST	& RT 64	8SOUTH											
(60) $(60)$ Ramp to I-64	E at Exit 16 Alleghany Co	ounty 0.2	8 <b>4800</b>	G								0.084	F		4800	(
	To: From:		03-648 I-64-1													
220 (60)	Alleghany Co	1-04 1	EAST OF CO 0 13000	VINGTO <b>N</b>	92%	0%	0%	1%	7%	0%	Ν	0.08	N	0.543	14000	١
220 (60)	То	л.	US 220						. , .	• , •						
Bus	From	us Us	220 Near Clif	ton Forge	;											
Verge Street	Alleghany Co	ounty 0.8	0 <b>1900</b>	G	97%	0%	1%	0%	1%	0%	С	0.085	F	0.528	2000	G
		r.	SCL Clifton F	Forge												
Bus 220 Verge Street	Town of Clifton	n Forge 0.7	0 <b>2000</b>	G	97%	1%	1%	0%	2%	0%	С	0.085	F	0.522	2100	C
220) 1 5.95 5.155t	Te	o.go o	Bus US 6		0.70	. , ,		0,0	_,,	070		0.000	•	0.022	2.00	
Bus Bus	From:									221				. =		
220 60 Main St	Town of Clifton	n Forge 0.0	6 <b>6700</b>	G	96%	1%	2%	0%	1%	0%	С	0.085	F	0.531	6900	G
Bus Bus	Tor	r.	B ST													
220 60 Main St	Town of Clifton	n Forge 0.2	6 <b>8000</b>	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.571	8300	G
Bus Bus		f I	Ridgeway	St												
Bus Bus 220 (60) (188 (188) Main S	t Town of Clifton	n Forge 0.0		G	98%	0%	1%	0%	1%	0%	С	0.089	F		4400	(
	Combined Traffic Estimates for 2 Parallel	_		G	97%	1%	1%	0%	1%	0%	С	NA			9300	(
	То		Keswick S	St												
			34 . 0.													
Bus Bus	Town of Clifton	. Forgo 0.1	Main St		000/	00/	09/	00/	10/	00/	_	0.001	_		4200	_
Bus Bus 220 (60) Kesswick St	Town of Clifton Combined Traffic Estimates for 2 Parallel	•	4 4000	G G	98% 98%	0% 0%	0% 0%	0% 0%	1% 0%	0% 0%	C F	0.081 0.087	F F	0.568	4200 9100	G G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus 220 ( 60 ( Roxbury St	Town of Clifton Forge	0.05	Keswick St 5300	G	98%	1%	10/	00/	10/	00/	С	0.000	F	0.878	5500	G
220 (60) Roxbury St	Combined Traffic Estimates for Parallel Roadwa		5300 NA	G	98%	1%	1%	0%	1%	0%	C	0.083 NA	Г	0.878	5500 NA	G
	To:	•	Ridgeway St	t								INA			INA	
Bus Bus	From:	•	Roxbury St	•												
220 (60) Ridgeway St	Town of Clifton Forge	0.61	8600	G	98%	1%	0%	0%	0%	0%	С	0.084	F	0.610	8900	G
Bus Bus	To- From:		6th St													
220 60 Ridgeway St	Town of Clifton Forge	0.27	7900	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.607	8200	G
<i>~~</i>	To	WC	L Clifton Fo	orge												
Bus Bus	Alleghany County	0.44	8900	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.619	9200	G
220 (60)	To		I-64 SR 384		30 /0	1 70		0 70	0 70	0 70	Ü	0.000	•	0.010	0200	ď
Bus	From:	US 220; SR	419 South	of Roan	oke											
220 Franklin Rd	City of Roanoke (Maint: 80	0) 0.27	22000	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.503	23000	G
<u> </u>	To- From:	F	enarth Road	d			_									
Bus 220 Franklin Rd	City of Roanoke	1.26	16000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.575	17000	G
220)	To		8-3 Wonju S					* / *	• , •	* / *			-			
Bus	From:				000/	00/	40/	00/	00/	00/	_	0.000	_	0.500	44000	0
Franklin Rd	City of Roanoke	0.38	10000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.593	11000	G
Bus	To: From:	128-80	03 McClana	ahan St												
Franklin Rd	City of Roanoke	0.41	8700	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.563	9300	G
<del>~</del>	To		5; I-581 Un													
Bus 220 S Main St	Franklin County	US 220 S 1.76	outh of Rocl 5100	ky Mou G	97%	0%	1%	0%	1%	0%	С	0.085	F	0.559	5300	G
220 0 Main ot	Trankin Godity				31 /0	0 70	1 /0	0 70	1 /0	0 /0	J	0.000	•	0.555	3300	ч
Bus	From:		L Rocky Mo													
220	Town of Rocky Mount	0.10	6400	G	97%	0%	1%	1%	1%	0%	С	0.085	N	0.559	6600	G
Bus	To: From:	Sc	uffling Hill I	Rd												
220 South Main St	Town of Rocky Mount	0.81	5500	G	98%	1%	1%	0%	1%	0%	С	0.088	F	0.586	5700	G
<u> </u>	To. From:		Floyd Ave				_									
Bus 220 South Main St	Town of Rocky Mount	0.24	6600	G	98%	1%	1%	0%	1%	0%	F	0.086	F	0.521	6900	G
220)	To					.,.		* / *	.,.	* / *						
Bus Cauth Main Ct	From		anyard Road		000/	40/	10/	00′	10/	00/	_	0.007	_	0.500	4000	^
South Main St	Town of Rocky Mount	0.08	4600	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.529	4800	G
Bus	To: From:	C	laiborne Av	re												
North Main St	Town of Rocky Mount	0.15	3500	G	98%	1%	1%	0%	1%	0%	F	0.089	F	0.532	3700	G
Ruc	To: From:		Pell Ave													
Bus 220 (40)	Town of Rocky Mount	0.03	13000	G	98%	1%	1%	0%	1%	0%	F	0.088	N	0.560	13000	G
220 (40)	To:		Franklin St													

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus	From:	J	Franklin St												
North Main St	Town of Rocky Mount	0.54	9500 G	97%	0%	1%	1%	2%	0%	С	0.088	F	0.560	9800	G
<del>~</del>	To:		th Int Circle St												
Bus Name Main Ca	Town of Dools Mount		h Int Circle Dr	070/	00/	10/	10/	00/	00/	_	0.000	_	0.507	0000	_
North Main St	Town of Rocky Mount	1.05	9000 G	97%	0%	1%	1%	2%	0%	F	0.088	F	0.537	9300	G
Bus	T _C . From:	NCL	Rocky Mount												
N Main St	Franklin County	0.57	12000 G	97%	0%	1%	1%	2%	0%	F	0.091	F	0.516	13000	C
	To:	US 220 I	N of Rocky Mo	ınt											
us	From: US	S 220 William F	Stone Hwy: Gr	eensboro Ro	i										
Greensboro Rd	Henry County	3.21	13000 G		0%	1%	1%	3%	0%	С	0.09	F	0.505	14000	(
<del>-</del> 9)	To:	Bus US 58	8, A L Philpott I	łwy											
us Bus	From:		H OF MARTIN												
20 (58) Memorial Blvd	Henry County	0.72	17000 G	97%	1%	0%	0%	1%	0%	F	0.086	F	0.581	18000	(
Due	To: From:	SCL M	IARTINSVILLI	3											
us Bus 20 (58) Memorial Blvd	City of Martinsville	0.71	19000 G	97%	1%	0%	0%	1%	0%	С	0.086	F	0.542	20000	(
20) (38) Memorial Biva	Oity of Martinovine			0770	1 70		0 70	1 /0	0 70	Ü	0.000	•	0.042	20000	`
us	To: From:	STA	ARLING AVE												
20 (57) Memorial Blvd	City of Martinsville	0.25	14000 G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.566	15000	(
	To	R	Froad Street												
US Name of all Division	From:			070/	00/	40/	00/	00/	00/	_	0.000	_	0.500	44000	,
20 57 Memorial Blvd	City of Martinsville	0.85	10000 G	97%	0%	1%	0%	2%	0%	С	0.089	F	0.503	11000	(
us	To: From:		Fayette St												
Memorial Blvd	City of Martinsville	0.65	12000 G	98%	0%	0%	0%	1%	0%	С	0.087	F	0.500	13000	(
	To	NO	L Martinsville												
us_	From:														
20 Virginia Ave	Henry County	2.29	20000 G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.526	20000	(
	To: From:	44-609	Daniel Creek R	d		<u> </u>									
_{8us} 20 Virginia Ave	Henry County	2.02	19000 G	96%	1%	0%	1%	2%	0%	С	0.094	F	0.591	21000	
viigilia Ave	To:		R 57 Fairystone		1 /0		1 /0	2 /0	0 70	O	0.034	•	0.001	21000	`
	From					_									
Sus 20 Church St	Henry County	0.30	South of Ridgew 1500 G	•	1%	0%	0%	0%	0%	F	0.103	F	0.706	1500	(
20) Gridien of	Tierry County			3370	1 70		0 / 0	0 70	0 70	•	0.100	•	0.700	1300	`
us	To: From:	SC	L Ridgeway												
Church St	Town of Ridgeway (Maint: 44)	0.53	1500 N	99%	1%	0%	0%	0%	0%	Ν	0.103	Ν	0.706	1500	1
~	Ta	SR 87	Morehead Ave												
us Nacias Ob	From:				401		001	001	001	_	0.000	_	0.547	4000	
20 Main St	Town of Ridgeway (Maint: 44)	0.81	3800 G	99%	1%	0%	0%	0%	0%	С	0.099	F	0.547	4000	C
dus	To: From:	NC	L Ridgeway												
Main St	Henry County	0.04	3800 N	99%	1%	0%	0%	0%	0%	N	0.099	N	0.547	4000	Ν
20) 21	To:		North of Ridgew		. , 0		- / -	- / 0	- / 0		2.300				•

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davita	louis aliada a	ملفيه مرام	AADT		4T:	D		Tru	ıck		00	K	ΟK	Dir	A A \ A \ D T	014
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT ALT	From:		JS 220, ALT		000/	40/		40/	00/	00/	_	2 222	_	0.010	20000	_
220 460 11 116 Orange Ave	City of Roanoke	0.24	35000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.618	39000	G
ALT	To: From:	US 1	1 Williamso	n Rd												
220 (460)(221) Orange Ave	City of Roanoke	0.49	41000	G	97%	0%	1%	0%	1%	0%	С	0.078	F	0.575	45000	G
$\bigcirc \bigcirc \bigcirc \bigcirc \bigcirc$	To- From	SR	115 Hollins	Rd			_									
ALT 220)(460)(221)Orange Ave	City of Roanoke	1.14	41000	G	91%	1%	1%	1%	5%	0%	С	0.076	F	0.569	42000	G
220 (460) (221) Orange Ave	City of Floarione	1.17		<u> </u>	0170	1 /0		1 /0	0 /0	0 70	J	0.070	•	0.000	42000	ď
ALT ~~~	From:		24th St													
220 (460)(221) Orange Ave	City of Roanoke	1.17	32000	G	90%	1%	1%	2%	6%	0%	С	0.075	F	0.530	34000	G
ALT	To: From:	12	8-8055 King	St												
220) 460 (221) Orange Ave	City of Roanoke	0.38	39000	G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.529	40000	G
400 (221)	To:		noke County				i i		.,,	- , -	-		-	*****		-
ALT ~~~	From:		ECL Roanok	e												
220)(460)(221)Challenger Ave	Roanoke County	1.63	34000	Α	94%	0%	1%	1%	4%	0%	С	0.094	Α	0.569	36000	Α
ALT.	To: From:		460 BONSA S 221, US 40													
ALT 220 Cloverdale Rd	Roanoke County	0.50	24000	G G	90%	1%	1%	1%	8%	0%	F	0.087	F	0.560	25000	G
Cloverdale Rd	To:		tourt County		0070	170		1 70	0,0	0 70	•	0.007	•	0.000	20000	ŭ
ALT	From:		noke County													
₂₂₀ )Cloverdale Rd	Botetourt County	4.54	18000	Α	90%	1%	1%	1%	8%	0%	С	0.1	Α	0.51	19000	Α
ALT.	Toc From:	US	11 Lee High	way												
ALT 220) 220 Roanoke Rd	Botetourt County	0.07	34000	F	90%	1%	1%	1%	8%	0%	F	0.082	F	0.662	35000	F
220)(220) (100) (10	To:		I-81; US 220		0070	170		1 70	0,0	0 70	•	0.002	•	0.002	00000	•
	From:	North	Carolina Sta	te Line												
221 (21) New River Pkwy	Grayson County	3.39	1600	G	94%	1%	1%	1%	4%	0%	С	0.101	F	0.571	1700	G
	To		Independer													
221 (21)	Town of Independence (Maint: 38)	0.47	1600	N N	94%	1%	1%	1%	4%	0%	N	0.101	N	0.571	1700	N
(21) (21)	Town of macpenaerice (Maint. 66)				0 + 70	1 /0	170	1 /0	470	0 70		0.101	.,	0.07 1	1700	
E Main St	Town of Indopendence (Maint: 29)	1.20	INDEPEND 6200	G G	95%	1%	1%	1%	2%	0%	F	0.107	F	0.601	6500	G
221 58 E Main St	Town of Independence (Maint: 38)	1.20	6200	G	95%	1 70	1 70	1 70	∠70	0%	Г	0.107	Г	0.001	6300	G
~~~	To: From:		Independer		2==/											
(58) Grayson Pkwy	Grayson County	1.55	6200	N	95%	1%	1%	1%	2%	0%	Ν	0.107	Ν	0.601	6500	N
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	SR 274 l	East of Indep													
221 (58 Grayson Pkwy	Grayson County	8.68	4600	G	95%	1%	1%	1%	2%	0%	С	0.098	F	0.553	4800	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	SR 94	WEST OF G	GALAX												
221 (58) Grayson Pkwy	Grayson County	1.36	7700	G	95%	1%	1%	1%	2%	0%	F	0.097	F	0.539	8000	G
~~	To		WCL Galax	:			<u> </u>									
221 58 Reserve Blvd	City of Galax	0.47	7500	F	97%	0%	1%	1%	2%	0%	С	0.094	F	0.537	8000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			Oldtown Rd													
221 58 Reserve Blvd; W Stuart Dr	From:City of Galax	1.10	6800	F	97%	0%	1%	1%	2%	0%	F	0.084	F	0.556	7200	F
221) (30) 1.000.10 2.10, 11 0.000.10 1	To:		Fries Rd	-	3. ,0	0,0	Ť	.,.	-/-	0,0	•	3.001	•	3.000	0 0	•

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Jurisdiction	Length	AADT	$\sim$	4Tira	Diio		Tru			QC	K	QK	Dir		
E			QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QI.	Factor	AAWDT	QV
Prom:	0.00	Fries Rd	_	070/	00/	10/	10/	00/	00/	F	0.000	F	0.574	10000	
City of Galax	0.20	11000	F	97%	0%	1%	1%	2%	0%	Г	0.088	Г	0.574	12000	F
City of Calax				069/	00/	10/	Ω9/	20/	Λ9/		0.004		0.522	15000	F
City of Galax			Г	90%	076	176	0%	3%	0%	Г	0.094	Г	0.555	13000	Г
City of Galax				96%	0%	1%	0%	3%	0%	F	0.078	F	0.504	21000	F
Oity of Galax			-	30 /6	0 76	1 /6	0 /6	J /6	0 /6	'	0.076	'	0.504	21000	'
City of Galax			F	96%	0%	1%	0%	3%	0%	С	0.079	F	0.54	17000	F
Oity of datax				30 70	0 70	170	0 70	J /0	0 70	J	0.073	'	0.54	17000	
Carroll County			F	96%	0%	1%	1%	3%	0%	F	0.084	F	0.51	15000	F
Carron County	2.00			30 70	0 70	170	1 /0	J /0	0 70		0.004	'	0.51	13000	
Carroll County	1 28		F	96%	0%	1%	1%	3%	0%	F	0.082	F	0 524	16000	F
carron county	1.20		•	0070	0 70		1 /0	0 70	070	•	0.002	•	0.024	10000	
Carroll County	3 69		Δ	96%	0%	1%	1%	3%	0%	С	0.1	Α	0.528	14000	F
carron county	0.00			0070	0 70		1 /0	0 70	070	Ü	0.1	,,	0.020	14000	,
Carroll County	0.72		F	97%	0%	1%	1%	1%	0%	F	0.084	F	0.559	15000	F
carron county				37 70	0 70	1 70	1 /0	1 /0	0 70		0.004	'	0.555	13000	
Town of Hillsville (Maint: 17)				97%	0%	1%	1%	1%	0%	N	0.084	N	0.559	15000	١
To:	2.10			37 70	0 70	1 /0	1 /0	1 /0	0 70	11	0.004	11	0.555	13000	
From:	US														
Town of Hillsville (Maint: 17)	1.42	6900	F	96%	1%	1%	1%	1%	0%	F	0.087	F	0.535	7300	F
To: From:	Е														
Carroll County	0.02	6900	N	96%	1%	1%	1%	1%	0%	N	0.087	N	0.535	7300	١
To: From:	SR 100	East of Hil	llsville												
Carroll County	6.77	2500	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.628	2500	F
To: From:	17-	-638 Dugsp	ur												
Carroll County	3.37	2200	F	96%	1%	1%	1%	1%	0%	F	0.087	F	0.608	2300	F
To: From:	· · · · · · · · · · · · · · · · · · ·	_													
Flovd County				96%	1%	1%	1%	1%	0%	F	0.085	F	0.533	1900	(
To:															
From:				000/	40/	101	40/	10/	201	_	0.115		0.070	0700	
Floyd County	2.91	2600	F	96%	1%	1%	1%	1%	0%	С	0.115	А	0.672	2/00	F
To: From:				2221											
Floyd County	8.26	3300	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.646	3400	C
From:								46:							
Town of Floyd (Maint: 31)	0.33	3300	N	96%	1%	1%	1%	1%	0%	N	0.092	N	0.646	3400	١
To: From:															
Town of Floyd (Maint: 31)	0.61	7500	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.523	7800	G
	Carroll County  Carroll County  Town of Hillsville (Maint: 17)  Town of Hillsville (Maint: 17)  Town of Hillsville (Maint: 17)  Town of Hillsville (Maint: 17)  Town of Hillsville (Maint: 17)  Carroll County  Town From:  Carroll County  Town From:  Floyd County  Town From:  Floyd County  Town From:  Floyd County  Town From:  Town of Floyd (Maint: 31)	City of Galax  City of Galax  City of Galax  City of Galax  1.81  Too  From  Corroll County  Carroll County  Carroll County  Carroll County  Carroll County  Too  From  Carroll County  Too  Too  From  Carroll County  Too  Too  From  Carroll County  Too  Too  From  Carroll County  Too  Too  From  Carroll County  Too  Too  From  Carroll County  Too  Too  Too  From  Carroll County  Too  Too  Too  From  Carroll County  Too  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  From  Too  Too  From  Too  From  Too  From  Too  Too  From  Too  From  Too  From  Too  From  Too  Too  Too  From  Too  Too  Too  From  Too  Too  Too  Too  Too  Too  Too	City of Galax	City of Galax   1.81   19000   F     Haynes Rd     City of Galax   1.10   16000   F	City of Galax	City of Galax	City of Galax	City of Galax  O.34 14000 F 96% 0% 1% 0%    Meadow St	City of Galax  0.34 14000 F 96% 0% 1% 0% 3%    Meadow St	City of Galax	City of Galax	City of Galax	City of Galax	City of Galax	City of Galax    Meadow   F   96%   0%   1%   0%   3%   0%   F   0.094   F   0.533   15000

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		ECL Floyd													
221 Floyd Highway North	Floyd County	2.04	7500	N	97%	0%	1%	1%	1%	0%	Ν	0.083	N	0.523	7800	N
	To: From:		ortheast of l													
~~~		31-860 Northeast of			*			40/	40/	00/	_	0.000	_	0.500	0000	_
221 Floyd Highway North	Floyd County	6.97	2500	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.536	2600	G
<u>~</u>	To: From:	31-661 Booth	Creek Rd K	Kings Sto	re Rd											
221 Floyd Highway North	Floyd County	3.79	2000	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.627	2100	G
<i></i>	To:	21 647	Meadow R	Dun D.d												
221 Floyd Highway North	Floyd County	7.20	2700	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.681	2800	G
221 Thoya riighway North	To:		oke County		31 /6	0 70		1 /0	1 /0	0 70		0.100		0.001	2000	C
	From:		yd County L													
221 Bent Mountain Rd	Roanoke County	2.40	3100	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.768	3200	G
221)																
	From:		08 Ivy Ridge		000/	00/		00/	00/	00/		0.004	_	0.054	0500	
221 Bent Mountain Rd	Roanoke County	1.46	3400	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.854	3500	G
<u>~</u>	To: From:	80	-711 Airpoi	int												
221 Bent Mountain Rd	Roanoke County	7.31	6800	G	98%	0%	1%	1%	1%	0%	С	0.107	F	0.861	7100	G
==)	То:	80-68	8 Cotton Hi	ill Rd												
	From:	80-897 Crys	stal Creek Γ	Dr; 80-16	46											
Brambleton Rd	Roanoke County	0.22	14000	G	99%	0%	1%	0%	0%	0%	С	NA			16000	G
<i></i>	To:		3 Arlington 1													
<b>~~</b>	From:		83 Arlingtor								_		_			_
221 Brambleton Rd	Roanoke County	1.36	23000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.629	25000	G
<del>~</del>	To	SR 4	419 Electric	e Rd												
221 Brambleton Ave	Roanoke County	1.14	16000	G	99%	0%	0%	0%	0%	0%	С	0.100	F	0.702	17000	G
==:)	T		IGI D													
Prombleton Ave	City of Boards		CL Roanok		000/	00/	10/	0%	00/	00/	С	0.100	F	0.606	1.4000	_
221 Brambleton Ave	City of Roanoke	1.39	13000	G	99%	0%	1%	0%	0%	0%	C	0.102	Г	0.626	14000	G
	To: From:	O	verland Roa	ad												
221 Brambleton Ave	City of Roanoke	0.52	7500	G	99%	0%	1%	0%	0%	0%	F	0.107	F	0.636	8000	G
<i></i>	Tor	r	Brandon Ave	20												
221 Main St	From: City of Roanoke	1.19	8700	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.627	9200	G
221) Wall Gt	Oity of Hoanoice	1.13	0700	<u> </u>	33 76	0 70	1 /0	0 70	0 70	0 70	'	0.000		0.027	3200	C
~~~	To: From:		8th St													
221 Elm Ave	City of Roanoke	0.46	11000	G	97%	1%	1%	1%	0%	0%	С	0.093	F	0.663	11000	G
<u>~</u>	To	US	220 Franklir	n Rd												
221 Elm Ave	City of Roanoke	0.30	7800	G	97%	1%	1%	1%	0%	0%	F	0.087	F	0.500	8400	G
221)	Combined Traffic Estimates for 2 Parallel Roadwa			G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.622	17000	G
	To:	•	R 24, SR 11		0070	0 /0	- i~	J /0	J /0	0 /0	•	0.00→	•	0.022	1,000	Č
	From:		16 US 221 F													
221 116 Franklin Rd	City of Roanoke	0.14	5400	G	97%	1%	1%	1%	0%	0%	F	0.128	F	0.693	5800	G
	Tα		illiamson R									=				
	From:		Franklin Rd													
221 Williamson Rd	City of Roanoke	0.14	5400	N	97%	1%	1%	1%	0%	0%	Ν	0.128	Ν	0.693	5800	Ν
 ·)	To:	ZII	11 Salem A	Ave												

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Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and	microtate rit	Juics			Tru	ok			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Sa	alem Ave			27 000	017100	Tiran	Liian		1 40101		1 40101		
221 (11) (116) Williamson Rd	City of Roanoke	0.15 2	22000 G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.514	24000	G
$\Rightarrow \diamond \circ$	To: From:	Shena	andoah Ave												
221 (11) (116) Williamson Rd	City of Roanoke	0.15 1	15000 G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.707	17000	C
\sim	To: From:		I-581												
221 (11) (116) Williamson Rd	City of Roanoke	0.50 1	12000 G	93%	0%	2%	4%	1%	0%	С	80.0	F	0.519	12000	(
ALT	To: From:	U	JS 460 S												
221 (460 (220) Orange Ave	City of Roanoke	0.49 4	41000 G	97%	0%	1%	0%	1%	0%	С	0.078	F	0.575	45000	(
\sim	To	SR 11	5 Hollins Rd												
ALT Orongo Avo	City of Roanoke			91%	1%	1%	1%	5%	0%	С	0.076	F	0.569	42000	(
221 (460) (220) Orange Ave	City of Adamoke			9176	1 70	1 70	1 70	5%	0%	C	0.076	Г	0.569	42000	,
ALT	From:		24th St												
221 (460) (220) Orange Ave	City of Roanoke	1.17 3	32000 G	90%	1%	1%	2%	6%	0%	С	0.075	F	0.530	34000	(
ALT	To: From	128-8	3055 King St												
221 (460 (220) Orange Ave	City of Roanoke	0.38	39000 G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.529	40000	(
3	To	FCI	L Roanoke												
ALT Challenger Ave	Poonska County			049/	00/	10/	10/	40/	00/	С	0.004	٨	0.500	26000	
221 (460) (220) Challenger Ave	Roanoke County		34000 A	94%	0%	1%	1%	4%	0%	C	0.094	Α	0.569	36000	,
Challenger Ave	Roanoke County		20 Cloverdale Ro 30000 G	l 88%	1%	10/	10/	9%	0%	F	0.085	F	0.632	32000	(
Challenger Ave	To:		30000 G art County Line	00%	170	1%	1%	970	0%	Г	0.065	Г	0.032	32000	
	From:		te County Line												
221 (460) Blue Ridge Blvd	Botetourt County	2.55 2	24000 F	88%	1%	1%	1%	9%	0%	F	0.082	F	0.594	25000	
<i></i>	To	Blue R	idge Parkway												
21 (460) Blue Ridge Blvd	Botetourt County	2.94 2	20000 F	88%	1%	1%	1%	9%	0%	С	0.097	Α	0.547	21000	
	To:		d County Line												
221 (460 W Lynchburg Salem Tpke	Bedford County		rt County Line 19000 F	88%	1%	1%	1%	9%	0%	F	0.081	F	0.595	19000	
221 460 W Lynchburg Salem Tpke	Bediord County				170	1 70	1 70	970	0%	Г	0.061	Г	0.595	19000	
W Lorradala was Oalawa Talaa	From:		se Creek Valley		40/		40/	00/	00/		0.004		0.500	47000	_
(460) W Lynchburg Salem Tpke	Bedford County		16000 F	88%	1%	1%	1%	9%	0%	F	0.081	F	0.539	17000	
~~~~	To: From:		naxton School Re			<del> </del>									_
(21) (460) W Lynchburg Salem Tpke	Bedford County	2.75 1	17000 F	88%	1%	1%	1%	9%	0%	F	0.083	F	0.509	18000	
~ ~	To: From:		L Bedford												
21 (460)	City of Bedford (Maint: 09)		20000 F	88%	1%	1%	1%	9%	0%	F	0.089	F	0.517	21000	
Bus	To: From:		OLD TNPK RD Old Turnpike Rd												
21 (460)	City of Bedford (Maint: 09)		6500 N	98%	1%	1%	0%	1%	0%	Ν	0.094	Ν	0.506	6900	
21)(400)	5.5, 5. 250.5.0 (a.ii. 66)				. , 3		0,0	. , •	0,0	• •	3.00	•••	3.000	0000	
Bus	From:		akcrest St							_					
221)(460)Blue Ridge Ave	City of Bedford		6500 F	98%	1%	1%	0%	1%	0%	С	0.094	F	0.506	6900	I
<del></del>	To:		4th St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		4th St													
(221) (460) W Main St	City of Bedford	0.07	4800	F	98%	1%	1%	0%	1%	0%	F	0.092	F	0.51	5100	F
Bus Bus	To: From:	C	renshaw St	t												
221 (460) (122) W Main St	City of Bedford	0.19	6100	F	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	6400	F
221 400 122	To:	Bus US 460	), SR 43; N	l Bridge												
Bus	From:	Bus US 4	160, SR 43													
221 (43) (122) N Bridge St	City of Bedford	0.16	5700	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	6100	F
Due Due	Tos From:	В	edford Ave	e												
Bus 221 (43) (122) N Bridge St	City of Bedford	0.11	7700	F	98%	1%	1%	0%	0%	0%	С	0.092	F	0.526	8200	F
221) (43) (122) 11 Billings St	To:		Peaks St	•	0070	170		0 70	070	070	Ŭ	0.002	•	0.020	0200	•
Bus	From:		43 Peaks	St												
221 (122) Longwood Ave	City of Bedford	0.71	7200	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.545	7600	F
<del>-</del>	To	0	akwood St	t												
Bus Languaged Ave	City of Bedford	0.47	9300	F	75%	7%	17%	0%	0%	0%	С	0.092	F	0.507	9900	F
221 122 Longwood Ave	City of Bedford		Forest Road		75%	1 70	17 %	0%	076	0%	C	0.092	Г	0.507	9900	Г
	From:		ngwood Av													
221 Forest Rd	City of Bedford	0.68	6500	F	96%	1%	1%	1%	2%	0%	С	0.096	F	0.505	6900	F
==)	To	Ε/	CL Bedford	a												
221 Forest Rd	Bedford County	2.22	5700	F	96%	1%	1%	1%	2%	0%	F	0.097	F	0.511	6000	F
221). 61661.110	Bodiera County				0070	1 /0		1 70	270	070	•	0.007	•	0.011	0000	•
~~~ Farrat Dd	From		1 Centervill		000/	10/	10/	10/	00/	00/	F	0.004	F	0.000	7500	
Porest Rd	Bedford County	9.23	7100	F	96%	1%	1%	1%	2%	0%	г	0.094	г	0.666	7500	F
~~~	To: From:		3 Perrowvil													
221 Forest Rd	Bedford County	3.05	23000	F	99%	0%	0%	0%	1%	0%	F	0.092	F	0.606	24000	F
	To: From:	09-1415; 09														
221 Forest Rd	Bedford County	09-1415 Enterprise 2.04	27000	<b>F</b>	99%	0%	0%	0%	1%	0%	С	0.094	F	0.586	29000	F
221)1 01031110	Bediefa County				33 76	0 70	0 70	0 70	1 /0	0 70	J	0.034		0.500	23000	'
~~	To: From:		L Lynchbu	_	000/	00/		00/	00/	00/	_	0.004	_	0.50	00000	_
221 Lakeside Dr	City of Lynchburg	0.53	28000	F	99%	0%	0%	0%	0%	0%	С	0.091	F	0.56	29000	F
~~~	To: From:		ourg Expres													
221 Lakeside Dr	City of Lynchburg	0.94	16000	G	98%	0%	1%	1%	1%	0%	С	NA			17000	G
	To: From:	Fore	est Brook I	Rd			\neg \vdash									
221 Lakeside Dr	City of Lynchburg		13000	F	98%	1%	1%	0%	1%	0%	С	0.088	F	0.572	14000	F
	To	01	ld Forest R	d												
221 Lakeside Dr	City of Lynchburg		16000	F	98%	1%	1%	0%	0%	0%	С	0.087	F	0.586	17000	F
221)-2.100.00 2.	To:		Dakley Ave		5575	. /0	Τĩ	0 /0	0 /0	0,0	-	0.507	•	0.000		•
	From:		akeside Dr													
221 Oakley Ave	City of Lynchburg	0.57	9500	F	98%	1%	1%	0%	0%	0%	С	0.087	F	0.581	10000	F
<i></i>	Tα		29 Memor													
~~~	From:		emorial Av								_		_			_
221 Oakley Ave	City of Lynchburg	0.24	9800	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.507	10000	F
~	To:	Bus U	IS 460 Fort	t Ave												

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# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:		60 Oakley Ave												
221 (460) Fort Ave	City of Lynchburg	0.42	8900 F	97%	1%	1%	1%	1%	0%	С	0.082	F	0.506	9500	F
Bus	To- From:	118-60	29 Fort Ave												
221 (460) 12th St	City of Lynchburg	0.25	8900 F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.504	9400	F
Bus Bus	To: From:	Bus US 50	1 Campbell Ave												
221 (460)(501)12th St	City of Lynchburg	0.18	8400 G	96%	1%	1%	0%	1%	0%	С	NA			9000	G
	To:		emper St												
Bus Bus	City of Lynchhurg		th Street 9600 F	96%	1%	10/	10/	10/	00/	0	0.081	F	0.552	10000	F
221 460 501 Kemper St	City of Lynchburg		9600 F hburg Expresswa		170	1%	1%	1%	0%	С	0.061	Г	0.552	10000	Г
	From			ıy											_
P21 (Franklin Rd	City of Roanoke		21 Elm Ave <b>8000 G</b>	99%	0%	1%	0%	0%	0%	F	0.118	F	0.668	8500	C
Franklin Rd	Combined Traffic Estimates for 2 Parallel Roadways		6000 G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.622	17000	Ċ
	То:		116 Jefferson S			TÎ.									
	From:	De	ead End												
Weems Rd	Lancaster County		1600 G	96%	0%	1%	2%	1%	0%	С	0.095	F	0.614	1600	(
	To:	SR 200	Irvington Rd												
	From:	SR 19	98 Hudgins												
223 Cricket Hill Rd	Mathews County	2.07	2300 F	97%	0%	1%	1%	1%	0%	С	0.09	F	0.530	2400	F
$\smile$	To:	57-633 Old Fer	ry Rd; Gwynn Is	land											
	From:		see State Line												
Wadlow Gap Rd	Scott County	1.65	8100 G	97%	0%	1%	0%	2%	0%	F	0.1	F	0.562	8600	(
	To: From:		Cliffview Rd												
224 Wadlow Gap Rd	Scott County		7900 G	97%	0%	1%	0%	2%	0%	С	0.101	F	0.549	8400	(
<u> </u>	To:	I	US 58												
	From:		uth Blvd												
225 Independence Blvd	City of Virginia Beach	0.07 <b>7</b>	′1000 N	99%	0%	0%	0%	0%	0%	N	0.085	N	0.58	76000	١
	To: From:		I-264												
225 Independence Blvd	City of Virginia Beach	0.73 <b>7</b>	'1000 G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.58	76000	(
<u> </u>	To: From:	US 58 Virg	ginia Beach Blvd												
225 Independence Blvd	City of Virginia Beach	1.35 <b>5</b>	60000 A	99%	0%	0%	0%	0%	0%	С	0.096	Α	0.565	53000	F
<u> </u>	T _C .	Pemb	broke Blvd			$\neg$ $\vdash$									
225 Independence Blvd	City of Virginia Beach	0.91 <b>4</b>	7000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.531	51000	C
<u> </u>	To	Hay	ygood Rd												
225 Independence Blvd	City of Virginia Beach		1000 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.555	44000	(
$\underline{\hspace{0.1cm}}$	Tor From:	US 13 No.	rthampton Blvd												
225)Independence Blvd	City of Virginia Beach	0.53 <b>2</b>	23000 G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.539	25000	(
$\smile$	To:	US 60	0 Shore Dr												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
North	City of Vivginia Booch (Maint, 75)	SR 225; 134-11; 134-8736; 13	34-87										EE00	
225 Ramp	City of Virginia Beach (Maint: 75)	0.25 <b>5500 G</b> I-264-E FROM HOLLAND	RD							0.101	F		5500	G
North	Front City of Virginia Beach (Maint: 75)	SR 225 TO AND FROM F 0.19 <b>16000 G</b>	RT							0.095	F		16000	G
225 Ramp	City of Virginia Beach (Maint. 75)	I-264-W FROM HOLLAND F	ROAD							0.095	Г		16000	G
South 225)Ramp	City of Virginia Beach (Maint: 75)	SR 225 TO RT 264 0.17 <b>7800 G</b>								0.076	F		7800	G
225) Hamp	To:	I-264-E FROM RT 225								0.070			7000	
South 225)Ramp	City of Virginia Beach (Maint: 75)	SR 225 TO RT 264 0.24 <b>15000 G</b>								0.072	F		15000	G
225) 1 14111	To:	I-264-W FROM RT 225								0.072	•			
226)Cox Rd	Front: Dinwiddie County	US 460 Cox Rd 3.38 <b>9300 G</b>	97%	1%	1%	1%	1%	0%	С	0.096	F	0.639	9900	(
226) 00% 110	To:	US 1 West of Petersburg		170		1 70	1 70			0.000	•	0.000		
227)Urbanna Rd	Front Middlesex County	SR 33 Cooks Corner 2.35 <b>3000 G</b>	98%	0%	1%	1%	1%	0%	С	0.091	F	0.507	3000	(
227) 01541114 114	Ta Ta	ECL Urbanna		070	,~ <u>-</u> -	1 70	1 70	070		0.001	•	0.007	0000	
227)	Town of Urbanna (Maint: 59)	0.63 <b>3000 N</b>	98%	0%	1%	1%	1%	0%	Ν	0.091	N	0.507	3000	1
	Front	WCL Urbanna SCL Herndon, 29-657 Centrev	ille Rd											
228 Elden St	Town of Herndon	0.24 <b>36000 G</b>	99%	0%	1%	0%	0%	0%	F	0.092	F	0.526	39000	(
228)Elden St	Town of Herndon	Herndon Pkwy 0.16 <b>21000 G</b>	99%	0%	1%	0%	0%	0%	F	0.084	F	0.603	23000	
228) 2.0011 01	Ta Ta	Alabama Dr				070			•	0.001	•	0.000		
228 Elden St	Town of Herndon	0.25 <b>19000 G</b>	99%	0%	1%	0%	0%	0%	F	0.084	F	0.567	20000	G
228)Elden St	Town of Herndon	Sterling Rd 0.42 <b>17000 G</b>	99%	0%	1%	0%	0%	0%	С	0.075	F	0.516	18000	(
$\smile$	To The State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of th	Center St	0070	070		070				0.070	•	0.010	10000	
228 Elden St	Town of Herndon	0.09 <b>18000 G</b>	99%	0%	1%	0%	0%	0%	F	0.074	F	0.519	19000	G
228)Elden St	Town of Herndon	Spring St 0.12 <b>17000 G</b>	99%	0%	1%	0%	0%	0%	F	0.075	F	0.523	19000	(
220) 2.10011 01	To	235-6656 Monroe St	0070	070						0.070	•	0.020		
228 Monroe St	Town of Herndon	235-6656 Elden St 0.08 <b>6200 G</b>	99%	0%	1%	0%	0%	0%	F	0.088	F	0.525	6500	G
$\smile$	Top From	Pine St			<u> </u>						_			
Monroe St	Town of Herndon	0.26 <b>5300 G</b> Park Ave	99%	0%	1%	0%	0%	0%	С	0.095	F	0.578	5600	G
228)Park Ave	Town of Herndon	Monroe St 0.19 <b>5600 G</b>	99%	0%	1%	0%	0%	0%	F	0.102	F	0.616	5900	G
220)1 4111/100	Town of Heridon	Grant St	00/0	0 /0		0 /0	0 /0	0 /0	'	0.702	•	0.010	5500	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		rant St												
Park Ave	Town of Herndon		5900 G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.644	6200	C
<u> </u>	To:		esville Rd												
228) Dranesville Rd	Town of Herndon		rk Ave 6700 N	99%	0%	1%	0%	0%	0%	N	0.102	N	0.602	7100	
228 Dianesville nu	Town of Hemdon	0.00	9700 N	99%	076	1 70	0%	0%	0%	IN	0.102	IN	0.602	7100	
	To: From:	Word	chester St												
Dranesville Rd	Town of Herndon	0.26 <b>6</b>	6700 G	99%	0%	1%	0%	0%	0%	С	0.102	F	0.602	7100	
<u> </u>	To: From:	Herno	don Pkwy			$\neg$ $\vdash$									
Dranesville Rd	Town of Herndon	0.23 <b>1</b>	3000 G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.628	14000	
	To	NCI	Herndon												
Dranesville Rd	Fairfax County		7000 G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.513	19000	
228) Dianesville rid	Taillax County		eesburg Pike	33 /6	0 70	170	0 70	0 70	0 70	O	0.002		0.515	13000	
	Providence of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Con														
Bus Bus	Taxas of Oaks are an		n SR 229	070/	40/	40/	00/	40/	00/	_	0.070	_	0.50	00000	
229 (15) (29) Main St	Town of Culpeper	0.06 2	7000 G	97%	1%	1%	0%	1%	0%	С	0.072	F	0.52	28000	
<u> </u>	To: From:	US	15 Bus												
Main St	Town of Culpeper	0.93	9000 G	95%	2%	1%	1%	0%	0%	С	0.095	F	0.527	9500	
<u> </u>	То	NCI	Culpeper												
Rixeyville Rd	Culpeper County		0000 G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.627	10000	
29) 11/0, 110					1 70		0 70	0 70	0 70	Ū	0.000	•	0.027	10000	
	To: From:	23-685 Chestm								_		_			
Rixeyville Rd	Culpeper County	4.92 7	7300 G	97%	1%	1%	1%	1%	0%	С	0.103	F	0.536	7500	
<u> </u>	To: From:	23-640 Monument	al Mills Rd; Ri	ixeyville		$\Box$									
Rixeyville Rd	Culpeper County	5.45 <b>7</b>	7000 G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.694	7200	
<u> </u>	То	23 621	Jefferson Rd												
Rixeyville Rd	Culpeper County		6900 G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.715	7100	
229) 1 11/2 y VIII 2 1 1 1 1	To:		Lee Highway	01 70	170		1 70	1 /0	0 70	•	0.007	•	0.710	7100	
	France														
Madiana Dal	Tanana of Ohana and adilla (Mainta 200)		33 Main St	070/	00/	10/	00/	00/	00/	_	0.007	_	0.000	4000	
Madison Rd	Town of Stanardsville (Maint: 39)	0.50 4	1500 G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.609	4600	(
<u> </u>	To: From:	NCL S	tanardsville												
Madison Rd	Greene County	2.91 4	1500 N	97%	0%	1%	0%	2%	0%	Ν	0.087	Ν	0.609	4600	
	To:	Madison	County Line												
	From:		County Line												
Wolftown-Hood Rd	Madison County	7.46 <b>3</b>	3000 G	97%	0%	1%	0%	2%	0%	С	0.092	F	0.558	3100	
<u> </u>	To	US 29 S S	Seminole Trail												
30) (29) S Seminole Trail	Madison County		0000 G	93%	1%	1%	1%	4%	0%	F	0.08	F	0.574	19000	
20)	To:		1 S Seminole T												
	From:	US 29, SR 23													
230)(231)Orange Rd	Madison County	0.64	3300 G	97%	0%	1%	1%	1%	0%	С	0.090	F	0.591	3400	
$\mathcal{I}$	To:	SB 231 S I	Blue Ridge Tpk	'A											
230 Orange Rd	From: Madison County		3200 G	96%	0%	1%	1%	2%	0%	С	0.095	F	0.577	3300	(
	IVIAUISUII UUUIILV	2.00	LEUU G	JU /0	U /0	1 /0	1 /0	<u>~</u> /0	U /0	U	0.000		0.077	5500	,

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

<b>-</b>					_		Tru	ck			K	01/	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Overage Bd	From:	56-607 Elly F		000/	00/		40/	00/	00/		0.000	_	0.505	0000	_
Orange Rd	Madison County	2.86 <b>2800</b>	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.535	2900	G
	To: From:	56-705 Twymans 1				<u> </u>				_		_			
Orange Rd	Madison County	3.16 <b>2900</b>	-	96%	0%	1%	1%	2%	0%	F	0.092	F	0.625	3000	C
	10.	US 15 James Madis													
Gordonsville Rd	Albemarle County	SR 22 Louisa 8.11 <b>4800</b>		95%	1%	 1%	1%	2%	0%	С	0.101	F	0.632	4900	G
Gordonsville Rd	Tax	Louisa County		33 /6	1 /0	1 /8	1 /0	2 /0	0 /6	O	0.101	'	0.032	4300	
	From:	Albemarle Count													
231 Gordon Ave	Louisa County	0.27 <b>4800</b>	G	95%	1%	1%	1%	2%	0%	С	0.101	F	0.632	4900	C
<u> </u>	To:	Orange County													
231 Gordon Ave	Orange County	Louisa County 2 0.58 <b>5400</b>		95%	1%	1%	1%	2%	0%	F	0.085	F	0.551	5500	G
231 GOIGON AVE	Grange County			33 /6	1 /0	1 /0	1 /0	2 /0	0 /6	'	0.005	'	0.551	3300	
Courton Avia	Town of Condense ille (Mainty CO	SCL Gordonsv		050/	10/	10/	10/	00/	00/	N.I.	0.005	N.I.	0.551	FF00	
Gordon Ave	Town of Gordonsville (Maint: 68	0.58 <b>5400</b> US 15, US 33 Gordons		95%	1%	1%	1%	2%	0%	N	0.085	N	0.551	5500	١
	From:	US 15 Gordonsville		е											
231) (33) Spotswood Trail	Town of Gordonsville (Maint: 68	) 0.15 <b>6800</b>	G	94%	1%	1%	1%	3%	0%	С	0.096	F	0.517	6900	(
	То:	Blue Ridge Turr													
Dive Didge Take	From:	US 33 Spottswoo		000/	10/	00/	00/	10/	00/	_	0.405	_	0.500	1000	,
231 Blue Ridge Tpke	Town of Gordonsville (Maint: 68	) 0.02 <b>1000</b>	G	96%	1%	2%	0%	1%	0%	С	0.105	F	0.569	1000	(
	Toc From:	NCL Gordonsv													
231 Blue Ridge Tpke	Orange County	6.09 <b>1000</b>	N	96%	1%	2%	0%	1%	0%	N	0.105	N	0.569	1000	١
<u> </u>	To: From:	SR 20 Constitutio				$\Box$									
231)Blue Ridge Tpke	Orange County	0.58 <b>1300</b>		97%	0%	1%	1%	1%	0%	F	0.110	F	0.648	1300	C
	To:	Madison County Orange County													
231)S Blue Ridge Tpke	Madison County	9.36 <b>1200</b>		97%	0%	1%	1%	1%	0%	С	0.095	F	0.517	1200	
231) 6 2100 1 11090 1 1110	T-				0 70		1 /0	1 /0	070	Ū	0.000	•	0.017	1200	`
on Con Orango Pd	Madison County	SR 230 Orange Rd; 56-686 0.64 <b>3300</b>		97%	0%	1%	1%	1%	0%	С	0.090	F	0.591	3400	(
231 230 Orange Rd	To	US 29 S Seminole		91 /0	0 /6		1 /0	1 /0	0 /6	C	0.090	•	0.591	3400	
	From:	SR 230 Orange													
231) (29) S Seminole Trail	Madison County	1.34 <b>20000</b>	G	93%	1%	1%	1%	4%	0%	F	0.079	F	0.571	18000	(
	To:	Bus US 29 Mai													
Bus Main St	Madison County	US 29 S Seminolo 0.33 <b>3600</b>		0E9/	0%	10/	20/	10/	09/	C	0.000	F	0.572	3700	,
231 29 Main St	iviauison County			95%	U 70	1%	3%	1%	0%	С	0.088	Г	0.573	3700	(
Bus	To- From:	SCL Madiso	n												
231) (29) Main St	Town of Madison (Maint: 56)	0.91 <b>3600</b>	N	95%	0%	1%	3%	1%	0%	Ν	0.088	Ν	0.573	3700	١
	To:	N Blue Ridge Tu													
N Divo Didno Tolo	From:	Bus US 29 Mai		000/	10/	10/	70/	00/	00/	_	0.007	N.I.	0.544	0.400	_
231 N Blue Ridge Tpke	Town of Madison (Maint: 56)	0.04 <b>3300</b> NCL Madiso		90%	1%	1%	7%	2%	0%	F	0.087	Ν	0.541	3400	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

<b>.</b>					_		Tru	ıck			K	011	Dir		-01
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
N. Divo Didge Take	From:	5.44	CL Madison G	070/	00/	10/	10/	10/	00/	F	0.007	F	0.544	4000	_
N Blue Ridge Tpke	Madison County			97%	0%	1%	1%	1%	0%	Г	0.087	Г	0.541	4000	G
Courth F. T. Volloy Dd	Madian County	56-670 O 7.19	Old Blue Ridge Tpk		10/	10/	70/	20/	00/	С	0.000	F	0.507	1600	
South F T Valley Rd	Madison County		1600 G	90%	1%	1%	7%	2%	0%	C	0.082	Г	0.587	1600	G
	From:		son County Line												
231) F T Valley Rd	Rappahannock County	8.19	1500 F	90%	1%	1%	7%	2%	0%	F	0.09	F	0.555	1500	F
<u> </u>	To:	US 522	2 Sperryville Pike												
	From:		split at I-81 NB												
W Main St	Montgomery County	0.48	5700 F	96%	0%	1%	0%	2%	0%	F	0.099	F	0.602	6000	F
	To: From:		CL Radford												
W Main St	City of Radford	2.71	5600 F	96%	0%	1%	0%	2%	0%	С	0.092	F	0.514	5900	F
<u> </u>	To: From	В	olling Street												
First St	City of Radford	0.63	7900 F	96%	0%	1%	0%	2%	0%	F	0.095	F	0.504	8400	F
	To: From	W	adsworth St			$\Box$ $\vdash$									
232) First St	City of Radford	0.31	9900 F	96%	0%	1%	0%	2%	0%	F	0.09	F	0.513	10000	F
<u> </u>	To		Arlington St												
First St	City of Radford	0.20	13000 F	96%	0%	1%	0%	2%	0%	F	0.089	F	0.55	13000	F
$\smile$	To:	US	11 Norwood St												
	From:		SR 232												
232 Ramp to I-81 S at Exit 105	Montgomery County	0.19	1800 F								0.134	F		1800	F
<u> </u>	10:		I-81 S												
	From:		fferson Davis Hwy	000/	40/		00/	00/	00/	0	0.070	_	0.040	05000	-
233)	Arlington County	0.36	24000 F n National Airport	98%	1%	2%	0%	0%	0%	С	0.070	F	0.618	25000	F
	Front			c ·											
234 Dumfries Rd	Prince William County	US 1 Jefferso 0.55	on Davis Hwy, Dur <b>36000</b> F	95%	1%	1%	1%	2%	0%	С	0.082	F	0.559	38000	F
234) Durillies Hu	- Time William Gounty	0.55		90 /6	1 /0	1 /6	1 /0	2/0	0 /6	O	0.002	'	0.555	30000	
Dumfrica Pd	Prince William County	1.93	I-95 <b>45000</b> F	93%	1%	1%	2%	3%	0%	F	0.085	F	0.546	48000	F
Dumfries Rd	Finice William County			93%	1 70	1 70	2%	3%	0%	Г	0.065	Г	0.546	46000	Г
Durastria a Del	From:		O Country Club Dr	000/	00/		00/	00/	00/		NIA			00000	F
Dumfries Rd	Prince William County	1.55	36000 F	99%	0%	0%	0%	0%	0%	С	NA			38000	1
	To: From:		543 Spriggs Rd									_			
Dumfries Rd	Prince William County	2.75	25000 F	93%	1%	1%	2%	3%	0%	F	0.073	F	0.533	26000	F
	To: From:		0 Minnieville Rd												
Dumfries Rd	Prince William County	2.15	24000 A	93%	1%	1%	2%	3%	0%	С	0.090	Α	0.528	26000	A
	To: From:		Independent Hill R												
Dumfries Rd	Prince William County	2.33	30000 F	93%	1%	1%	2%	3%	0%	F	0.084	F	0.535	32000	F
<u> </u>	To: From:	76-3	234 Canova Dr												
234)Dumfries Rd	Prince William County	1.59	41000 G	93%	1%	1%	2%	3%	0%	F	NA			44000	G
<u> </u>	To:	76-7	27 Olympic Dr												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

									Tru	ıck			K		Dir		
Route	Jurisdiction	า	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Downtiles Dd	From:	S		27 Olympic		000/	40/	10/	00/	00/	00/	_	0.004	_	0.010	44000	_
234 Dumfries Rd	Prince William C	County	1.83	38000	F	93%	1%	1%	2%	3%	0%	F	0.081	F	0.613	41000	F
	To: From:			234 Dumfr								_					
234 Prince William Pkwy	Prince William C	County	3.52	38000	G	93%	1%	1%	2%	3%	0%	F	NA			40000	G
	To: From:			8 Nokesville													
234 Prince William Pkwy	Prince William C	County	2.11	41000	F	93%	1%	1%	2%	3%	0%	С	0.089	F	0.583	44000	F
$\stackrel{\smile}{=}$	To: From:		76-67	4 Wellingto	n Rd												
234) Prince William Pkwy	Prince William C	County	2.00	38000	F	92%	1%	1%	3%	3%	0%	С	0.087	F	0.512	41000	F
$\overline{}$	To:		76-62	21 Balls For	d Rd			_									
Prince William Pkwy	Prince William C	County	0.44	45000	F	92%	1%	1%	3%	3%	0%	F	0.082	F	0.543	48000	F
	To: From:			I-66													
234)(234)Ramp	Prince William C	County	0.31	1 00		See	VA 23	4 for di	rectional	traffic v	olume e	estima	ates for th	nis se	gment.		
2017 2017	To:	•	I-66-E FR0	OM RT 234	NORT												
	From:			SR 234													
234 66	Prince William C	-	2.27									timate	es for this	_			
$\circ$	Combined Traffic Estimates for 2 Parallel F	Roadways on t				92%	1%	1%	0%	6%	0%	F	0.073	F	0.646	118000	F
	To: From:	1.66	SR 23 -E TO RT 234-	34; BUS SR		1 DIIC CO											
234) (66) Ramp	L Prince William C		0.11	-NORTH &	2 K1 234		ee I-66	for dire	ctional tr	affic vo	lume es	timate	es for this	sear	ment.		
234) (66)	To:	, , , , , , , , , , , , , , , , , , ,	0	SR 234					01.01.14. 1.	u			, , , , , , , , ,	, cog.			
	From:		I-66-E047A	ΓO RT 2340	00- NOI												
234) (66) Ramp	Prince William C	County	0.03			Se	ee I-66	for dire	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
$\overline{}$	To:		ED 20	I-66	,												
Sudley Rd	Prince William C	County	1.10	35 Vandor I <b>14000</b>	Lane <b>F</b>	95%	0%	1%	4%	1%	0%	С	0.086	F	0.533	15000	F
234 Oddiey 11d	- F	Journey				0070	0 70	- 70	470	1 /0	0 70	Ü	0.000	•	0.000	10000	•
Cudlay Dd	Prince William C	Parinti,		9 Lee High	way <b>F</b>	93%	1%	1%	4%	1%	0%	С	0.082	F	0.576	10000	F
234 Sudley Rd	Prince William C	Journey	2.27	12000	Г	93%	176	170	4%	170	0%	C	0.082	Г	0.576	12000	Г
	To: From:			Gum Sprir				<u> </u>									
234 Sudley Rd	Prince William C ™cF	County		10000	F	95%	0%	1%	3%	0%	0%	С	0.094	F	0.772	11000	F
	10.			ames Madis													
	From:	S		000A FRON		34							0.000	_		4.4000	_
234 Ramp	Prince William C ترد	county		14000	F			_					0.088	F		14000	F
	10.			N FROM RT													
	From:	S		000B FRON		34							NIA			44000	_
234)Ramp	Prince William C ™-	Journey		11000	G								NA			11000	G
	100			I-95 South													
	r T																
Pamp	Prince William C		1SR 234-N006.			ORT6							0.100	E		25000	
234 Ramp	From: Prince William C		0.13	25000	F	ORI 6		<u> </u>					0.103	F		25000	F
234 Ramp	From Prince William C		0.13 I-66-E	<b>25000</b> E FROM RT	<b>F</b> Γ 234								0.103	F		25000	F
234 Ramp  234 Ramp	Prince William C  To From: Prince William C	County	0.13	<b>25000</b> E FROM RT	<b>F</b> Γ 234								0.103	F F		25000 8400	F F

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# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA		Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
North 234 Ramp	Prince William County	SR 234 TO RT 95 0.05 NA FROM RT 234								NA			NA	
North 234 Ramp	Prince William County	SR 234; 76-738 TO RT 9: 0.04 <b>NA</b> SR 234- B FROM RT 23-								NA			NA	
North 234 Ramp	Prince William County	SR 234 North Prince William  0.31	Pkwy							0.105	F		13000	F
North 234 Ramp	Prince William County	SR 234 North  0.49 11000 F  1-66 West								0.112	F		12000	F
South 234 Ramp From SR 234 S to I-95 N	Prince William County	SR 234 Dumfries Rd SB 0.03 NA I-95 NB								NA			NA	
South 234 Ramp From SR 234 S to I-95 S	Prince William County	SR 234 Dumfries Rd SB 0.60 <b>13000 F</b> I-95 SB								0.094	F		13000	F
South 234 Ramp	Prince William County	C1SR 234 SR 234 I-66-E047 0.03 <b>NA</b> C1SR 234-N006A SR 234- 26A								NA			NA	
Bus 234 Dumfries Rd	Prince William County	SR 234; 76-649 0.90 <b>8300 F</b>	97%	1%	1%	0%	1%	0%	С	0.086	F	0.63	8500	F
Bus 234 Dumfries Rd	City of Manassas	SCL Manassas 0.46 <b>8900 F</b>	95%	1%	3%	1%	1%	0%	С	0.083	F	0.598	9400	F
Bus 234 Dumfries Rd	City of Manassas	155-6 Hastings Dr  0.55 <b>13000 F</b> 155-4352 Wellington Rd	97%	1%	1%	0%	1%	0%	F	0.088	F	0.618	14000	F
Bus 234 Grant Ave	City of Manassas	0.63 <b>15000 F</b> Prince William St	98%	0%	1%	1%	1%	0%	F	0.081	F	0.631	16000	F
Bus 234 Grant Ave	City of Manassas	0.12 <b>21000 F</b> SR 28 Church St	98%	0%	1%	1%	1%	0%	F	0.08	F	0.606	23000	F
Bus 234 Grant Ave	City of Manassas	0.44 <b>9700</b> F  Beauregard Ave	98%	0%	1%	1%	1%	0%	F	0.083	F	0.591	10000	F
Bus 234 Grant Ave	City of Manassas	0.32 <b>8600 F</b> Sudley Rd	98%	0%	1%	1%	1%	0%	F	0.084	F	0.558	9100	F
Bus 234 Sudley Rd	City of Manassas	Grant Ave 1.18 <b>27000 F</b> NCL Manassas	98%	0%	1%	1%	1%	0%	С	0.081	F	0.56	29000	F

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	1 1 0 11	1		<u> </u>	4.T.	_		Tru	ck			K	011	Dir	A A) 4/D=	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	From:		CL Manassa													
Sudley Rd	Prince William Co	ounty 1.60	44000	G	98%	1%	1%	0%	0%	0%	С	NA			47000	(
<u> </u>	To: From:	76-1560	6 Sudley Ma	anor Dr												
Sudley Rd	Prince William Co	ounty 0.30	51000	F	98%	1%	1%	0%	0%	0%	F	0.078	F	0.551	54000	
234) Cadio, 114	To:	,	500 Rosemar		0070	. , 0		0,0	0,0	0 / 0	•	0.07.0	•	0.00.	0.000	
Bus	From:	Function	onal Class C													
Sudley Rd	Prince William Co	ounty 0.45	50000	F	98%	1%	1%	0%	0%	0%	F	0.077	F	0.577	53000	
	To:	I	-66, SR 234	ļ												
Bus	From:	C1SR 23	34 TO RT 60	6 EAST												
Ramp	Prince William Co	ounty 0.04	NA									NA			NA	
<u> </u>	To:	SR 234-S026	A SR 234- 20	6A TO I	RT 66											
	From:		Dead End													
Rosita Ct	Prince William Co	ounty 0.57	60	F	98%	0%	1%	1%	0%	0%	F	0.264	F	0.595	60	
<u> </u>	To:		Bristow Rd													
	From:		Rosita Ct								_		_			
34) Bristow Rd	Prince William Co	ounty 0.34	6400	F	93%	1%	2%	4%	1%	0%	С	0.092	F	0.588	6800	
<u> </u>	To: From:	76	-646 Aden F	Rd												
Bristow Rd	Prince William Co	ounty 0.58	8000	F	98%	0%	1%	1%	0%	0%	С	0.113	F	0.542	8500	
<i></i>	To:		Independent													
	From:		619 Bristow								_		_			
34 Independent Hill Rd	Prince William Co		6600	F	98%	0%	1%	1%	0%	0%	F	0.126	F	0.67	7100	
	10.		234 Dumfri													
	From:		nond Hwy, V								_		_			
35 Mount Vernon Memorial Hv	vy Fairfax County	y 2.46	13000	G	97%	2%	0%	0%	0%	0%	С	0.107	F	0.612	14000	
<u> </u>	To: From:	29-623 Old	d Mt Vernon	ı Rd Sot	th											
35)Mount Vernon Memorial Hv	vy Fairfax County	y 0.57	11000	G	97%	2%	0%	0%	0%	0%	F	0.108	F	0.516	12000	
<u> </u>	To:	George Washi	ington Memo	orial Par	kwav											
35) Mount Vernon Hwy	From: Fairfax County		3300	G	97%	2%	0%	0%	0%	0%	F	0.13	F	0.795	3500	
33),																
- Mayot Varnan I bur	From:	29-623 Old I V 0.48	11000	on Rd N <b>G</b>		20/		00/	00/	00/	F	0.083	F	0.500	11000	
Mount Vernon Hwy	Fairfax County	US 1 Richmor			97%	2%	0%	0%	0%	0%	Г	0.063	Г	0.592	11000	
NATIO OF	From:	US 29 Lee Highw				00/		00/	00/	00/	_	0.070	_	0.550	45000	
36 Main St	City of Fairfax	x 0.94	42000	G	99%	0%	0%	0%	0%	0%	F	0.072	F	0.552	45000	
	To: From:		West St													
36) Main St	City of Fairfax	x 0.21	12000	G	99%	0%	0%	0%	0%	0%	F	0.071	F	0.549	12000	
C	ombined Traffic Estimates for 2 Parallel <u>Ro</u>			G	99%	0%	1%	0%	0%	0%	F	0.074	F	0.589	36000	
	To:		North St E													
Main St	City of Foirfox		Old Lee Hwy		000/	0%	09/	00/	00/	09/	С	0.079	F	0 E1	42000	
36 Main St	City of Fairfax	x 1.31	40000	G	99%	U%	0%	0%	0%	0%	C	0.078	Г	0.51	42000	
	To: From:		Whitacre Rd		•											
Little River Tpke	City of Fairfax	x 0.57	32000	G	97%	0%	1%	0%	1%	0%	F	0.081	F	0.654	34000	
$\smile$	To:		ECL Fairfax													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			na interstat													
Route	Jurisdiction	Longth	AADT	ο Δ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	- 0
noute	Julisdiction	Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	Q۷
	From:		ECL Fairfax													
236)Little River Tpke	Fairfax County	1.94	38000	G	97%	0%	1%	0%	1%	0%	С	0.082	F	0.597	41000	G
	To:	CD 276 NV	CC Annandal	la Cam												
236)Little River Tpke	Fairfax County	0.89	43000	G	97%	0%	1%	0%	1%	0%	F	0.08	F	0.606	46000	G
236 Ettile Hiver Tpke	Talliax County	0.09	43000	G	31 /6	0 76	1 /0	0 /6	1 /0	0 /6	'	0.00	'	0.000	40000	C
	To: From:		I-495													
236)Little River Tpke	Fairfax County	1.78	38000	G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.529	41000	G
$\smile$	Too	20.	-730 Carrico I	)r												
236)Little River Tpke	Fairfax County	1.40	32000	G	98%	1%	1%	0%	0%	0%	С	0.076	F	0.541	35000	G
236) =	· amax county				0070	. , 0		0,0	0,0	0,0	Ū	0.0.0		0.0	00000	·
	To: From:		20 Braddock													
236 Little River Tpke	Fairfax County	1.26	34000	В	99%	1%	0%	0%	0%	0%	С	0.084	Α	0.562	37000	Е
$\smile$	To:		CL Alexandri													
	From:		fax County Li		000/	40/		201	00/	00/		0.004		0.500	07000	
Duke St	City of Alexandria (Maint:	29) 0.06	34000	N	99%	1%	0%	0%	0%	0%	N	0.084	N	0.562	37000	Ν
<u> </u>	To	W	CL Alexandri	a												
236 Duke St	City of Alexandria (Maint:	29) 0.34	62000	G	99%	1%	0%	0%	0%	0%	F	0.070	F	0.515	66000	C
	т.		* * * * *													
Dules Ct	From:	0.00	I-395		000/	10/	10/	00/	00/	00/		0.074		0.551	05000	
Duke St	City of Alexandria	0.32	60000	G	98%	1%	1%	0%	0%	0%	F	0.074	F	0.551	65000	G
<u> </u>	To: From:	SR 4	401 Van Dorn	St												
Duke St	City of Alexandria	0.36	38000	G	98%	1%	1%	0%	0%	0%	F	0.075	F	0.538	41000	C
	To:		N Dialratt Ct													
236) Duke St	City of Alexandria	2.66	N Pickett St <b>32000</b>	G	98%	1%	1%	0%	0%	0%	С	0.076	F	0.534	34000	(
236 Bune of	Oity of Alexandria	2.00	32000	u	30 70	1 /0	1 70	0 70	0 70	0 /0	O	0.070	'	0.554	04000	•
	To: From:	SR 2	241 Telegraph													
Duke St	City of Alexandria	1.26	22000	G	98%	1%	1%	0%	1%	0%	С	0.078	F	0.694	24000	
$\smile$	To	IIS	S 1 SB Henry S	St												
236)Duke St	City of Alexandria	0.24	9900	G	97%	1%	1%	0%	0%	0%	С	0.076	F	0.522	11000	G
230) 24110 01	To:		00 Washingto		01 70	1 70		0 70	0 70	0 70	Ū	0.070	•	0.022	11000	
Davis (1200 Davis (1200 OD 000 FD 22	rion:		010B; SR 236		)B							0.077	_		0700	_
Ramp from Ramps from SR 236 EB at	nd WB to Early convenerandria (Maint:		8700	G								0.077	F		8700	G
<u> </u>	10:		I-395 North													
East	From:	SR 236	TO RT 495 S	OUTH	[											
236)Ramp	Fairfax County	0.23	NA									NA			NA	
$\mathcal{L}$	То:	I-495-S053X FROM	A RT 236 EAS	ST00- 1	DUKE ST	R										
East	From:	SR 236	TO RT 495 N	ORTH	I											
236)Ramp	Fairfax County	0.13	NA									NA			NA	
230)	To:		95 From RT 2	36			1									
	Eromi						I									
East	od CD City of Alexandria (Africa		R 236 Duke S		000/	10/		00/	00/	00/	_	0.007	_		04000	_
Ramp From SR 236 EB to I-395 NB ar	nd SB City of Alexandria (Maint:	29) 0.05	19000	G	99%	1%	0%	0%	0%	0%	F	0.067	F		21000	(
<u> </u>	To: From:	S	R 236 E010B				<u> </u>									
East 236 Ramp From SR 236 to I-395 SB	City of Alexandria (Africa)				000/	10/	00/	00/	00/	00/	_	0.070	_		7000	_
236 /naiiip fiuiii on 230 (0 1-395 ob	City of Alexandria (Maint:	29) 0.23	7100	G	99%	1%	0%	0%	0%	0%	F	0.073	F		7600	G
-	т		I-395-S													

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 236 Ramp	From: City of Alexandria (	SR 236-E010A TO (Maint: 29) 0.28 SR 236-E010A TO	NA									NA			NA	
West 236 Ramp	From: Fairfax Cou To:	nty 0.16	O RT 495 S NA From RT 236									NA			NA	
Nest 236 Ramp	From: Fairfax Cou To:	inty 0.22	O RT 495 N <b>9700</b> From RT 230	G								0.08	F		9700	G
Nest 236 Ramp	From: City of Alexandria (	(Maint: 29) 0.13	O RT 395 S 7800 O RT 395 S	G								0.071	F		7800	G
West 236 Ramp	From: City of Alexandria (	SR 236 JB-29-10 (Maint: 29) 0.14 SR 236 JB-29-10	11000	G								0.068	F		11000	G
236 North St	City of Fair Combined Traffic Estimates for 2 Parallel	fax 0.30 Roadways on this Route:	22000 24000 34000 236 E, Main	G G	99% 99%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	C F	0.083 0.074	F F	0.570 0.589	24000 36000	G G
Pickett Rd	City of Fair	SR	236 Main S 29000		96%	0%	1%	1%	2%	0%	F	0.08	F	0.577	31000	G
Pickett Rd	Toe From City of Fair		29000	G	96%	0%	1%	1%	2%	0%	С	0.081	F	0.568	31000	G
237 50 Arlington Blvd	Tom From City of Fair	fax 0.28	34000 Arlington E	G	95%	1%	1%	2%	2%	0%	С	0.071	F	0.522	37000	G
237 29 Lee Highway	Too Free City of Fair To:	fax 0.13	9 Lee Highw <b>29000</b> ECL Fairfax	vay N	97%	1%	1%	1%	1%	0%	N	0.089	N	0.508	32000	N
237 29 Lee Highway	Fairfax Cou	Inty 0.80	28000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.709	31000	G
237 29 Lee Highway	Fairfax Cou To:	1.90	x 29000 x	N	97%	1%	1%	1%	1%	0%	N	0.089	N	0.508	32000	N
237 29 Lee Highway	Fairfax Cou To:		ECL Fairfax 29000 all St. WCL	<b>G</b> Falls C	97%	1%	1%	1%	1%	0%	С	0.089	F	0.508	32000	G
237 29 Lee Highway	From: Fairfax Cou To:		x 24000 x	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.556	27000	G
237) (29) Washington St	From: City of Falls C			G	hurch 97%	1%	1%	1%	1%	0%	F	0.094	F	0.612	27000	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

<b>.</b>						_		Tru	ıck			K	<b>.</b>	Dir		
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		2 Cavalier Tr	rail												
(237) (29) Washington St	City of Falls Church	0.24	23000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.567	26000	G
	Τα	SR 338	Hillwood A	ve												
237) (29) Washington St	City of Falls Church			G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.614	15000	G
	To	CD	7 Broad St													
(237) (29) Washington St	From: L City of Falls Church			G	98%	1%	1%	0%	0%	0%	F	0.078	F	0.591	27000	G
(231) (29) 11 doinington 61	- T					. , 0		0,0	0,70	0,0	•	0.0.0		0.00	_,	<u> </u>
Washington Ct	Proc.		7 Great Falls		000/	10/	10/	00/	00/	00/		0.070	_	0.550	00000	
237 (29) Washington St	City of Falls Church			G	98%	1%	1%	0%	0%	0%	F	0.076	F	0.552	26000	G
	From:		on County Li Falls Church													
(237) (29) Lee Highway	Arlington County			G	98%	1%	1%	0%	0%	0%	F	NA			27000	G
237 (29) 200 : "9""	,g.c 200,				0070	. , 0		0,0	0 70	0,0	•				_,	<u> </u>
Washington Blud	Arlington		29 Lee Hwy	_	000/	10/	10/	00/	00/	00/		0.000	г		12000	
237 Washington Blvd	Arlington County		12000	F	98%	1%	1%	0%	0%	0%	С	0.099	F	0.500	13000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	•		F	98%	1%	1%	0%	0%	0%	С	0.09	F	0.528	27000	F
_	From:		Washington SR 237-P	Blvd												
(237) Washington Blvd	Arlington County		13000	F	97%	1%	1%	0%	0%	0%	С	0.106	F	0.537	14000	F
237) Washington Biva	, a migron occurry				0.70	1 /0		0 70	0 70	0 70	Ū	0.100	•	0.007	1 1000	•
	To: From:		20 Glebe Rd		070/	10/	10/	201	00/	00/	_	0.00	_	0.000	00000	
237 120 Glebe Rd	Arlington County	0.25	27000	F	97%	1%	1%	0%	0%	0%	F	0.09	F	0.633	29000	F
<u> </u>	To: From:	SR 120 G	lebe Rd, Bal	llston												
237 Fairfax Dr	Arlington County	0.91	17000	F	99%	1%	1%	0%	0%	0%	F	0.083	F	0.584	18000	F
$\overline{}$	Тох		10th St													
( )	From:		airfax Dr	_	000/	10/	10/	00/	00/	00/	_				4 4000	_
237 10th St	Arlington County			G	99%	1%	1%	0%	0%	0%	С	NA			14000	G
	10.		Arlington Bl	vd												
~~ · · · · ·	From:		SR 237													
(237) (29) Lee Highway	Arlington County	0.07	22000	N	98%	1%	1%	0%	0%	0%	N	0.103	N	0.537	25000	N
	To: From:	US	29 Lee Hwy													
237 Washington Blvd	Arlington County	0.17	14000	F	99%	1%	0%	0%	0%	0%	С	0.096	F		14000	F
B	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	26000	F	98%	1%	1%	0%	0%	0%	С	0.09	F	0.528	27000	F
	To:	SR 237 V	Washington I	Blvd												
	From:	US 60	Warwick Blv	vd												
238 Yorktown Rd	City of Newport News	0.94	6100	F	93%	1%	1%	2%	3%	0%	С	0.131	F	0.763	6500	F
200	T-1										-	-				
Vorktown Pd	City of Newport News	0.18	I-64 <b>10000</b>	F	97%	1%	1%	1%	1%	0%	F	0.101	F	0.704	11000	F
238 Yorktown Rd	City of Newport News	0.18	10000		3170	I 70	I 70	I 70	I 70	U-70	Г	0.101	Г	0.704	11000	Г
	To: From:		3 Jefferson A													
238 Yorktown Rd	City of Newport News	1.06	9100	F	95%	0%	1%	3%	1%	0%	С	0.096	F	0.713	10000	F
$\overline{}$	To:		County Line													
Old Williamahuru Dd	Void Orani		Newport New		070/	10/	10/	10/	10/	00/	0	0.115	^	0.700	0500	^
238 Old Williamsburg Rd	York County	1.35	8600	Α .	97%	1%	1%	1%	1%	0%	С	0.115	Α	0.722	9500	Α
~	10:	99-66	60 Baptist Rd	1												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and interst	ate Hou	ites											
							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	99-660 Baptist	Rd.				0 17 15110		=		. 4010.		. 40.0.		
238)Old Williamsburg Rd	York County	0.91 <b>8600</b>	F	97%	1%	1%	1%	1%	0%	F	0.089	F	0.698	9100	F
238 Old Williamsburg Hu	Tork County			31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	•	0.003	'	0.030	3100	
	From:	99-1020; Goosle 99-1020 Old William		1											
238 Goosley Rd	York County	1.18 <b>6000</b>	F	97%	1%	1%	1%	1%	0%	F	0.116	F	0.777	6400	F
238 Goosley Hu	Tork County	1.10 6000	Г	31 /0	1 /0	1 /0	1 /0	1 /0	0 /6		0.110	'	0.777	0400	'
	To: From:	US 17 George Washingt	on Mem l	Hwy											
238)Goosley Rd	York County	0.51 <b>1400</b>	F	97%	1%	1%	1%	1%	0%	F	0.127	F	0.86	1500	F
	To:	SR 704 Cook	Rd												
	From:	SR 704; Goosle													
238)Cook Rd	York County	0.27 <b>6400</b>	F	97%	1%	1%	1%	1%	0%	F	0.098	F	0.903	6800	F
236) 65611.16	To:	99-1020 Moore Ho		0.70	.,,		. , 0	. 70	0,0	•	0.000		0.000	0000	
	From:	99-1020 Mooic 1R													
238 Moore House Rd	York County	0.73 <b>3100</b>	F	97%	1%	1%	1%	1%	0%	F	0.136	F	0.946	3300	F
238 INDOIG Flouse Nu	Tork County			31 /6	1 /0	1 /0	1 /0	1 /0	0 /6		0.130	'	0.340	3300	
	From	99-676; Ballar 99-676 Moore Ho				_									
Dalland Ch	Varia Caurtu			070/	10/	10/	10/	10/	00/	F	0.450	_	0.000	0000	_
238 Ballard St	York County	0.62 <b>2700</b>	F	97%	1%	1%	1%	1%	0%	F	0.156	F	0.968	2900	F
<u> </u>	То:	Main Gate Naval M	ine Depot	t											
	From:	SR 238 TO I-64	East												
238)Ramp	City of Newport News (Maint: 9		F								0.128	F		3500	F
230) **	To:	I-64-E FROM RT 23800- YO	RKTOW	N ROAD											
				IV KOAD											
	From:	SR 337 Portsmout								_		_			
239)Victory Blvd	City of Portsmouth	0.22 <b>7900</b>	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.580	8400	F
$\smile$	To:	US 58 Airline I	Rlvd												
239 Victory Blvd	City of Portsmouth	0.33 <b>19000</b>	F	96%	0%	1%	1%	2%	0%	F	0.082	F	0.505	20000	F
239 Victory Biva	Oity of Fortsmouth	0.55 19000		30 /6	0 /6	1 /0	1 /0	2 /0	0 /6		0.002	'	0.505	20000	'
<u> </u>	To: From:	I-264													
239)Victory Blvd	City of Portsmouth	0.59 <b>22000</b>	F	96%	0%	1%	1%	2%	0%	С	0.077	F	0.515	23000	F
	From:	Greenwood I													
239)Victory Blvd	City of Portsmouth	1.08 <b>16000</b>	F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.56	17000	F
$\smile$	To	Deep Creek B	lvd												
239) Victory Blvd	City of Portsmouth	0.44 <b>16000</b>	F	93%	1%	1%	3%	3%	0%	F	0.087	F	0.622	17000	F
239 Victory Biva	City of Fortsmouth	0.44 16000	Г	93%	1 70	I 70	3%	3%	0%	F	0.067	F	0.022	17000	r
	To: From:	US 17 George Washin	ngton Hw	y y											
239)Victory Blvd	City of Portsmouth	0.42 9700	F	93%	1%	1%	3%	3%	0%	С	0.12	F	0.860	10000	ı
200)															
	To: From:	Frailey Pl													
239)Victory Blvd	City of Portsmouth	0.83 <b>5900</b>	F	93%	0%	1%	3%	3%	0%	С	0.135	F	0.857	6300	
$\mathcal{L}$	To	Afton Pkwy	,												
Victory Plyd	City of Dortomouth		F	020/	10/	10/	20/	20/	00/	F	0.100	F	0.005	6700	F
Victory Blvd	City of Portsmouth	0.55 <b>6300</b>		93%	1%	1%	3%	3%	0%	Г	0.138	Г	0.865	6700	Г
<u> </u>	10:	SR 337 Elm A	Ave												
	From:	SR 239 I-264-W003A TO	AND FRO	OM RT											
239)Ramp	City of Portsmouth (Maint: 64	1) 0.11 <b>NA</b>									NA			NA	
200) 1		,													
	To: From:	BELMONT AVE	ENUE												
239)Ramp	City of Portsmouth (Maint: 64	4) 0.11 <b>5900</b>	G								0.091	F		5900	(
$\smile$	To:	I-264-W FROM F	RT 239												
	,														

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and interst					т	1 .			1/		D:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From	CAVALIER BLVD TO	DT (41	CACT		2AXIE	3+Axle	TTrail	2 i raii		Factor		Factor		
239 Ramp	City of Portsmouth (Maint: 64		K1 04 I	EAST							NA			NA	
239) 1411	To:	I-264-E FROM R	T 239								1471			1471	
	From			L											
Crozet Ave	Albemarle County	US 250 Rockfish G: 1.43 <b>6800</b>	<u>ар 1 гпрі</u> <b>G</b>	97%	1%	1%	1%	0%	0%	С	0.098	F	0.528	6900	G
240) G102Ct AVC	To:	02-810; Three Not		37 70	1 /0	1/0	1 /0	0 /0	0 70	O	0.000	•	0.520	0300	ч
	From:	02-810 Crozet													
240 Three Notchd Rd	Albemarle County	2.40 <b>5200</b>	G	98%	1%	1%	0%	1%	0%	F	0.11	F	0.563	5300	G
	Too	02-802 Old Three N	otchd R	d											
240)Three Notchd Rd	Albemarle County	0.68 <b>5700</b>	G	98%	1%	1%	0%	1%	0%	С	0.105	F	0.664	5800	G
240)68616	To:	US 250 Ivy F		0070	. , 0		0,70	. , 0	0,0	Ū	000	•	0.00	0000	•
	From:	US 1													
(241) Kings Hwy North	Fairfax County	1.14 <b>21000</b>	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.664	22000	G
241)ge	- umax sounty				. , 0		0,0	0 70	0,0	Ū	0.000	•	0.00		•
Talasuanh Dd	To info Company	29-611 Telegrap		000/	10/	10/	00/	00/	00/	F	0.001	F	0.05	F7000	F
Telegraph Rd	Fairfax County	0.14 <b>54000</b>	F	98%	1%	1%	0%	0%	0%	г	0.091	г	0.65	57000	г
	From:	SCL Alexand Fairfax County													
241)Telegraph Rd	City of Alexandria (Maint: 29)		N	98%	1%	1%	0%	0%	0%	N	0.091	Ν	0.65	57000	Ν
241)	To:														
241)Telegraph Rd	City of Alexandria	Maintenance B 0.21 <b>61000</b>	reak <b>F</b>	91%	0%	1%	5%	2%	0%	С	0.095	F	0.695	64000	F
241) relegiapii nu	Oity of Alexandria	SR 236 WE		3176	0 76	1 /0	376	2/0	0 /6	O	0.033	'	0.033	04000	
	Henry.														
North	Fairfax County	SR 241 TO RT 0.12 <b>NA</b>	1 95								NA			NA	
241 Ramp	Famax County	I-95-N FROM RT 241 TE	I ECD A	DILDD							IVA			INA	
	From:			FII KD											
North		SR 241 Telegrap									0.004	F		4400	_
241 Ramp	Fairfax County	0.13 <b>4400</b> I-95 South	G								0.094	г		4400	G
	From:														
South		SR 241 TO RT									0.440	_		0000	_
Ramp	Fairfax County	0.10 <b>6200</b>	G	DILDD		_					0.112	F		6200	G
		I-95-N FROM RT 241 TE		PH KD											
South	From:	SR 241 Telegrap									0.400	_		0000	_
Ramp	Fairfax County	0.27 8900	G								0.139	F		8900	G
<u> </u>	<b>.</b>	I-95 South													
	From:	US 1 Richmond													
Gunston Rd	Fairfax County	0.71 <b>3800</b>	G	97%	2%	1%	0%	0%	0%	С	0.098	F	0.632	4000	G
$\smile$	To: From:	29-611 Old Colche	ester Rd			⊒⊦									
242 Gunston Rd	Fairfax County	2.87 <b>2600</b>	G	97%	2%	1%	0%	0%	0%	F	0.093	F	0.602	2800	G
<u> </u>	To:	29-600 Gunston	n Rd												
	From:	US 29 Lee High	nwav												
243)Nutley St	Fairfax County	0.40 <b>39000</b>	G	99%	0%	0%	0%	0%	0%	F	0.078	F	0.624	42000	G
<del></del>	To:	I-66				— <u>`</u>									

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Tru ile 3+Axle 6 0% 6 6% 6 0% 6 0%			C C F	0.087 0.088 0.087 0.082	QK F F	Dir Factor 0.541 0.513 0.550	30000 30000 28000 20000	( Q
6% 6% 0%	0% 1% 0%	0% 0% 0%	C C F	0.087 0.088 0.087 0.082	F	0.541 0.513 0.550	30000	(
6% 6%	1%	0%	C F	0.088 0.087 0.082	F	0.513 0.550	30000	(
6% 6%	1%	0%	C F	0.088 0.087 0.082	F	0.513 0.550	30000	(
% 0%	0%	0%	F	0.087	F	0.550	28000	(
% 0%	0%	0%	F	0.087	F	0.550	28000	(
				0.082				
				0.082				
6 0%	0%	0%	F		F	0.774	20000	
% 0% 	0%	0%	F		F	0.774	20000	,
				0.081				(
				0.081				
				0.081				
					F		4400	(
				0.090	F		10000	(
				0.076	F		5200	
				NA			NA	
					_			
				0.091	۲		4400	(
			_		_			
6 0%	0%	0%	F	0.087	F	0.577	30000	(
6 0%	0%	0%	F	0.089	F	0.617	30000	(
6 0%	0%	0%	С	0.088	F	0.569	31000	(
6 0%	0%	0%	F	0.089	F	0.622	25000	
0 070	0 70	0 70	•	0.000	•	0.022	20000	
/ 00/	00′	00/		0.000		0.000	05000	
6 0%	0%	0%	Ċ	0.083	۲	0.622	35000	(
6 0%	0%	0%	F	0.085	F	0.626	31000	(
/ OO/	00/	00/	N.	0 11 1	Α.	0.704	10000	
0%	υ%	υ%	N	U.114	N	0./81	10000	1
/0 /0	% 0% % 0%	6. 0% 0% 6. 0% 0% 6. 0% 0% 6. 0% 0%	6. 0% 0% 0% 6. 0% 0% 0% 6. 0% 0% 0% 6. 0% 0% 0%	6 0% 0% 0% F 6 0% 0% 0% C 7 0% 0% 0% C 7 0% 0% 0% F 7 0% 0% 0% C	NA  0.091  0.091  0.091  0.090  0.090  0.090  0.090  0.090  0.089  0.090  0.090  0.088  0.090  0.090  0.088  0.090  0.090  0.088  0.090  0.088  0.090  0.088	NA  0.091 F  0.091 F  0.091 F  0.087 F  0.089 F  0.080 O% O% F  0.088 F  0.0% O% O% F  0.089 F  0.089 F  0.080 F  0.089 F  0.080 F  0.080 F  0.080 F  0.080 F	NA  0.091 F  0.091 F  0.087 F 0.577  0.080 O% O% F 0.089 F 0.617  0.080 O% O% C 0.088 F 0.569  0.080 O% O% F 0.089 F 0.622  0.080 O% O% C 0.083 F 0.622	NA NA  0.091 F 4400  0.091 F 0.087 F 0.577 30000  0.000 0% 0% F 0.089 F 0.617 30000  0.000 0% 0% C 0.088 F 0.569 31000  0.000 0% 0% F 0.089 F 0.622 25000  0.000 0% 0% C 0.083 F 0.622 35000  0.000 0% 0% F 0.085 F 0.626 31000

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US	17 Old Tav	ern												
Old Tavern Rd	Fauquier Cou	unty 2.05	2900	F	98%	0%	1%	0%	1%	0%	С	0.120	F	0.806	3000	F
<u> </u>	To: Front.		I-66													
Old Tavern Rd	Fauquier Cou	unty 0.95	3300	F	98%	0%	1%	0%	1%	0%	F	0.087	F	0.568	3400	ı
<u> </u>	To: Front		CL The Plai	ns												
245 Fauquier Ave	Town of The Plains	,	3300	N	98%	0%	1%	0%	1%	0%	N	0.087	Ν	0.568	3400	- 1
<u> </u>	Tα:		55 The Pla													
Domn	From:	SR 245 I-66-E		1 & TO <b>F</b>	RT 66							0.106	F		1000	
Ramp	Fauquier Cou	unty 0.16 I-66-E FROM RT	1300	-	NOPTH		_					0.126	Г		1300	
	Fron:		15 Old Tave		NORTH											
245)Ramp	<b>L</b> Fauguier Cou		140	F								0.733	Α		80	
240)	Tα:		I-66 West													
	From:	US 4	60 Poindex	ter St												
246 Liberty St	City of Chesap	eake 0.39	6500	G	97%	1%	1%	0%	0%	0%	С	0.086	F	0.502	6900	
$\smile$	To	I	atham Stree	et												
246)Liberty St	City of Chesap	eake 0.37	4300	G	93%	1%	1%	3%	2%	0%	С	0.084	F	0.504	4600	
$\smile$	Tα	SR 16	8 Camposte	lla Rd												
	From:		37 Hampton													
247 26th St	City of Norfo		4300	G	97%	1%	1%	1%	1%	0%	F	0.109	F	0.500	4500	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	13000	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.566	13000	(
	To: From:		Colonial Av		070/	40/		40/	40/	201	_	0.440			0000	
247 26th St	City of Norfo		9000	G	97%	1%	1%	1%	1%	0%	F	0.110	F	0.040	9600	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.618	19000	(
004 04	To: From:		lewellyn Av		070/	10/	10/	10/	10/	00/		0.100	_		10000	
247 26th St	City of Norfo Combined Traffic Estimates for 2 Parallel I		9500	G	97% 97%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	F F	0.102 0.085	F F	0.606	10000 20000	(
	Combined Trainc Estimates for 2 Faraner i			G	9170	1 70	1 70	170	1 70	0%	г	0.065	Г	0.606	20000	,
out Octh Ct	Tront. City of Norfo		onticello A	ve <b>F</b>	97%	1%	1%	1%	1%	0%	С	0.109	F		9600	
247 26th St	Combined Traffic Estimates for 2 Parallel I			G	97% 97%	1%	1%	1%	1%	0%	F	0.109 NA	Г		19000	(
	Combined Trainc Estimates for 2 Parallel I	noadways off this noute.		G	31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	•	INA			19000	
247)26th St	From City of Norfo	olk 0.21	Church St 8300	F	97%	1%	1%	1%	1%	0%	F	0.107	F		8900	
247 2011 31	Combined Traffic Estimates for 2 Parallel I			G	97%	1%	1%	1%	1%	0%	F	NA	'		19000	
		Tiodawayo on this Houte.		<u> </u>	01/0	1 /0	1 /0	1 /0	1 /0	0 /0	•	14/1			10000	
247)Lafayette Blvd	Trong City of Norfo	olk 1.07	27th St 14000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.613	15000	
247 Lalayette Divu	Only of North				31 /0	1 /0	1 /0	1 /0	1 /0	U /0	•	0.003	'	0.013	13000	
247)Lafayette Blvd	Tron: City of Norfo		68 Tidewate 17000	er Dr <b>G</b>	97%	1%	1%	0%	0%	0%	С	0.088	F	0.556	18000	
24/ Laiayeile Divu	Tac		esapeake B		31 70	1 70	1 70	0 %	U 70	U 70	U	0.000	Г	0.556	10000	(

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Truc	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		fayette Blvd												_
Chesapeake Blvd	City of Norfolk		17000 G	97%	1%	1%	0%	0%	0%	F	0.082	F	0.508	18000	G
<u> </u>	100 From:		Sewells Point Rd esapeake Blvd			_									
247) Norview Ave	City of Norfolk		20000 G	98%	0%	1%	0%	0%	0%	С	0.083	F	0.537	22000	G
241)	Tol														
247)Norview Ave	From: City of Norfolk	k 0.61	I-64 <b>24000</b> G	99%	0%	1%	0%	0%	0%	С	0.084	F	0.538	26000	G
247 Norview Ave	Tac		5 Military Hwy	33 /6	0 /6	1 /6	0 /6	0 /6	0 /6	O	0.004	•	0.550	20000	
F	From		7 TO I-64 EAST			_									
East ₂₄₇ )Ramp	City of Norfolk (Mair		12000 G	99%	1%	0%	0%	0%	0%	С	0.081	F		12000	G
247) (1011)	To:	I-64-E FROM RT 24				7	0 / 0	0 70	0 70	O	0.001	•		12000	Č
Most	From:		7 TO I-64 EAST	TT ZITE											
<u>West</u> 247)Ramp	L City of Norfolk (Mair		6900 F	99%	0%	0%	0%	0%	0%	С	0.077	F		6900	F
247) 1 101119	To:	I-64-E FROM RT 247					0 70	0 70	0 70	Ŭ	0.077	•		0000	•
West	From:		STREET TO I-64												
247)Ramp	L		4100 G	99%	0%	1%	0%	0%	0%	С	0.071	F		4100	G
247)	To:	I-64-W FROM RT 24'					0 / 0	0 70	0,0	Ū	0.07	•			_
	From		7 Hampton Blvd			i									
247) 27th St	City of Norfolk		8400 G	97%	1%	1%	1%	1%	0%	С	0.092	F		8900	
247)=1:11:01	Combined Traffic Estimates for 2 Parallel Ro			97%	1%	1%	1%	1%	0%	F	0.081	F	0.566	13000	(
	T-			0.70	. , ,		. , 0	. , 0	0,0	•	0.00	•	0.000	.0000	
27th St	From: City of Norfolk		ewellyn Ave 9300 G	97%	1%	1%	1%	1%	0%	F	0.086	F		9900	(
247) 27th St	Combined Traffic Estimates for 2 Parallel Ro			97%	1%	1%	1%	1%	0%	· -	0.085	, F	0.606	20000	(
	Tax	-	247 26Th St	31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.005	•	0.000	20000	
	From	Sit	I-64			_									
New Kent Hwy	New Kent Coun	nty 0.50	12000 G	99%	0%	1%	0%	0%	0%	F	0.108	F	0.681	12000	C
249 New Kent riwy	New Rent Godin			33 76	0 70	1 70	0 /0	0 70	0 70	'	0.100	•	0.001	12000	
Name IZ and I beau	To: From:		13 Dispatch Rd	000/	00/	10/	00/	00/	00/		0.407	_		4700	
New Kent Hwy	New Kent Coun	nty 3.81	4600 G	99%	0%	1%	0%	0%	0%	С	0.107	F		4700	G
	To: From:		nstall Rd; Airport												
New Kent Hwy	New Kent Coun	nty 2.30	2000 G	99%	0%	1%	0%	0%	0%	F	0.115	F	0.651	2100	G
<u> </u>	Too From:	SR 1	06 Talleysville												
249 New Kent Hwy	New Kent Coun	nty 3.78	1700 G	96%	0%	0%	0%	3%	0%	С	0.116	F	0.653	1700	C
$\overline{}$	To: From:	SR 15	55 Carys Corner												
New Kent Hwy	New Kent Coun		1800 G	96%	0%	0%	0%	3%	0%	F	0.103	F	0.553	1900	C
· · ·	Tool	<u>*                                      </u>													
249 New Kent Hwy	From: New Kent Coun		626 Paige Rd <b>1400 G</b>	96%	0%	0%	0%	3%	0%	F	0.095	F	0.513	1400	Ċ
249 110W NOILL I WY	To:	•	3 Angel View Chu		0 /0		0 /0	J /0	0 /0	'	0.000	•	0.010	1-100	
Most	Front.					_									
<u>Vest</u> 249)Ramp	New Kent Coun		9 TO I-64 West <b>3200 G</b>	98%	1%	1%	0%	1%	0%	С	0.172	F		3200	G
249/101119	To Tooling	•	7 From 249 West	JU /0	1 /0	1 /0	0 /0	1 /0	0 /0	J	0.172	•		0200	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and intersta	210 1100100							1/		D:-		
Route	Jurisdiction	Length AADT	QA 4T	re Bus		Tru			QC	K	QK	Dir	AAWDT	Q
	From		τ.		2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Highland Turnpike	Highland County	West Virginia Stat 8.02 <b>340</b>	<b>G</b> 90	% 0%	2%	2%	5%	0%	F	0.12	F	0.747	350	
250 Trigrilarid Turripike					2 /0	2 /0	J /6	0 /6	•	0.12	•	0.747	330	
~~	11011.	5-640 Blue Grass Valley Rd				00/	<b>5</b> 0/	00/	_	0.40	_	0.754	400	
Highland Turnpike	Highland County	5.34 <b>410</b>	<b>G</b> 90	% 0%	2%	2%	5%	0%	F	0.13	F	0.754	430	
~~	To: From:	WCL Montered												
250	Town of Monterey (Maint: 45)	0.40 <b>410</b>	<b>N</b> 90	% 0%	2%	2%	5%	0%	N	0.13	N	0.754	430	
<del>~</del>	Toe From:	US 220 Monte	rey		_									
50)	Town of Monterey (Maint: 45)	0.18 <b>1000</b>	<b>N</b> 90	% 0%	2%	2%	5%	0%	Ν	0.095	Ν	0.636	1000	
~	То	ECL Montere	v											
Highland Turnpike	Highland County	9.56 1000	<b>G</b> 90	% 0%	2%	2%	5%	0%	С	0.095	F	0.636	1000	
30) 4	To													
Highland Turnpike	From: Highland County	45-678 Bullpasture I 8.95 <b>970</b>	<b>G</b> 90	% 0%	2%	2%	5%	0%	F	0.096	F	0.505	1000	
250 Yinginana Tampike	Tai	Augusta County		70 070		270	070	0 70	•	0.000	•	0.000	1000	
	From:	Highland County												
250 Hankey Mountain Hwy	Augusta County	6.50 <b>830</b>	<b>F</b> 94	% 1%	1%	1%	4%	0%	С	0.093	F	0.581	880	
~	То	07-629 Deerfield Va	allev Rd											
Hankey Mountain Hwy	Augusta County	6.86 <b>2000</b>	<b>F</b> 96	% 1%	1%	0%	1%	0%	F	0.098	F	0.720	2100	
30)	Too													
Hankey Mountain Hwy	Augusta County	07-736 Jennings G 3.16 <b>2400</b>	_{гар Ка} <b>F</b> 96	% 1%	1%	0%	1%	0%	С	0.094	F	0.701	2500	
50 Harricy Wouldan Tiwy	Augusta County			70 170	1 70	0 / 0	1 /0	0 70	O	0.054	•	0.701	2300	
~_	From	SR 42 Scenic H		0/ 10/	10/	00/	10/	00/	F	0.004	F	0.50	F 400	
50 (42)	Augusta County	0.47 <b>5100</b>	<b>F</b> 97	% 1%	1%	0%	1%	0%	г	0.094	г	0.58	5400	
~~	To: From:	SR 42 Buffalo Gaj												
Churchville Ave	Augusta County	3.45 <b>6400</b>	<b>F</b> 97	% 1%	1%	0%	1%	0%	С	0.096	F	0.661	6700	
<del>~</del>	To: From:	07-732 Franks M	ill Rd											
Churchville Ave	Augusta County	1.48 <b>6700</b>	<b>F</b> 97	% 1%	1%	0%	1%	0%	F	0.097	F	0.672	7100	
<del>~</del>	Tα	WCL Staunto	n											
Churchville Ave	City of Staunton	0.04 <b>6700</b>	<b>N</b> 97	% 1%	1%	0%	1%	0%	Ν	0.097	Ν	0.672	7100	
55)	Тс	SR 262 Woodrow Wil	loom Diraya											
Churchville Ave	City of Staunton	0.79 <b>3900</b>	<b>F</b> 96	% 1%	1%	1%	1%	0%	С	0.091	F	0.501	4200	
50) Charenville 710e	Oity of oldernon			70 170		1 /0	1 /0	0 70	Ü	0.001	•	0.001	4200	
Observativilla Assa	From:	Englewood Dr Near H		0/ 10/	10/	00/	00/	00/		0.000	F	0.540	7000	
Churchville Ave	City of Staunton	0.40 <b>6600</b>	<b>F</b> 98	% 1%	1%	0%	0%	0%	С	0.089	г	0.546	7000	
~	To: From:	Grubert Ave												
Churchville Ave	City of Staunton	0.99 <b>7900</b>	<b>F</b> 98	% 1%	1%	0%	0%	0%	F	0.089	F	0.54	8400	
<del>~</del>	To: From:	Thornrose Av	/e											
Churchville Ave	City of Staunton	0.32 9300	<b>F</b> 99	% 0%	1%	0%	0%	0%	С	0.09	F	0.554	9900	
<i>~</i>	To:	Augusta St												
Bus	From:	Churchville A												
(50) (11) Augusta St	City of Staunton	0.02 9300	<b>N</b> 99	% 0%	1%	0%	0%	0%	N	0.09	N	0.554	9900	
~ ~	To:	US 250 Par New St; St	ınnyside St											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	' Q'
Bus	From:		Par; Sunnys													
50 (11) Augusta St	City of Staunton	0.43	4700	F	99%	0%	1%	0%	0%	0%	С	0.09	F	0.621	5000	I
<b>~</b>	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	5700	F	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	6000	
Bus	To- Prom:	SR :	254 Beverly	St												
50 (11) Augusta St	City of Staunton	0.07	5900	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.723	6200	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	7000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7500	
	To:		Johnson St													
Bus	From:		Augusta St								_		_			
$50$ $\left(\frac{1}{1}\right)$ Johnson St	City of Staunton	0.06	11000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.568	11000	
~ ~	Combined Traffic Estimates for Parallel Road		NA									NA			NA	
<b>D</b> .	To:		250 Par, New													
Bus 50 (11) Johnson St	City of Staunton		250 P New 11000	F F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.507	12000	
Johnson St	To:		S 11, SR 254		3376	0 70	170	0 70	0 /0	0 70	•	0.000		0.507	12000	
	From:		SR 254 NE													
Greenville Ave	City of Staunton	0.07	15000	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.547	16000	
	To	IIC 11 C	REENVILL	E AME												
Richmond Rd	From: City of Staunton	0.75	10000	F F	98%	0%	1%	0%	1%	0%	F	0.09	F	0.526	11000	
50 Thormond rid	Only of Oldanion			•	3070	0 70		0 /0	1 /0	0 70	•	0.00	•	0.020	11000	
~	From		Statler Blvd								_		_			
Richmond Rd	City of Staunton	0.96	23000	F	98%	0%	1%	0%	1%	0%	F	0.089	F	0.512	24000	
	To: From:		Frontier Dr Frontier Rd													
Richmond Rd	City of Staunton	0.44	26000	F	98%	0%	1%	0%	1%	0%	С	0.092	F	0.518	28000	
50 Ji lioniniona ria	Only of Oldanion				0070	0 /0	1 70	0 /0	1 /0	0 70	Ü	0.002	•	0.010	20000	
~ 1-#	From:		CL Staunton		000/	00/	20/	00/	00/	00/	_	0.000	N.	0.540	05000	
Jefferson Hwy	Augusta County	0.07	35000	G	99%	0%	0%	0%	0%	0%	F	0.092	N	0.518	35000	
	To: From:		I-81													
Jefferson Hwy	Augusta County	2.51	18000	F	99%	0%	0%	0%	0%	0%	F	0.09	F	0.535	19000	
~~ <u> </u>	To	07-13!	16 Idlewood	Blvd			$\neg$ $\vdash$									
Jefferson Hwy	Augusta County	2.01	15000	F	99%	0%	0%	0%	0%	0%	F	0.1	F	0.552	17000	
	To	CD 205	T:-1-1: C	D.1												
Jefferson Hwy	From: Augusta County	2.17	Tinkling Spr 18000	A A	99%	0%	0%	0%	0%	0%	С	0.105	Α	0.503	19000	
50 Juenerson riwy	Augusta Odunty				33 /6	0 /0	0 /6	0 /6	0 /6	0 /6	O	0.103	^	0.505	13000	
~	To: From:		L Waynesbo										_			
Main St	City of Waynesbord	0.84	18000	F	99%	0%	0%	0%	0%	0%	С	0.087	F	0.527	20000	
	To- From:	(	Carman Ave													
Main St	City of Waynesboro	0.30	18000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.525	20000	
~	Tα	Н	peman Pkw	v												
Main St	City of Waynesbord		12000	F	99%	0%	1%	0%	0%	0%	С	0.088	F	0.505	13000	
30)						- / •		- / -	- / •	- / 0	-	2.200	-	2.200		
50 Broad St	City of Waynesboro		340 Rosser A 12000	F F	98%	0%	1%	0%	1%	0%	С	0.090	F	0.864	13000	
Drood Ct																

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K	0	Dir		٠. ـ
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~ - · · -	From:		Poplar Ave								_					
Broad St	City of Waynesboro	0.50	11000	F	98%	0%	1%	0%	1%	0%	С	0.092	F	0.554	11000	F
~	To: From:	V	Wayne Ave													
Broad St	City of Waynesboro	0.12	11000	F	99%	0%	0%	0%	0%	0%	F	0.09	F	0.5	11000	F
~ <i></i>	Toc		Arch Ave													
Broad St	City of Waynesboro	0.44	8300	F	98%	0%	1%	0%	1%	0%	С	0.09	F	0.511	8800	F
250)	To:		340 Main 5													
	From:	US	340 Broad	St												
250 (340 Main St	City of Waynesboro	0.19	11000	F	97%	0%	1%	0%	1%	0%	С	0.095	F	0.573	12000	F
~~ <u> </u>	То	US 34	0 Delphine	Ave			$\neg$ $\vdash$									
Main St	City of Waynesboro	1.00	7000	F	97%	0%	1%	0%	1%	0%	С	0.095	F	0.639	7400	F
	To		II . C.													
Main St	City of Waynesboro	0.44	Hunter St <b>6700</b>	G	97%	0%	1%	0%	1%	0%	С	NA			7200	(
250 Wall St	Oity of Waynesboro	0.44	0700	<u> </u>	31 /6	0 76	1 /0	0 78	1 /0	0 /6	O	INA			7200	
~~	To: From:		. Waynesbo				_				_		_			_
250)	Augusta County	1.76	6300	F	97%	0%	1%	0%	1%	0%	F	0.105	F	0.644	6700	F
	Toc From:	I-64 A	Afton Moun	tain												
250	Augusta County	0.23	7700	F	94%	1%	1%	1%	3%	0%	С	0.096	F	0.528	8100	F
	To:		on County L													
	From:		sta County l													
Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.27	7700	N	94%	1%	1%	1%	3%	0%	N	0.096	N	0.528	8100	١
	To: From:	SR 6 At	fton Mounta	ain Rd												
Rockfish Gap Trnpk	Nelson County (Maint: 02)	0.13	5900	G	93%	1%	1%	1%	5%	0%	С	0.096	F	0.538	6000	C
<del>~</del>	Toc	Alhe	marle Co L	ine												
Rockfish Gap Trnpk	Albemarle County	0.32	5900	N	93%	1%	1%	1%	5%	0%	Ν	0.096	Ν	0.538	6000	١
250)																
Daalifiah Can Turali	Prom:		Little Rock		000/	10/	10/	10/	F0/	00/	NI	0.000	N.I.	0.500	0000	_
Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.45	5900	N	93%	1%	1%	1%	5%	0%	Ν	0.096	N	0.538	6000	١
~	To: From:	SR 151	Critzers Sh	•												
Rockfish Gap Trnpk	Nelson County (Maint: 02)	4.00	5800	G	97%	1%	1%	1%	1%	0%	С	0.101	F	0.679	6000	C
<del>~</del>	To: From:	FR-85	2 Bluebird	Lane												
Rockfish Gap Trnpk	Albemarle County	0.56	7100	G	97%	1%	1%	1%	1%	0%	С	0.099	F	0.694	6600	(
	To	I 64 N	ear Yancey	M:11a												
250 Rockfish Gap Trnpk	Albemarle County		11000	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.506	11000	(
250 Trockiisii dap Tiripk						1 /0	1 /0	0 /6	0 /6	0 /6	'	0.103	'	0.500	11000	
~	11011.	SR 240 Crozet Av									_		_			_
Rockfish Gap Trnpk	Albemarle County	2.97	8900	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.514	9100	C
~	To: From:	SR 240	Three Note	hd Rd			$\Box$ $\vdash$									
250 lvy Rd	Albemarle County	3.29	11000	G	98%	1%	1%	0%	0%	0%	С	0.103	F	0.686	12000	C
~ <i>_</i>	To	02.6	37 Woods 1	Dd												
250 Ivy Rd	Albemarle County	3.84	13000	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.713	13000	Ċ

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Albemarle County  Total  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  Total  From:  City of Charlottesville	US 29; 1.98 WCI 0.35 US 0.32 104-3 0.42	Bus US 250 47000 L Charlottesy 37000 S 29, Emmet 21000 431 Hydrauli 39000 Dairy Rd 38000	Ivy Rd G wille G St G ic Rd G	97% 97% 98%	0% 0%	2Axle 1% 1% 1%	3+Axle 1% 1% 0%	1Trail 2% 2% 0%	2Trail 0% 0% 0%		0.099 0.096 0.094	P F F	0.529 0.536 0.501	49000 39000 23000	G G G
City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  Toe From  City of Charlottesville	1.98 WC 0.35 US 0.32 104-3 0.42 0.60	47000 L Charlottess 37000 5 29, Emmet 21000 431 Hydrauli 39000 Dairy Rd 38000	G ville G St G ic Rd	97%	0%	1%	1%	2%	0%	F	0.096	F	0.536	39000	G
City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  City of Charlottesville  Toe From  City of Charlottesville	0.35 US 0.32 104-3 0.42 0.60	37000 329, Emmet 21000 431 Hydrauli 39000 Dairy Rd 38000	ville  G St G ic Rd G	97%	0%	1%	1%	2%	0%	F	0.096	F	0.536	39000	G
City of Charlottesville  City of Charlottesville  Too From City of Charlottesville  Too From City of Charlottesville  Too From City of Charlottesville  Too From City of Charlottesville	0.35 US 0.32 104-3 0.42 0.60	37000 5 29, Emmet 21000 431 Hydrauli 39000 Dairy Rd 38000	G St G ic Rd G	98%	0%										
City of Charlottesville  City of Charlottesville  Too From City of Charlottesville  Too From City of Charlottesville  Too From City of Charlottesville  Too From City of Charlottesville	0.32 104-3 0.42 0.60	21000 21000 431 Hydrauli 39000 Dairy Rd 38000	G ic Rd	98%	0%										
City of Charlottesville  City of Charlottesville  City of Charlottesville  Toe From  City of Charlottesville	0.32 104-3 0.42 0.60	21000 431 Hydrauli 39000 Dairy Rd 38000	G ic Rd G			1%	0%	0%	0%	F	0.094	F	0.501	23000	
City of Charlottesville  City of Charlottesville  City of Charlottesville  Toe From  City of Charlottesville	0.42 0.60	431 Hydrauli 39000 Dairy Rd 38000	ic Rd <b>G</b>			1%	0%	0%	0%	F	0.094	F	0.501	23000	G
City of Charlottesville  Trow From  City of Charlottesville  Trow From  Trow From	0.42 0.60	39000 Dairy Rd 38000	G	98%	00/	$\neg$ $\vdash$									G
City of Charlottesville  Trow From  City of Charlottesville  Trow From  Trow From	0.60 Rt	Dairy Rd 38000		98%	00/										
City of Charlottesville	Ru	38000			0%	1%	0%	0%	0%	F	0.088	F	0.534	44000	G
City of Charlottesville	Ru	38000													
To: From:			Α	98%	0%	1%	0%	0%	0%	С	0.105	Α	0.540	41000	A
To: From:		ober Ario E L													
To: From:		gby Ave E In <b>36000</b>	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.535	40000	C
From:							• , •	.,,		-		-			
City of Charlottesville	0.27	McIntire Rd 32000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.519	36000	(
Oity of Orianottesville	0.27		u	30 /6	0 /0	1 /6	0 /6	0 /6	0 /6	'	0.003	•	0.515	30000	
From:	0.00	Park St		000/	00/		00/	00/	00/	_	0.005		0.504	44000	_
City of Charlottesville	0.26	37000	G	98%	0%	1%	0%	0%	0%	Г	0.085	г	0.531	41000	C
From:															_
City of Charlottesville	0.49	35000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.517	39000	(
To: From:	Bus	US 250 High	h St												
City of Charlottesville	0.06	35000	N	98%	0%	1%	0%	0%	0%	Ν	0.083	Ν	0.517	39000	١
To:	ECI	_ Charlottesv	ville												
Albemarle County	0.20	52000	G	97%	0%	1%	0%	1%	0%	С	0.091	Ν	0.626	52000	(
To:	SR 2	0 Stony Poin	t Rd												
Albemarle County				96%	0%	1%	1%	1%	0%	С	0.091	F	0.626	34000	C
To:	I 64 Eo	at of Charlott													
Albemarle County				97%	0%	1%	1%	1%	0%	С	0.095	F	0.705	22000	C
Tabolitano Godiny				0.70	070		1 /0	1 /0	0 70	Ŭ	0.000	·	0.700	22000	`
Albamarla County				0/19/	Λ9/	10/	10/	10/	00/		0.107		0.750	5200	(
To:				94%	076	170	470	1 70	0%	Г	0.107	Г	0.759	3200	
From:															
vanna County (Maint: 54)	6.00	3500	F	94%	0%	1%	4%	1%	0%	С	0.095	F	0.616	3600	F
To	US 15	Zion Cross I	Roads												
Louisa County	2.72	2800	F	93%	1%	1%	2%	3%	0%	F	0.098	F	0.626	2900	F
To:	54.7	50 Dalling L													
Louisa County				93%	1%	1%	2%	3%	0%	C	0.103	F	0.599	2800	F
				30 /0	1 /0		270	0 /0	0 /0	J	5.100	•	3.000	2000	'
From:				000/	10/		00/	20/	00/		0.000		0.04	1000	
				93%	1%	1%	2%	3%	0%	F	0.098	F	0.64	1300	F
(	City of Charlottesville  Toe From  City of Charlottesville  City of Charlottesville  City of Charlottesville  Toe From  Albemarle County  Albemarle County  Toe From  Albemarle County  Albemarle County  Toe From  Albemarle County	City of Charlottesville 0.26    City of Charlottesville   0.49	City of Charlottesville	City of Charlottesville	City of Charlottesville	City of Charlottesville	City of Charlottesville	City of Charlottesville	City of Charlottesville	City of Charlottesville	City of Charlottesville	City of Charlottesville	City of Charlottesville	City of Charlottesville	City of Charlottesville

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .					_		Tru	ck			K	Q::	Dir		<u></u>
Route	Jurisdiction	Length AADT	QA 4	lTire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~	From:	Louisa County													
Richmond Rd	Fluvanna County (Maint: 54)	0.71 <b>1100</b>		93%	1%	1%	2%	3%	0%	F	0.104	F	0.585	1100	F
~	To:	Goochland Cour	_												
Prood St Bd	Fluvanna County (Maint: 54)	Fluvanna Coun 0.13 <b>1100</b>	-	97%	0%	1%	00/	10/	00/	F	0.1	F	0.644	1200	
Broad St Rd	Fluvarina County (Maint. 54)			9/%	0%	170	0%	1%	0%	Г	0.1	Г	0.644	1200	
	From:	Goochland Cour Fluvanna Coun													
Broad Street Rd	Goochland County (Maint: 54)			97%	0%	1%	0%	1%	0%	Ν	0.1	Ν	0.644	1200	
250) Broad Gireet rid	docomand documy (waint: 64)			<i>31 7</i> 0	0 /0		0 /0	1 /0	0 70	.,	0.1		0.011	1200	
~	To: From:	37-605 Shannon				<del> </del> _									
Broad Street Rd	Goochland County (Maint: 54)	0.29 <b>1500</b>	<b>F</b> 9	97%	0%	1%	0%	1%	0%	F	0.114	F	0.507	1500	
~	To	Richmond Maintenan	ce Boundary	,		<u> </u>									
Broad Street Rd	Goochland County	3.23 1500		97%	0%	1%	0%	1%	0%	С	0.095	F	0.550	1500	(
200)															
~~ 10: .B.	From:	37-606 Three Chopt Rd; H			00/		00/	40/	00/		0.000	_	0.507	1000	
Broad Street Rd	Goochland County	6.80 <b>1100</b>		97%	0%	1%	0%	1%	0%	F	0.099	F	0.567	1200	(
<del></del>	To:	Louisa County													
Broad Street Rd	Louisa County (Maint: 37)	Goochland Cour 0.48 <b>2400</b>		97%	0%	1%	0%	1%	0%	F	0.091	F	0.744	2500	
250 Broad Street Nu	Louisa County (Maint. 37)				070	1 70	0%	1 70	0%	Г	0.091	Г	0.744	2300	
	From:	US 522 Cross County Rd US 522 Cross Co		k Rd											
Broad Street Rd	Louisa County (Maint: 37)	1.63 1700	_	98%	0%	1%	1%	1%	0%	С	0.098	F	0.580	1700	
250) Broad Gireet rid	To:	Goochland Cour		JO 70	0 70		1 /0	1 /0	0 70	O	0.000		0.500	1700	
	From:	Louisa County													
Broad Street Rd	Goochland County	6.72 <b>2600</b>		99%	0%	0%	1%	0%	0%	С	0.107	F	0.737	2700	
250)=************************************	-						.,.	• , •	- , -	_		-	• • • • • • • • • • • • • • • • • • • •		
~~	From:	37-670 Cardw													
Broad Street Rd	Goochland County	5.58 <b>5300</b>	<b>G</b> 9	99%	0%	0%	1%	0%	0%	F	0.101	F	0.708	5500	(
<del>~</del>	To: Feore:	37-621 Manak	in Rd			$\neg$ $\vdash$									
250 Broad Street Rd	Goochland County	0.47 <b>12000</b>	<b>F</b> 9	96%	0%	1%	2%	1%	0%	С	0.093	F	0.525	12000	-
	Too	27 (22 11/11)	75.1												
Duned Chunch Dd	From:	37-623 W, Hoc		98%	0%	1%	10/	0%	0%	С	0.000	F	0.545	10000	,
Broad Street Rd	Goochland County	1.47 <b>11000</b>	<b>G</b> 9	90%	0%	170	1%	0%	0%	C	0.082	Г	0.545	12000	(
	To: From:	SR 288													
250 Broad Street Rd	Goochland County	0.28 <b>26000</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.113	F	0.622	27000	
~	To:	Henrico Count	y Line												
	From:	Goochland Cour													
Broad St	Henrico County	1.60 <b>27000</b>	<b>F</b> 9	98%	0%	1%	1%	0%	0%	С	0.102	F	0.583	28000	
~	To:	Lauderdale I	)rive												
Broad St	Henrico County	0.54 33000		99%	0%	0%	0%	0%	0%	С	0.088	F	0.535	35000	
200)	-				- / -			- / •	- / •	Ū	2.300	-			
~~	To- From:	SR 271 Pouncy				<u> </u>									
Broad St	Henrico County	0.84 <b>69000</b>	<b>F</b> 9	98%	0%	1%	0%	0%	0%	С	0.092	F	0.613	73000	-
~	To:	I-64				$\neg$ $\vdash$									
250 Broad St	Henrico County	0.75 <b>41000</b>	<b>F</b> 9	99%	0%	1%	0%	0%	0%	С	0.094	F	0.511	44000	ı
200)	To:	Cox Rd								-					

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		Cox Rd													
250 Broad St	Henrico County	0.81	40000	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.515	42000	F
~	To- From:		Gaskins Rd													
250 Broad St	Henrico County	0.50	34000	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.538	36000	F
~	To- From:	SR 157 Pemb														
250 Broad St	Henrico County	1.57	42000	F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.577	45000	F
~~	To- From:		Parham Rd													
250 Broad St	Henrico County	0.72	32000	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.524	35000	F
<u>~</u>	To- From:		gary Spring													
Broad St	Henrico County	1.15	35000	F	96%	0%	1%	1%	1%	0%	С	0.091	F	0.56	39000	F
<u>~</u>	To- From:		I-64													
Broad St	Henrico County	0.90	34000	F	96%	0%	1%	2%	1%	0%	С	0.101	F	0.649	38000	F
<u></u>	To: From:		Horsepen Ro													
250 Broad St	Henrico County	1.32	25000	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.511	28000	F
~~~	From		CL Richmo										_			_
250 Broad St	City of Richmond	0.04	29000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.583	32000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From		3 Staples M													
250 33 Broad St	City of Richmond	0.79	24000	F	98%	1%	1%	0%	0%	0%	С	0.109	Α	0.559	27000	F
	Too From:		Malvern Av		000/	40/		00/	00/	00/					07000	
250 33 Broad St	City of Richmond	0.97	24000	G	98%	1%	1%	0%	0%	0%	F	NA			27000	G
~~~ P 10:	To From:		Sheppard St		0.40/	40/		00/	10/	00/		0.007	_	0.704	07000	
250 33 Broad St	City of Richmond	0.38	24000	G	94%	1%	2%	2%	1%	0%	С	0.087	F	0.761	27000	G
	To From:		99 Terminal		2221											
250 (33) Broad St	City of Richmond	0.94	24000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.706	26000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		3 Par Harris		2221											_
250 (33) Broad St	City of Richmond	0.08	26000	G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.503	29000	G G
	Combined Traffic Estimates for 2 Parallel Roadways on			G	98%	1%	1%	0%	0%	0%	F	NA			39000	G
250 Broad St	Tity From: City of Richmond	0.76	33 Hancocl	St F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.618	17000	F
250 Bload St	City of Alcrimona	0.70		Г	30 /0	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.009	•	0.010	17000	'
250 Broad St	City of Richmond	0.38	2nd St 16000	G	94%	1%	1%	1%	2%	0%	С	0.087	F	0.552	18000	G
250 Bload St	Oity of Filefilliona	0.50		<u> </u>	J4 /0	1 /0	1 /0	1 /0	2/0	0 /6	O	0.007	'	0.552	10000	u
250 Broad St	Tity From: City of Richmond	0.38	8th St 21000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.504	23000	G
250 51040 31	- T	0.50		G	JU /0	1 /0	1 /0	U /0	U /0	U /0	1	0.003	1	0.304	23000	G
250 Broad St	Tion:	0.29	14th St 25000	G	91%	1%	3%	4%	1%	0%	С	0.088	F	0.843	28000	G
250 1000 31	- T				J 1 /0	1 /0	J /0	7 /0	1 /0	U /0	O	0.000	1	0.040	20000	G
250 Broad St	Tity From: City of Richmond	0.20	S 360 18th :	St G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.515	16000	G
250 bioau St	City of Alchinoria		IS 60, 21st S		3070	1 70	1 70	0 %	U /o	0 %	Г	0.000	Г	0.515	10000	G

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Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Pauta	1 a a a a a a a a	المسام المسام ا	NT 04	4T:	Dere		Tru	ıck		00	K	OV	Dir	A A \ A \ C T	OW
Route	Jurisdiction	Length AAI		411re	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Pured Ct	From:	US 60, 2		000/	10/	10/	00/	00/	00/	_	0.004	_	0.540	7700	_
250 Broad St	City of Richmond	0.13 720		98%	1%	1%	0%	0%	0%	F	0.094	F	0.548	7700	F
	From:	Ramps US 250 E060		V060 A											
250 Ramp to I-81 S at Exit 222	Augusta County	0.06 N		VUOUA							NA			NA	
(230)	To:	I-81													
	From:	US 2	250												
(250) Ramp to I-81 N at Exit 222	Augusta County	0.34 440									0.106	F		4400	F
	Τœ	I-81	N												
	From:	US 250 TO I-64 V		AST											
(250) Ramp	Augusta County	0.13 450	00 F								0.115	F		4500	F
<u> </u>	To: From:	US 250- 73B TO RT	64 WEST &	EAST											
(250) Ramp	Augusta County	0.12 260	00 F								NA			2600	F
<u> </u>	To:	I-64-W FROM RT 2	50WEST &	EAST											
~~~	From:	US 250- 73A TO I-6		EAST											
(250) Ramp	Augusta County	0.24 190									NA			1900	F
<u> </u>	To:	I-64-E FROM US 23	50WEST &	EAST											
~~~ <u>~</u>	From:	US 250-E081A US 250-		OM RT 2							0.404	_		4000	_
250 Ramp	Albemarle County	0.18 420		E A CIE							0.181	F		4200	G
		I-64-E FROM US 25													
Pamp	Albemarle County	US 250-E081B US 250- 0.19 160		OM RT 2							0.11	F		1600	G
250 Ramp	Albernarie County	I-64-W FROM US 2		FAST							0.11	г		1000	G
	From:	US 250 Rich		L/ I/J I		1									
250 Ramp	Albemarle County	0.16 680									0.146	Α		7700	Α
(250)	To:	I-64 V									011.10	•			
	From:	US 250 I-64-E124A I	FROM & TO) IS 64											
250 Ramp	Albemarle County	0.17 520									0.181	Α		5400	G
	To:	I-64-E FROM US 2:	50WEST &	EAST											
	From:	US 250-E154A US 250-	-W154A FR	OM RT 2											
(250) Ramp	Henrico County	0.11 180		98%	0%	1%	0%	1%	0%	С	NA			18000	G
<u> </u>	To:	I-64-E FROM US	250 West &	East											
~~~	From:	US 250-W166A		JT											
(250)Ramp	City of Richmond (Maint: 43	0.04 <b>NA</b>	4								NA			NA	
~	To: From:	US 250- 166B TO R		OUTH											
(250) Ramp	City of Richmond (Maint: 43										NA			NA	
<u> </u>	To:	I-95-S FROM	ROUTE 250	)	-										
~~~	From:	US 250- 166A TO R		OUTH											
(250) Ramp	City of Richmond (Maint: 43	,									0.098	F		12000	F
<u> </u>	To:	I-95-N FROM ROUTE 2	250-BROAD	STREET											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AAD		4Tire	Bus	2Axle 3	Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 250 Ramp toward I-81 S at Exit 222	Augusta County	US 250 0.04 NA I-81 S									NA			NA	
East 250 Ramp	Albemarle County	US 250 TO I-0 0.05 1700 US 250-W081A US 250	G	И RT 2							0.169	F		1700	G
East 250 Ramp	Albemarle County	US 250 I-64-W107A F 0.03 130 US 250- 81B US 250-W	G								0.149	F		130	G
East 250 Ramp	Henrico County	US 250 TO I- 0.22 1500 US 250-W154A US 250-	0 F	98% M RT 2	0%	0%	0%	1%	0%	С	0.098	F		15000	F
East (250) Ramp	Henrico County	US 250 TO I- 0.12 6100 I-64-W FROM U) F	98%	0%	1%	0%	1%	0%	С	0.096	F		6100	F
East 250 Ramp	City of Richmond (Maint:	US 250 TO RO : 43) 0.13 NA US 250-W166A F		Γ							NA			NA	
West 250 Ramp toward I-81 S at Exit 222	Augusta County	US 250 0.03 NA I-81 S									NA			NA	
West 250 Ramp	Albemarle County	US 250 I-64-E107A FI 0.03 2500 US 250-E081A US 250-	G								0.189	F		2500	G
West 250 Ramp	Albemarle County	US 250 TO I-6 0.04 1500 US 250- 81B US 250-E	G	1 RT 2							0.112	F		1500	G
West 250 Ramp	Henrico County	US 250 TO I- 0.17 3400 US 250-E154A US 250-	G	98% M RT 2	0%	1%	0%	0%	0%	С	NA			3400	G
West 250 Ramp	Henrico County	US 250 TO I- 0.22 5000 I-64-W FROM U	G	97%	1%	1%	0%	0%	0%	С	NA			5000	G
West 250 Ramp	Henrico County	US 250 TO I-6 0.23 4400 I-64-W FROM US 250-BR	F	ETWEST							0.165	F		4400	F
West 250 Ramp	Henrico County	US 250 TO I- 0.16 3600 I-64-E183X FROM US 250) F	TREETWE							0.155	F		3600	F
West (250) Ramp	City of Richmond (Maint:	US 250 TO RO	OUTE 95								NA			NA	

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Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
Bus	From:		urchville A		000/	00/	10/	00/	00/	00/		0.405	_		1000	
250 (11) New St	City of Staunton	0.36	980	F	99%	0%	1%	0%	0%	0%	С	0.135	-	0.540	1000	F
	Combined Traffic Estimates for 2 Parallel Roadways			F	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	6000	F
Bus	To: From:]	Frederick S	t												
250 (11) New St	City of Staunton	0.17	1100	F	99%	0%	1%	0%	0%	0%	F	0.13	F		1200	F
÷	Combined Traffic Estimates for 2 Parallel Roadways		7000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7500	F
	Тα		Johnson St													
Bus	From:		S 29, US 2:		000/	00/		00/	00/	00/	0	0.000	F	0.075	10000	_
250 Ivy Rd	Albemarle County	0.61	13000	G	98%	0%	0%	0%	0%	0%	С	0.096	F	0.675	13000	G
Bus	To: From:	WCl	. Charlotte:	sville												
250 Ivy Rd	City of Charlottesville	0.50	12000	G	98%	0%	0%	0%	0%	0%	F	0.076	F	0.521	13000	G
Bus	Toc From:	Bus	US 29 Emn	net St												
250 University Ave	City of Charlottesville	0.28	13000	G	97%	0%	2%	0%	0%	0%	F	0.071	F	0.502	14000	
250)	Combined Traffic Estimates for 2 Parallel Roadways		18000	G	97%	0%	2%	0%	0%	0%	F	NA			19000	(
	To	Rus 1 I	S 250P, Ri	ighy Rd												
Bus	City of Charlottesville	0.12			97%	0%	2%	0%	0%	0%	_	0.068	F	0.51	13000	(
University Ave	Combined Traffic Estimates for 2 Parallel Roadways	-	12000	G G	97% 97%	0% 0%	2% 2%	0% 0%	0% 0%	0% 0%	F	0.068 NA	Г	0.51	18000	(
	Combined Traine Estimates for 2 Farallel Hoadways				31 /6	0 /0	2/0	0 /6	0 /0	0 /6	•	INA			10000	•
Bus	To: From:		Chancellor S	St												
250 University Ave	City of Charlottesville	0.19	12000	G	97%	0%	2%	0%	0%	0%	F	0.068	F	0.513	13000	(
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	17000	G	97%	0%	2%	0%	0%	0%	F	NA			18000	(
Bus	To: From:	C&	O RR Cros	sing												
250 Main St	City of Charlottesville	0.09	13000	G	95%	1%	3%	0%	1%	0%	С	0.072	F	0.502	14000	C
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	17000	G	96%	1%	2%	0%	1%	0%	F	NA			19000	C
	To	Jeff	erson Park	Ave			<u> </u>									
Bus 250 (Main St	City of Charlottesville	0.73	13000	G	97%	0%	2%	0%	0%	0%	С	0.080	F	0.622	13000	(
250 Wall St	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.584	35000	(
	To Table 11 and Estimates for 21 arailer floadways		McIntire Ro		30 /6	0 /6		0 /6	0 /6	0 /6	O	0.000	•	0.564	33000	
Bus	From:		Main St													
McIntire Rd	City of Charlottesville	0.22	23000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.513	25000	(
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	28000	G	99%	0%	1%	0%	0%	0%	F	NA			30000	C
Bus	To: From:	104-340	5, Bus US	250 Par												
McIntire Rd	City of Charlottesville	0.03	23000	N	99%	0%	1%	0%	0%	0%	Ν	0.082	Ν	0.513	25000	1
~ <i></i>	_Tat		Preston Ave	e												
Bus 250 Market St	City of Charlottesville	0.53	9300	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.606	9900	(
250 Iwarker St	Combined Traffic Estimates for 2 Parallel Roadways		16000	G	99%	0% 0%	1%	0% 0%	0% 0%	0% 0%	F	0.083	F	0.595	17000	(
	Combined Trainic Estimates for 2 Farallel Roadways	SR 20	10000	G	3370	U 70	1 70	U 70	U 70	U 70	Г	0.007	Г	0.595	17000	G

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
3us 250 (20) 9th St	City of Charlottesville		rket St	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	15000	G
250 9th St	Combined Traffic Estimates for Parallel Roadways		NA	90 /6	0 /6	1 /0	0 /6	0 /6	0 /0	•	0.086	F	0.503	NA	
	To:		gh St								0.000	•	0.000	14/1	
Bus	From:		0 9th St												
₂₅₀ (20) High St	City of Charlottesville	0.23 9 8	800 G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	10000	(
Bus	To: From:	11	th St												
250 (20) High St	City of Charlottesville	0.21 9	200 G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.646	9800	(
\sim	To- From	Gilles	spie Ave			\neg \vdash									
(50) (20) High St	City of Charlottesville	0.45 19	0000 G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	20000	(
30) (20) 3	To:		ng St												
	From:		rsity Ave												_
Bus 250 Rugby Rd	City of Charlottesville		700 G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.608	5000	(
₽)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 28	8000 G	99%	0%	1%	0%	0%	0%	F	NA			30000	
	To:		dy Ave												
Bus Crady Ava	City of Charlottesville		by Rd G	98%	0%	1%	00/	00/	00/	F	0.098	F	0 E11	E100	
Grady Ave	•						0%	0%	0%	F		Г	0.511	5100	
	Combined Traffic Estimates for 2 Parallel Roadways		on Ave	97%	0%	2%	0%	0%	0%	г	NA			18000	
Bus	From:		dy Ave												
Preston Ave	City of Charlottesville		0000 G	98%	0%	1%	0%	0%	0%	С	0.09	F	0.556	22000	
. P.	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 33	8000 G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.584	35000	
	To	Mar	rket St												
Bus Bus	From:			200/	20/		201	00/	00/		0.000		0.540	05000	
McIntire Rd	City of Charlottesville	0.03 23	8000 N	99%	0%	1%	0%	0%	0%	N	0.082	N	0.513	25000	
Bus	Tec From:	Prest	on Ave												
High St	City of Charlottesville	0.54 6	500 G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.602	7000	
<u>P</u> -)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 16	6000 G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	17000	
	To:	91	th St												
	From:	81-770 Tu	ırnpike Road												_
Collierstown Rd	Rockbridge County	4.43	320 F	96%	0%	1%	2%	2%	0%	F	0.099	F	0.725	860	
<u> </u>	To	81-67	5 Murat			— —									
Collierstown Rd	Rockbridge County		800 F	96%	0%	1%	2%	2%	0%	С	0.093	F	0.714	1900	
	To	81 764 Sout	h of Lexington	2											
Thornhill Rd	Rockbridge County		300 F	96%	0%	1%	2%	2%	0%	F	0.095	F	0.682	3400	
:51)					0,0		_,,	_,,	0 / 0	•	0.000	•	0.002	0.00	
Thornbill Dd	City of Lovington		Lexington F	070/	00/	10/	10/	10/	00/	С	0.000	F	0.662	E200	_
Thornhill Rd	City of Lexington		000 F nk Rd	97%	0%	1%	1%	1%	0%	C	0.098	Г	0.663	5300	
	From:		nhill Rd												_
251 Link Rd	City of Lexington		300 F	95%	0%	1%	3%	1%	0%	С	0.093	F	0.639	4600	
	To:		ain St												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .					_		Tru	ıck			K	011	Dir		-01
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	SR 39 Maury Ri		0.40/	00/	00/	00/	00/	00/	_	0.000		0.54	540	
Brownsburg Turnpike	Rockbridge County	6.03 480	F	94%	0%	2%	3%	0%	0%	F	0.096	F	0.54	510	F
	To: From:	81-722 Rocky													
252 Brownsburg Turnpike	Rockbridge County	4.22 250	F	94%	0%	2%	3%	0%	0%	С	0.123	F	0.529	270	F
$\stackrel{\smile}{-}$	To:	Augusta Coun													
252) Middlebrook Rd	Augusta County	Rockbridge Cou 0.69 110	inty Line F	98%	0%	1%	0%	1%	0%	F	0.118	F	0.643	120	
252 Wilddiebrook Ha	Augusta County	0.09 110		30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	'	0.110	•	0.043	120	'
	To: From:	07-620 N, New	•												
Middlebrook Rd	Augusta County	2.54 250	F	98%	0%	1%	0%	1%	0%	F	0.115	F	0.586	260	
<u> </u>	To: From:	07-682 McKin	ley Rd												
252)Middlebrook Rd	Augusta County	4.50 370	F	98%	0%	1%	0%	1%	0%	С	0.104	F	0.65	390	
	To	07-670 Cherry C	Grove Pd												
252 Middlebrook Rd	Augusta County	7.52 1200	F	98%	0%	1%	1%	0%	0%	С	0.107	F	0.647	1300	
232)	- Indignoted Country						. , 0	0,0	0,0	Ū	01.07	•	0.0	.000	
Middlelene et Del	From:	/ 6/2	Hallow Ro		00/	10/	10/	00/	00/		0.007		0.070	0000	
Middlebrook Rd	Augusta County	1.62 2600	F	98%	0%	1%	1%	0%	0%	F	0.097	F	0.670	2800	
<u> </u>	To: From:	SR 262													
Middlebrook Ave	Augusta County	0.15 2900	F	98%	1%	1%	1%	0%	0%	С	0.114	F	0.526	3000	
<u> </u>	Tæ	SCL Staun	ton												
252)Middlebrook Ave	City of Staunton	1.08 2900	F	98%	1%	1%	1%	0%	0%	С	0.114	F	0.526	3000	
232)	T-														
Middlobrook Avo	City of Staunton	0.60 Bridge S	F.	98%	1%	1%	1%	0%	0%	F	0.097	F	0.580	2600	
Middlebrook Ave	Tro	Lewis Stro		90%	I 70	1 70	1 70	0%	0%	Г	0.097	Г	0.560	2000	
	From:	Lewis Site													
252)(254)Beverly St	City of Staunton	0.11 2900	F	98%	1%	1%	0%	1%	0%	F	0.085	F		3100	
232) (234)	Combined Traffic Estimates for 2 Parallel Roadways		F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.501	6100	
	To:	US 250 Augusta St	-		070		0 70	0 70	070	•	0.000	•	0.001	0.00	
	From:	US 11 S Ma		-											
253)Port Republic Rd	City of Harrisonburg	0.48 24000		97%	0%	1%	1%	1%	0%	С	NA			26000	(
253) i dit ricpabilo ria	Only of Flamoonburg		<u> </u>	01 70	0 / 0	1 70	1 /0	1 /0	0 70	J	1471			20000	
	From:	I-81							221			_	. =		
Port Republic Rd	City of Harrisonburg	0.85 23000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.549	25000	(
<u> </u>	To: From:	Peach Grove	Ave												
Port Republic Rd	City of Harrisonburg	0.48 8000	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.587	8500	
	Too	ECL Harrison	nhura												
253)Port Republic Rd	Rockingham County	0.59 11000		97%	1%	1%	1%	1%	0%	С	0.094	F	0.587	11000	(
233) * *********************************							.,.	.,.		_		-			
Dant Danublia Dd	Poolsing the pro-	82-710 Reservoir St;			00/	10/	00/	10/	00/		0.000		0.070	10000	
Port Republic Rd	Rockingham County	1.43 11000	G	98%	0%	1%	0%	1%	0%	С	0.096	F	0.670	12000	(
<u>~</u>	To: From:	Urban Boundary; 82-68	9 Shen La	ake Dr											
253) Port Republic Rd	Rockingham County	0.89 5700	G	98%	0%	1%	1%	0%	0%	F	0.097	F	0.701	5900	(
\smile	To:	82-680 Oak Ri	dge Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .						_		Tru	ck			K	-	Dir		
Route	Jurisdiction	n Length	AADT	QA 4	4Tire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
	From:		0 Oak Ridge		000/	00/		40/	00/	00/	_	2 222	_	0.704	5.400	_
253 Port Republic Rd	Rockingham C	ounty 0.96	5200	G	98%	0%	1%	1%	0%	0%	F	0.096	F	0.701	5400	G
	To- From:		6 Cross Keys													
253 Port Republic Rd	Rockingham C	ounty 0.33	5200	G	98%	0%	1%	1%	0%	0%	С	0.098	F	0.699	5400	(
<u> </u>	To: From:	82-70	8 Goods Mill													
253 Port Republic Rd	Rockingham C	ounty 4.28	5000	G	98%	0%	1%	1%	0%	0%	F	0.099	F	0.696	5200	(
$\overline{}$	To: From:		SR 331													
253 Port Republic Rd	Rockingham C	ounty 0.22	5100	G	98%	0%	1%	1%	0%	0%	F	0.101	F	0.662	5200	(
$\overline{}$	Toc	82-€	655 Lawyer R	Rd			<u> </u>									
253 Port Republic Rd	Rockingham C		5100		98%	0%	1%	1%	0%	0%	F	0.099	F	0.638	5300	(
	То	82-1	1603 Lower R	24												
253)Port Republic Rd	From: L Rockingham C		2900		98%	0%	1%	1%	0%	0%	F	0.104	F	0.608	3000	(
255)	To:		10 East Side I													
	From:	SR 42	Buffalo Gap	Hwv												
254) Parkersburg Turnpike	Augusta Cou		3400		97%	1%	1%	0%	1%	0%	F	0.099	F	0.647	3600	
201)	To	07.6	376 Swoope F	2.4												
254) Parkersburg Turnpike	From: Augusta Cou		4400		97%	1%	1%	0%	1%	0%	С	0.097	F	0.717	4600	
254). ao.ooa.g .apto	, lagacia coa	,		•	0.70	. , 0		0,0	. , 0	0 / 0	Ū	0.007	•	0	.000	
254)Beverly St	From: City of Staun	nton 0.97	SR 262 7600	F	98%	1%	1%	0%	1%	0%	С	0.106	F	0.525	8100	
254 Bevery of	Oity of Otacin			'	JO 70	1 /0	1 70	0 70	1 /0	0 70	O	0.100		0.525	0100	
Powerly Ct	City of Stour		Grubert St	_	98%	1%	10/	00/	10/	00/	F	0.001	F	0.550	0000	
254 Beverly St	City of Staun	nton 0.69	7500	F	90%	170	1%	0%	1%	0%	Г	0.091	Г	0.559	8000	
	To:		hornrose Ave								_		_			
254 Beverly St	City of Staun	nton 0.25	5200	F	98%	1%	1%	0%	1%	0%	F	0.092	F	0.510	5500	
<u>~</u>	To: From:	I	Frederick St													
254 Beverly St	City of Staun	ton 0.25	4700	F :	98%	1%	1%	0%	1%	0%	F	0.086	F	0.607	5000	
$\overline{}$	To: From:	SR 25	54 P Jeffersor	n St												
254)Beverly St	City of Staun	oton 0.23	3200	F	98%	1%	1%	0%	1%	0%	F	0.095	F		3400	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	5300	F	98%	0%	1%	0%	0%	0%	F	NA			5600	
	_ To:		Lewis St													
254)(252)Beverly St	City of Staun	nton 0.11	2900	F	98%	1%	1%	0%	1%	0%	F	0.085	F		3100	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	5700	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.501	6100	
	To		250 Augusta	St.												
254)Beverly St	From: City of Staun		2900		98%	1%	1%	0%	1%	0%	Ν	0.085	N		3100	
234) 2010) 01	Combined Traffic Estimates for 2 Parallel I		5500		98%	0%	1%	0%	0%	0%	N	NA			5800	İ
					2070	- 70	i	0,0	0 / 0	0,0	••	, .			2300	
OF A Beyorly St	City of Staun		250 P New S		98%	1%	1%	0%	1%	0%	F	0.118	F		2200	
254 Beverly St	Combined Traffic Estimates for 2 Parallel I		4600			0%	1%	0%		0% 0%	F	0.118	F	0.516		
	Compined Trainc Estimates for 2 Parallel I	noauways on inis Houle:	4000	Г '	98%	U%	17/0	U7/0	0%	U%	г	0.109	г	U.516	4900	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	SR 25	4 P, E Beverly S												
Coalter St	City of Staun		5100 F		1%	1%	0%	1%	0%	F	0.103	F	0.589	5400	
<u> </u>	To:		S 250 Commerc												
	From:		S 250 Commerc							_		_			
254) (11) Commerce Rd	City of Staun	ton 0.68	2500 F	97%	0%	1%	0%	1%	0%	С	0.109	F	0.579	2600	
	To: From:	US 1	1 Commerce Ro												
New Hope Rd	City of Staun	ton 2.45	1100 F	97%	0%	0%	2%	0%	0%	С	0.106	F	0.578	1200	
<u> </u>	To: From:	Е	CL Staunton			— —									
New Hope Rd	Augusta Cou		1400 F	94%	0%	2%	2%	1%	0%	С	0.097	F	0.688	1500	
	Total		oodrow Wilson	Dlawa											
254)Hermitage Rd	From:L Augusta Cou		5100 F		0%	1%	1%	1%	0%	F	0.101	F	0.588	5300	
254 Herrinage Ha	Augusta Ood	<u> </u>			0 70	1 70	1 /0	1 /0	0 70	•	0.101		0.500	3300	
	To: From:		Long Meadow												
Hermitage Rd	Augusta Cou	nty 3.45	4500 F	97%	0%	1%	1%	1%	0%	С	0.104	F	0.53	4700	
<u> </u>	To: From:	07-640 C	Old White Bridge	Rd		—									
Hermitage Rd	Augusta Cou	nty 0.93	4200 F	97%	0%	1%	1%	1%	0%	F	0.104	F	0.512	4400	
	Tec	WC	L Waynesboro												
254)Ivy St	From:L City of Waynes		5600 C	97%	0%	1%	1%	1%	0%	С	NA			6000	
254)117 51	ony or maynor			. 07.70	0 70	. 70	1 70	1 /0	070	Ū				0000	
	From		opeman Pkwy	000/	00/	10/	00/	00/	00/	_	0.400	_	0.007	5500	
254) Ivy St	City of Waynes	sboro 0.52	5200 F	98%	0%	1%	0%	0%	0%	С	0.103	F	0.637	5500	
	To: From:		King Ave												
Poplar Ave	City of Waynes	sboro 0.30	9600 F	98%	0%	1%	0%	0%	0%	С	0.094	F	0.543	10000	
\smile	To:		Broad St												
Poplar Ave	From: L City of Waynes	sboro 0.07	3100 F	98%	0%	1%	0%	0%	0%	F	0.117	F	0.606	3300	
234)* • • • • • • • • • • • • • • • • • • •	To:		Main St				- , -	- , -						-	
	From:	CD -	254 Beverly St												
254)Jefferson St	L City of Staun		1300 F	97%	1%	1%	0%	0%	0%	С	0.100	F	0.723	1300	
254 0011013011 01	Combined Traffic Estimates for Parallel F		NA I	37 /6	1 /0	1 /0	0 70	0 70	0 70	O	NA		0.720	NA	
	Tor		Frederick St								INA			INA	
	From:		Jefferson St												
Frederick St	City of Staun		2100 F	99%	0%	1%	0%	0%	0%	С	0.099	F		2300	
-k	Combined Traffic Estimates for 2 Parallel F		5300 F		0%	1%	0%	0%	0%	F	NA			5600	
	- F	<u> </u>		30,0	3,0		- / -	- / -	- / 0	•				-000	
Erodorial Ct	Tion: City of Staun		Central St	000/	00/	10/	00/	00/	00/	F	0.000	F		2000	
254 252 Frederick St	- · ,		2800 F		0%	1%	0%	0%	0%		0.093	-	0.504	3000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	5700 F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.501	6100	
	To: From:	US 250, Bus	US 11 Par, Aug	ısta Ave											
Frederick St	City of Staun	ton 0.17	2500 F	99%	0%	1%	0%	0%	0%	F	0.100	F		2700	
P	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	4600 F	98%	0%	1%	0%	0%	0%	F	NA			4900	
	To:		Coalter St											-	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			u miersiai									1.		ъ:		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	Q'
	Paral.						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Coalter St	City of Staunton	0.07	Frederick St 4700	F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.754	5000	F
254 Coalter St	Combined Traffic Estimates for Parallel Roadw			Г	33 /o	0 /0	1 /0	0 /6	0 /6	0 /6	'	NA	'	0.734	NA	'
	To:	•	NA 54, E Beverly	, Ct								INA			INA	
	From															
255)Bishop Meade Rd	Clarke County	0.79) Millwood P 1400	G G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.507	1500	(
255 Bishop Weade No	Clarke County	0.79	1400	G	90 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.101	'	0.307	1300	
	To: From:		N, Millwood													
255 Bishop Meade Highway	Clarke County	3.05	1900	G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.598	1900	
<u> </u>	10:		Lord Fairfax													
	From:		1 Lee Highw	_							_		_			
256 Weyers Cave Rd	Augusta County	0.14	8800	F	93%	1%	1%	1%	4%	0%	С	0.095	F	0.584	9300	
<u> </u>	To: From		I-81													
256) Weyers Cave Rd	Augusta County	1.22	9300	F	93%	1%	1%	1%	5%	0%	С	0.095	F	0.601	10000	
\smile	То:	SR 276	Keezletown	Road												
Wayer Caya Dd	Average County	4.50	SR 276		0.40/	0%	10/	10/	00/	00/	0	0.110	^	0.045	0000	
Weyers Cave Rd	Augusta County	4.50	5700	Α	94%	0%	1%	1%	3%	0%	С	0.110	Α	0.645	6200	
	To: From:		gham County													
256) 3rd St	Town of Grottoes (Maint:	82) 0.42	4400	G	93%	1%	1%	1%	4%	0%	С	0.096	F	0.619	4800	
	To: From:	De	ogwood Ave				\neg \vdash									
256)3rd St	Town of Grottoes (Maint:	82) 0.37	4500	G	94%	0%	1%	1%	3%	0%	F	0.094	F	0.547	4900	
\smile	To:		Aspen Ave													
256)3rd St	Town of Grottoes (Maint: 8		3700	G	94%	0%	1%	1%	3%	0%	F	0.089	F	0.579	4100	
230)	To:	,	0 East Side H													
	From:		SR 256													
256)Ramp to I-81 S at Exit 23	5 Augusta County	0.18	3100	F								0.096	F		3100	
230)	To:		I-81 S													
	From:		SR 256													
256) Ramp to I-81 N at Exit 23	5 Augusta County	0.20	4200	F			_					0.098	F		4200	
1	To:		I-81 N				1									
	From:	82-924	Briery Branc	h Rd												
257)Briery Branch Rd	Rockingham County	2.89	600	G	96%	1%	2%	0%	1%	0%	F	0.097	F	0.763	630	
237)	T-1															
257)Briery Branch Rd	Rockingham County	82-731 Co 2.43	ommunity Cer	G nter Ro	96%	1%	2%	0%	1%	0%	С	0.1	F	0.729	2000	
257 Briefy Branch Ad	Hockingham County	2.43	1900	G	90 /6	1 /0	Z /0	0 /6	1 /0	0 /6	C	0.1	'	0.729	2000	
	To: From:		W, Clover Hi										_			
Ottobine Rd	Rockingham County	4.29	2600	G	96%	1%	2%	0%	1%	0%	F	0.096	F	0.765	2700	
<u>~</u>	To- From:	82-738	W Dry Rive	r Rd												
257)Ottobine Rd	Rockingham County	1.86	4100	G	96%	1%	2%	0%	1%	0%	F	0.100	F	0.809	4200	
\smile	To:	W	VCL Dayton													
257)Ottobine Rd	Town of Dayton (Maint: 8		4100	N	96%	1%	2%	0%	1%	0%	Ν	0.100	Ν	0.809	4200	
 /	To	•	V SR 42 Bus									-				

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT C	A 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	E RT 42 BUS												
257 (42) John Wayland Hwy	Town of Dayton (Maint: 82)	0.42 12000	N 979	6 1%	1%	1%	1%	0%	Ν	0.095	N	0.55	14000	N
	To: From:	CL Dayton												
₂₅₇ (₄₂) John Wayland Hwy	Rockingham County	0.63 12000	G 97%	6 1%	1%	1%	1%	0%	С	0.095	F	0.55	14000	G
	To: From:	CL Bridgewater												
257 (42) N Main St	Town of Bridgewater	0.30 15000	N 94%	6 1%	1%	1%	3%	0%	N	0.091	Ν	0.572	15000	N
	To: From	NCL BRIDGEWATE	ER											
257) (42) N Main St	Town of Bridgewater	1.00 15000	G 949	6 1%	1%	1%	3%	0%	F	0.091	F	0.572	15000	G
	To: From:	NORTH RIVER RI)		\Box \vdash									
257) (42) N Main St	Town of Bridgewater	0.08 15000	G 94%	6 1%	1%	1%	3%	0%	С	0.084	F	0.532	16000	G
\bigcirc	To: From:	MT CRAWFORD AV	/E											
257) (42) N Main St	Town of Bridgewater	0.30 11000	G 949	6 1%	1%	1%	3%	0%	F	0.089	F	0.568	11000	G
\bigcirc	To: From:	SR 42 MAIN ST			<u> </u>									
257) Dinkel Ave	Town of Bridgewater		G 96%	6 0%	1%	1%	3%	0%	С	0.093	F	0.538	12000	G
	To:	ECL Bridgewater												
257) Dinkel Ave	Rockingham County		G 96%	6 0%	1%	1%	3%	0%	F	0.089	F	0.505	12000	G
201)	Tol													
257) Friedens Ch Rd	Rockingham County	US 11 W, Lee Highw 0.86 12000	ay G 929	6 1%	1%	1%	5%	0%	С	0.091	F	0.562	12000	G
257)	To:	I-81	<u>u</u> 02/	. 70		. 70	070	070	Ū	0.001	•	0.002	12000	Ğ
	From:	SR 257 Friedens Ch I	ρd		i									
257) Ramp to I-81 S at Exit 240	Rockingham County		G							0.141	Α	0.528	3300	G
2017	To:	I-81 S												
	From:	SR 257 Friedens Ch I	Rd											
257) Ramp to I-81 N at Exit 240	Rockingham County		G							0.100	F		2600	G
	To:	82-682-W000A TO RT 81	NORTH											
257) Ramp to I-81 N at Exit 240	Rockingham County		G							0.091	F		4000	G
207)	To:	I-81-N FROM RTS 257												
	From:	North Carolina State L	ine											
258 Smith Ferry Rd	Southampton County		G 929	6 1%	0%	0%	6%	0%	F	0.091	F	0.609	5000	G
	To	SR 189 South Quay I	2d											
258 Smith Ferry Rd	Southampton County		G 92%	6 1%	0%	0%	6%	0%	С	0.093	F	0.571	3400	G
,	To													
258 Smith Ferry Rd	Southampton County	87-684 Dogwood Bend 0.29 4100	G 92%	6 1%	0%	0%	6%	0%	F	0.083	F	0.578	4200	G
258	·	58 Southhampton Parkway; Bus				0 70	0 / 0	0 70	•	0.000	•	0.070	4200	ď
	From:	Х												
258 (258)	Southampton County	0.20 NA								NA			NA	
	To:	X												
		58 Southhampton Parkway; Bus			10/	10/	100/	00/	_	0.070	г	0.50	10000	_
258 \	Southampton County	3.02 19000	G 869	6 1%	1%	1%	12%	0%	F	0.073	F	0.58	18000	G

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~ E . III B	From:		npton County Line		40/	10/	40/	100/	201	_	0.070	_	0.000	10000	_
258) (58) Franklin Bypass	City of Suffolk	1.27	20000 G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.600	19000	G
<del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del> <del>~</del>	To: From:	US 58	Franklin Bypass												
	City of Suffolk	0.17	X	So	o I I S 59	R for dire	actional	traffic v	oluma e	etima	tes for th	ic co	ament		
258 (58)	Oity of Suffork	0.17	X	- 00	6 00 00	7 101 0116	cuonai	tranic v	Olullie e	Suma		13 30	giiieiit.		
	From:	US 58-E451	B TO RTE 189 SO	UTH											
258 (58) Ramp	City of Suffolk	0.05			e US 58	3 for dire	ectional	traffic v	olume e	stima	tes for th	is se	gment.		
230) (30)	To:	1SR 189-P	FROM RTE 58 EA	AST											
	From:	US 58 Fra	nklin Bypass; SR 1	89											
Great Mill Rd	City of Suffolk	0.97	3400 G	55%	0%	1%	4%	40%	0%	С	NA			3600	G
<del>~</del>	To	<u> </u>	NCL Suffolk												
General Mill Hwy	Isle of Wight County	1.38	1500 G	88%	0%	1%	1%	10%	0%	С	0.088	F	0.575	1600	G
256)	To:		Union Camp Drive		0,0	$\overrightarrow{}$	. , ,	. 0 , 0	0,0	Ū	0.000	•	0.0.0		0.
	From:		6 Union Camp Dr												
258 Camp Family Hwy	Isle of Wight County	1.43	940 G	88%	0%	1%	1%	10%	0%	F	0.092	F	0.507	960	G
	To:	US	258, C4US 58												
~~	From:	Bus US	58 Carrsville Hwy												
Walters Hwy	Isle of Wight County	6.79	3300 G	94%	1%	1%	1%	3%	0%	F	0.098	F	0.574	3400	G
~	Tox	46-614	W, River Run Trail												
258 Walters Hwy	Isle of Wight County	5.85	5300 G	94%	1%	1%	1%	3%	0%	С	0.099	F	0.679	5400	G
230)	To														
Prince Blvd S	Town of Windsor (Maint: 46		7CL Windsor <b>G</b>	94%	1%	1%	1%	3%	0%	F	0.092	F	0.639	5300	G
258 Filice Blvd S	Town of Willasor (Maint. 46	0.19	5200 G	94%	1 70	1 70	1 70	3%	0%	Г	0.092	Г	0.039	5500	G
	To: From:		60 Windsor Blvd												
Prince Blvd N	Town of Windsor (Maint: 46	0.25	5600 G	94%	1%	1%	1%	3%	0%	F	0.086	F	0.577	5700	G
~	To:	N	ICL Windsor												
258 Courthouse Hwy	Isle of Wight County	7.49	4600 G	94%	1%	1%	1%	3%	0%	F	0.103	F	0.633	4700	G
250)								- , -							-
20	From Laboratory		-637 Orbit Rd	0.40/	40/	10/	40/	00/	00/	_	0.000		0.544	5000	_
258 Courthouse Hwy	Isle of Wight County	5.68	5200 G	94%	1%	1%	1%	3%	0%	С	0.090	F	0.541	5300	G
	To: From:		d; 46-709 Waterwo	orks Rd											
258 Courthouse Hwy	Town of Smithfield (Maint: 46	6) 0.27	9300 G	95%	1%	1%	1%	3%	0%	С	0.092	F	0.581	9500	G
~~	To	Old	WCL Smithfield			$\neg$ L									
258 Main St	Town of Smithfield (Maint: 46		13000 G	96%	1%	1%	1%	2%	0%	С	0.095	F	0.566	13000	G
230)	To:	3, 3	SR 10	0070	. , ,	$\overrightarrow{}$	. , ,	_,,	0,0	Ū	0.000	•	0.000	.0000	·
	From:		Main St												
258 (10)	Town of Smithfield (Maint: 46	6) 2.30	19000 G	96%	1%	1%	1%	2%	0%	С	0.087	F	0.516	19000	G
~ <i></i>	To		Bus US 258												
258 (10) Benns Church Blvd	From: Town of Smithfield (Maint: 46		28000 G	95%	1%	1%	2%	2%	0%	F	0.089	F	0.544	28000	G
258 10 Benns Church Blvd	- Town of Smilline (Maint. 40	,		JJ /0	1 /0	1 /0	<b>2</b> /0	2/0	U /0	'	0.003	'	0.544	20000	G
~~~~	To: From:		SCL Smithfield												
258 (10) Benns Church Blvd	Town of Smithfield (Maint: 46	6) 0.65	24000 G	95%	1%	1%	2%	2%	0%	F	0.085	F	0.558	24000	G
\sim \sim	To:	SCL Smithf	field; 46-644 Turne	r Dr											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Б				Tru	ıck		-00	K	014	Dir	4 4 14 / D.T.	- 01
Route	Jurisdiction	Length AADT QA 4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~ C	From:	SCL Smithfield; 46-644 Turner Dr	40/	10( 00(	20/	00/	_	0.004	_	0.540	00000	_
258 (10) Benns Church Blvd	Isle of Wight County	1.00 <b>25000 G</b> 95%	1%	1% 2%	2%	0%	F	0.091	F	0.549	26000	G
~ ~	From:	SR 32 Brewers Neck Blvd SR 10 Benns Church Blvd										
258 (32) Brewers Neck Blvd	Isle of Wight County	2.85 <b>24000 G</b> 95%	1%	1% 2%	2%	0%	С	0.092	F	0.67	25000	G
258 32 Brewers Neck Blvd	To:	US 17 Carrollton Blvd	1 /0	1/0 2/0	2 /0	0 /0	O	0.032	'	0.07	20000	
	From:	US 17, SR 32 Bartlett										
258 (17) (32) Carrolton Blvd	Isle of Wight County	2.17 <b>28000 F</b> 97%	0%	0% 1%	1%	0%	С	0.109	Α	0.672	30000	F
<del>~ ~ ~</del>	Tec From:	FR-807										
258 (17) (32)	Isle of Wight County	4.64 <b>28000 F</b> 97%	0%	0% 1%	1%	0%	F	0.11	F	0.754	29000	F
	To:	SCL Newport News										
~ ~ ~	From:	Isle of Wight County Line										
258 (17) (32) Mercury Blvd	City of Newport News	0.22 <b>28000 F</b> 97%	0%	0% 1%	1%	0%	F	0.11	F	0.754	29000	F
$\sim$ $\sim$	To	US 60 Warwick Blvd										
258 (17) (32) Mercury Blvd	City of Newport News	0.56 <b>36000 F</b> 95%	1%	2% 1%	1%	0%	С	0.099	F	0.6	39000	F
$\Rightarrow \Diamond \cup$	To	Jefferson Ave										
Mercury Blvd	City of Newport News	0.29 <b>38000 F</b> 99%	0%	0% 0%	1%	0%	F	0.09	F	0.583	39000	ı
,	To:	WCL Hampton										
	From:	ECL Newport News										
Mercury Blvd	City of Hampton	0.74 <b>43000 F</b> 99%	0%	0% 0%	1%	0%	F	0.090	F	0.559	44000	- 1
<del>~</del>	To	114-7019 Chestnut Ave										
Mercury Blvd	City of Hampton	0.52 <b>47000 A</b> 99%	0%	0% 0%	1%	0%	С	0.1	Α	0.537	48000	,
258 (Moreally 21/4	- Ity of Hampton		0 70		1 70	070	Ŭ	0.1	,,	0.007	10000	•
~~	From:	114-7021 Big Bethel Rd							_			
Mercury Blvd	City of Hampton	0.80 <b>48000 F</b> 99%	0%	0% 0%	1%	0%	F	0.088	F	0.533	49000	F
<u>~</u>	To: From:	Aberdeen Rd		<u> </u>								
Mercury Blvd	City of Hampton	0.43 <b>54000 F</b> 96%	0%	1% 1%	1%	0%	С	0.084	F	0.503	55000	F
<del></del>	To	SR 415 Power Plant Pkwy										
Mercury Blvd	City of Hampton	0.39 <b>65000 F</b> 99%	0%	0% 0%	1%	0%	F	0.081	F	0.519	66000	-
258 INIEICUTY BIVO	Oity of Hampton	0.39 <b>03000 1</b> 9978	0 76	<u> </u>	1 /0	0 /6	•	0.001	•	0.515	00000	'
~~	To: From:	I-64										
258 134 Mercury Blvd	City of Hampton	0.36 <b>58000 F</b> 95%	0%	1% 2%	2%	0%	С	0.084	F	0.558	60000	I
<del></del>	To	Coliseum Dr										
258 (134) Mercury Blvd	City of Hampton	0.42 <b>42000 F</b> 95%	0%	1% 2%	2%	0%	С	0.081	F	0.555	43000	ı
,	T-1											
Maraum Blod	From:	SR 152 Cunningham Dr	00/	00/ 00/	10/	00/		0.005	F	0.540	E1000	-
Mercury Blvd	City of Hampton	0.24 <b>50000 F</b> 99%	0%	0% 0%	1%	0%	F	0.085	г	0.542	51000	F
<del>~</del> <u>~</u>	To- From:	SR 134 Armistead Ave										
Mercury Blvd	City of Hampton	0.63 <b>48000 F</b> 99%	0%	0% 0%	0%	0%	С	0.088	F	0.583	51000	F
~	To	Lasalle Ave										
258 Mercury Blvd	City of Hampton	0.89 <b>56000 F</b> 99%	0%	0% 0%	0%	0%	F	0.087	F	0.563	59000	F
200	only of Flampion		0 /0		0 /0	0 /0	•	0.007	•	3.000	00000	
~~	To: From:	SR 278 King St										
Mercury Blvd	City of Hampton	1.12 <b>27000 F</b> 99%	1%	0% 0%	0%	0%	С	0.096	F	0.618	29000	F
<del></del>	To:	Andrews Blvd										

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Jurisdiction	I enath	ΔΔΩΤ	ΩΔ	4Tire	Rus					OC	K	OK	Dir	AAWDT	OW
From:						2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	<u> </u>	Factor	,,,,,,	
City of Hampton			F	99%	1%	0%	0%	0%	0%	F	0.099	F	0.590	18000	F
Τα	SR 35	1 Pembroke	e Ave												
City of Hampton	0.94	9400	F	98%	1%	1%	0%	0%	0%	С	0.1	F	0.610	10000	F
To: From:	SR 1	169 Mallor	y St												
City of Hampton	0.80	1600	F	98%	1%	1%	0%	0%	0%	F	0.124	F	0.544	1700	F
To.															
Southampton County			58-P								NA			NA	
To:			E 258												
From:	1US 258-P C2	US 258 US	58-W4	17AU											
Southampton County	0.22	NA									NA			NA	
100															
											0.123	F		350	G
To:				9							0.120				
From:	US	258 W063	BB												
City of Hampton (Maint: 99)	0.03	NA									NA			NA	
Tα															
City of Suffolk											0.116	F		310	G
To:											0.110			010	ŭ
From:	US 2	58 TO RTI	E 64												
City of Hampton (Maint: 99)	0.05	NA									NA			NA	
To: From:				EST											
City of Hampton (Maint: 99)			F								0.081	F		17000	F
To:		I-64-E													
From:			WEST												
			EDCLID	V DOLII	EV						NA			NA	
					EV										
			G FROM	IKIES							0.134	F		320	G
To:	US 258-E013A	US 258- 13	3A TO F	TE 58											
From:	US 25	8 Mercury													
City of Hampton (Maint: 99)	0.18	4300	F								0.078	F		4300	F
10. T															
City of Hampton (Maint: 99)											0.087	F		7300	F
To To	0.20	I-64-W	-								0.007	'		, 500	
	City of Hampton  From:  City of Hampton  To  From:  Southampton County  To  From:  Southampton County  To  From:  City of Suffolk  To  From:  City of Hampton (Maint: 99)  To  From:  City of Hampton (Maint: 99)  To  From:  City of Hampton (Maint: 99)  To  From:  City of Hampton (Maint: 99)  To  From:  City of Hampton (Maint: 99)  To  From:  City of Hampton (Maint: 99)  Toc  From:  City of Hampton (Maint: 99)  Toc  From:  City of Hampton (Maint: 99)  Toc  From:  City of Hampton (Maint: 99)	City of Hampton   0.55	City of Hampton   0.55   17000	Andrews Blvd   City of Hampton   0.55   17000   F   SR 351   Pembroke Ave   City of Hampton   0.94   9400   F   SR 169   Mallory St   City of Hampton   0.80   1600   F   SR 143   Ingalls Rd	City of Hampton	City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   City of Hampton   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QA   4   1   8   1   2   2   4   2   1   1   2   1   1   2   1   2   1   3   4   4   1   1   2   1   3   4   4   1   3   4   4   1   4   4   4   4   4   4   4	Length   AADT   OA   4   Feb   Bus   2AAde   3+Axle   1Trail   2Trail   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor   Cor	Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But   Audience   But  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# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Timary and interstat											
Route	Jurisdiction	Length AADT	QA 4Tire	Bus				$\sim$	_ K	QK	Dir	AAWDT	QV
	From:	US 58 TO RTE 2	158		2Axie 3	3+AXIE 1	Irali 21rai		Factor		Factor		
250 (50)	Southampton County	0.14		ee IIS 58	R for direc	rtional tra	ffic volume	estima	ates for th	nic ce	ament		
258 (58)	To:	1US 258-P C2US 258 US		00 00 00	101 01100	otional tra	nio volunio	Count	2100 101 11	110 00	gillolit.		
	From:	US 258-W013A TO F			Bus								
258 258	City of Suffolk	0.19 <b>350</b>	G						0.123	F		350	C
280 (230)	To:	US 58 FROM RTE 25											
	From:	US 258 US 58-W451B TO &		í									
258 (258)	City of Suffolk	0.07	Se	e US 25	8 for dire	ctional tra	iffic volume	estim	ates for t	his se	egment.		
	To:	US 258-E013A US 258- 13A									_		
Bus	From:	SR 10 Bypass											
Main St	Town of Smithfield (Maint: 46)		<b>G</b> 99%	0%	0%	0%	n% n%	F	0 105	F	0 568	9000	(
258) Main St	Town of Childinold (Maint: 40)		<b>u</b> 0070	0 / 0	<u> </u>	070	770 070	'	0.100	•	0.000	5000	`
Bus	To: From:	Grace Street											
Main St	Town of Smithfield (Maint: 46)	0.10 <b>5800</b>	<b>G</b> 99%	0%	0%	0% (	0%	F	0.115	F	0.524	5900	(
200)	-		• • • • • • • • • • • • • • • • • • • •										
Bus	From:	Cary Street											
Main St	Town of Smithfield (Maint: 46)	0.34 <b>4100</b>	<b>G</b> 99%	0%	0%	0% (	0%	F	0.123	F	0.515	4200	(
	To:	Church Street											
Bus Bus	From:	Main Street											
258 (10) Church St	Town of Smithfield (Maint: 46)	0.79 <b>13000</b>	<b>G</b> 99%	0%	0%	0% (	0%	F	NA			14000	(
$\sim$	To	Red Point Drive	9										
Bus Bus	From:							_		_			
(10) South Church St	Town of Smithfield (Maint: 46)	0.79 <b>11000</b>	<b>G</b> 99%	0%	0%	0% (	0%	С	0.121	F	0.503	11000	(
<del>~ ~</del>	To	Battery Park Roa	ad										
Bus Bus	Town of Smithfield (Maint: 46)	0.05 44000	000/	00/	00/	00/	00/	_	0.400	_	0.551	1 1000	,
South Church St	Town of Smithled (Maint. 46)		<b>G</b> 99%	0%	0%	U% (	J% U%	Г	0.108	Г	0.551	14000	(
•	10.	SR 10 Bypass											
Bus	From:	US 258 Smith Ferry											
South St	Southampton County	0.01 <b>5000</b>	<b>G</b> 98%	1%	1%	0% (	0%	F	0.087	F	0.516	5400	(
~	Τα	SCL Franklin											
Bus	From:		• •••					_		_			
South St	City of Franklin	0.28 <b>5200</b>	<b>G</b> 98%	1%	1%	0% (	0%	С	0.095	F	0.525	5500	(
<del>}</del>	To: From:	College Drive											
Bus Cauth Ct	City of Expedie	0.05 0000	000/	10/	10/	00/	00/	_	0.005	F	0.507	0.400	,
South St	City of Franklin	0.25 <b>8800</b>	<b>G</b> 98%	1%	1%	0% (	0%	Г	0.085	г	0.507	9400	(
Bus	To: From:	Bank Street											
258 South St	City of Franklin	0.35 <b>8200</b>	<b>G</b> 98%	1%	1%	0% (	0%	F	0.083	F	0.540	8800	(
58 Godin Gr	Oity of Franklin	0.55 0200	<b>G</b> 5070	1 /0	1 /0	070	770 070	'	0.000	•	0.540	0000	•
Bus	To: From:	Roosevelt Stree	et										
South St	City of Franklin	0.15 <b>7700</b>	<b>G</b> 98%	1%	1%	0% (	0%	F	0.091	F	0.519	8200	C
200) - 22 21	- F		<b>00</b> 70	. , •		`	070	•	2.001	•	2.2.0		`
Bus	To: From:	Oak Street											
South St	City of Franklin	0.16 <b>7000</b>	<b>G</b> 98%	1%	1%	0% (	0%	F	0.081	F	0.541	7500	G
	To:	Pretlow Street											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	Pretlow	Street												
South St	City of Franklin	0.21 <b>57</b> 0	00 G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.529	6100	G
<del></del>	To	High S	Street												
Bus	From:									_		_			_
South St	City of Franklin	0.16 <b>31</b> 0		96%	0%	1%	1%	2%	0%	F	0.089	F	0.564	3300	C
	To:	Main S South													
Bus Dec Main St	City of Franklin	0.29 <b>25</b> 0		96%	0%	1%	1%	2%	0%	С	0.101	F	0.586	2700	
Main St	To:	Second .		30 70	0 70		1 /0	270	0 70	O	0.101	'	0.500	2700	•
Bus	From:	Main S													
Second Avenue	City of Franklin	0.12 560		96%	0%	1%	1%	2%	0%	F	0.095	F	0.610	6000	(
30)	To:	Bus US 58 Me													
lus Bus	From:	US	258												
58 ( 58 )	City of Franklin	0.19 <b>77</b> 0	00 G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	8800	(
$\sim$	Τα	ECL Fr	anklin												
Bus Bus	Prom:			000/	40/	40/	00/	00/	00/	_	0.007	_	0.040	0000	,
258) (58)	Southampton County	0.03 770		98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	8800	(
Bus Bus	From:	Isle of Wight Southampton													
Carrsville Hwy	Isle of Wight County	1.54 <b>71</b> 0		98%	1%	1%	0%	0%	0%	F	0.095	F	0.529	7300	(
58) (58) Garrerine i iii,	To:	US 258 Wa		0070	1 70		070	070	0 70	•	0.000	•	0.020	7000	•
U.T.	From														
ALT 058 Grace St	Town of Smithfield (Maint: 46)	0.14 <b>35</b> 0		98%	1%	1%	0%	0%	0%	С	0.091	F	0.532	3500	
Grace St	Town of official (want: 40)			30 70	1 /0	1 70	0 70	0 70	0 70	O	0.001	•	0.552	0000	•
ALT	To: From:	Cary	y St												
Grace St	Town of Smithfield (Maint: 46)	0.34 <b>27</b> 0	00 G	99%	1%	1%	0%	0%	0%	С	0.111	F	0.771	2800	(
	То:	North Cl	nurch St												
	From:	US 11 Va	llev Pike												
259)Mayland Rd	Rockingham County	2.34 <b>76</b> 0		93%	0%	1%	1%	5%	0%	F	0.093	F	0.685	7900	(
339) 37, 37 3	T-1														
Mayland Dd	Rockingham County	82-619 Wampler Ro		93%	0%	1%	10/	5%	0%	С	0.087	F	0.650	7600	(
Mayland Rd	Hockingham County	1.01 /30	00 G	93%	0%	1 70	1%	3%	0%	C	0.067	Г	0.650	7600	
	To: From:	ECL Bro													
259 Mayland Rd	Town of Broadway (Maint: 82)	0.45 <b>73</b> 0	00 N	93%	0%	1%	1%	5%	0%	N	0.087	N	0.650	7600	1
<u> </u>	To	SR 42 East o	of Broadway			<u> </u>									
259 (42) W Lee St	Rockingham County	0.29 740		96%	1%	1%	1%	2%	0%	Ν	0.083	Ν	0.594	7700	١
	To	CI P	. 4												
(59) (42) W Lee St	Town of Broadway (Maint: 82)	0.33 <b>74</b> 0		96%	1%	1%	1%	2%	0%	F	0.083	F	0.594	7700	
59) (42) W Lee St				90 /0	1 /0	1 /0	1 /0	∠ /0	U /0	1	0.003	'	0.554	1100	
	To: From:	SR 42 BRC													
Brocks Gap Rd	Town of Broadway (Maint: 82)	0.36 <b>90</b> 0	00 G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.685	9400	(
<u> </u>	To	WCL Br	oadway												
Brocks Gap Rd	Rockingham County	2.92 90		93%	0%	1%	1%	5%	0%	Ν	0.092	Ν	0.685	9400	١
	To:	82-613 E, Tu													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				_		Truck	<b>(</b>			K	<u> </u>	Dir		
Route	Jurisdiction	Length <b>AADT</b> Q	A 4Tire	Bus	2Axle 3	+Axle 1	Trail :	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	82-613 E, Turleytown												
259 Brocks Gap Rd	Rockingham County	3.75 <b>5200 (</b>	<b>3</b> 86%	1%	1%	2% 1	10%	0%	F	0.087	F	0.751	5400	G
	To- From:	82-612 Hopkins Gap F	Rd		<u> </u>									
259)Brocks Gap Rd	Rockingham County	7.35 <b>2800 (</b>	<b>3</b> 86%	1%	1%	2% 1	10%	0%	С	0.090	F	0.756	2900	(
$\smile$	To	82-820 Fitzwater												
259)Brocks Gap Rd	Rockingham County	2.41 <b>2000</b> (	<b>3</b> 86%	1%	1%	2% 1	10%	0%	F	0.092	F	0.712	2100	(
	To	West Virginia State Li	ne											
259 Carpers Pike	Frederick County	4.99 <b>2700</b> (		0%	1%	1%	4%	0%	С	0.097	F	0.756	2800	
239) - 11   1	To:	US 50 Northwestern Pi												
ALT	From:	SR 259 SOUTH												
(42) S Main Street	Town of Broadway (Maint: 82)	0.32 <b>6300</b> (	<b>9</b> 6%	1%	1%	1%	2%	0%	С	0.092	F	0.647	6500	(
133) (42)	To:	SR 42												
ALT	From:	SR 42 Timber Way												
Broadway Ave	Town of Broadway (Maint: 82)	0.72 <b>1500</b> (		0%	1%	1%	5%	0%	F	0.102	F	0.74	1500	
<u> </u>	To:	SR 259 Mayland Rd												
	From:	Old Greenville Rd												
Statler Blvd	City of Staunton	0.84 <b>8800 i</b>	99%	0%	0%	0%	0%	0%	С	0.095	F	0.514	9400	
<u> </u>	To: From:	Richmond Rd												
Statler Blvd	City of Staunton	0.78 <b>13000 i</b>	98%	0%	0%	1%	0%	0%	С	0.092	F	0.502	14000	
$\mathcal{L}$	Tæ	New Hope Rd												
Statler Blvd	City of Staunton	•	98%	0%	0%	1%	0%	0%	F	0.092	F	0.502	15000	
	To	C P.1												
Statler Blvd	City of Staunton	0.25 11000 I	98%	0%	0%	1%	0%	0%	F	0.088	F	0.562	11000	
261 Station Bive	Only of ordanitori		30 70	0 70		1 /0	0 70	0 /0	•	0.000	'	0.502	11000	
Otal an Phad	From	Beverly St	- 000/	00/		40/	00/	00/		0.000		0.500	44000	
Statler Blvd	City of Staunton		98%	0%	0%	1%	0%	0%	F	0.088	F	0.566	11000	
		Coalter St												
	From:	I-81 1.07 <b>14000 i</b>	95%	1%	<b>1</b> %	10/	00/	00/	0	0.006	F	0.615	15000	
262)	Augusta County	1.07 <b>14000 i</b>	95%	170	1%	1%	2%	0%	С	0.096	Г	0.615	15000	
	To: From:	US 11 Greenville Av												
262	Augusta County	0.94 <b>14000 i</b>	95%	1%	1%	1%	2%	0%	F	0.093	F	0.654	15000	
	To: From:	07-613 Old Greenville	Rd											
262	Augusta County	1.13 <b>14000 (</b>	<b>9</b> 5%	1%	1%	1%	2%	0%	F	0.096	Ν	0.615	15000	
$\mathcal{L}$	Tœ	SR 252												
262	Augusta County		97%	1%	1%	1%	1%	0%	С	0.096	F	0.642	13000	
<del></del>	То	SR 254			<u> </u>									
202	Augusta County		97%	1%	1%	1%	1%	0%	F	0.098	F	0.505	8000	
262	Augusta County		51 /6	1 /0	1 /0	1 /0	1 /0	J /0	'	0.000	'	0.505	0000	
	To: From:	WCL Staunton	- 07:	40/		40/	40/	00/		0.005		0.505	2005	
262	City of Staunton (Maint: 07)		97%	1%	1%	1%	1%	0%	F	0.098	F	0.505	8000	
<u>~</u>	To:	US 250 Churchville A	ve											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					Tr	uck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tir	e Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Wasdiew Wilson Dlive	From:	US 250 Churchvil		4 10/	10/ 10/	10/	00/		0.007		0.050	0.400	F
Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	2.22 7900	F 969	% 1%	1% 1% 	1%	0%	С	0.097	F	0.653	8400	ı
Was days Wilesa Blass	From:	07-613 Spring Hi			10/ 10/	40/			0.007		0.000	10000	
Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.74 <b>9600</b>	F 96%	% 0%	1% 1%	1%	0%	С	0.097	F	0.668	10000	
Was down Wilesas Disease	From:	US 11 Commerc			10/ 10/	40/			0.004		0.540	10000	
62 Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.34 <b>11000</b>	F 969	% 0%	1% 1% 	1%	0%	F	0.094	F	0.516	12000	
	To: From:	ECL Staunto			<u> </u>								
62 Woodrow Wilson Pkwy	Augusta County	0.05 <b>13000</b>	<b>G</b> 969	% 0%	1% 1%	1%	0%	F	0.094	N	0.516	15000	•
	To: From:	I-81											
Woodrow Wilson Pkwy	Augusta County	0.93 <b>4900</b>	<b>F</b> 95%	% 0%	1% 1%	2%	0%	С	0.109	F	0.558	5200	
	To:	SR 254 Hermitage Rd; N	•										
	From:	Ramps SR 275 E005A; SI							0.000	_	0.007	0000	
Ramp to I-81 S at Exit 225	Augusta County	0.21 3000	F						0.099	F	0.887	3000	
	From	I-81 S											
62)Ramp to I-81 N at Exit 225	Augusta County	Ramps SR 262 E013B; SI 0.23 <b>3100</b>	F 262 W013B						0.199	F	0.855	3100	
62   Hallip to 1-61 IN at Exit 225	Augusta County	0.23 <b>3100</b> I-81 N	<u> </u>		<del></del>				0.199	г	0.655	3100	
	France	SR 262											
ast 62)Ramp to I-81 S at Exit 220	Augusta County	0.18 <b>1900</b>	F						0.126	F		1900	
62) Hamp to 1 0 1 0 at 250 220	To:	I-81 S	<u> </u>		$\neg$				0.120	·		1000	
ast	From:	SR 275 E			<del></del>								
62)Ramp toward I-81 S at Exit 225 E	Augusta County	0.06 <b>2600</b>	F						NA			2600	
	To:	Ramp SR 275	5A										
ast	From:	SR 262 Woodrow Wi	ison Pkwy										
62)Ramp toward I-81 N at Exit 225 E	Augusta County	0.02 <b>2400</b>	F						NA			2400	
	To:	Ramp SR 262	3B										
/est_	From:	SR 262 W, Woodrow V	√ilson Pkwy										
62)Ramp toward I-81 S at Exit 225 W	Augusta County	0.03 <b>430</b>	F		<u></u>				NA			430	
	To:	Ramp SR 262 1	.3A										
est	From:	SR 262 Woodrow Wi											
62) Ramp toward I-81 N at Exit 225 W	Augusta County	0.03 <b>690</b>	F						NA			690	
<u></u>	To:	Ramp SR 262	.3B										
	From:	85-659 Shrine Mon											
Orkney Grade	Shenandoah County	1.75 <b>730</b>	<b>G</b> 97%	% 1%	1% 1%	1%	0%	F	0.13	F	0.509	670	
	To: From:	85-717 Alum Sprii											
G3 Orkney Grade	Shenandoah County	4.74 <b>1800</b>	<b>G</b> 97%	% 1%	<u>1</u> % 1%	1%	0%	С	0.107	F	0.573	1600	
	To:	W SR 42			-								
	From	E SR 42 1.46 <b>1900</b>	<b>A</b> 989	% 0%	1% 1%	1%		_					
263 <i>)</i>	Shenandoah County						0%	С	0.118	Α	0.639	1800	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					4			Tru	ıck		-00	K	01/	Dir	4 4 14 / D.T.	- 01
Route	Jurisdictio		1 AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Orkney Grade	Shenandoah C		16 Graveltov <b>3200</b>	n Road <b>G</b>	98%	0%	1%	1%	1%	0%	F	0.09	F	0.636	3000	G
Orkney Grade	Tre				30 /0	0 70	——————————————————————————————————————	1 /0	1 /0	0 70	'	0.00	•	0.000	3000	
63)	From: Town of Mount Jackso		CL Mt. Jacl 3200	kson N	98%	0%	1%	1%	1%	0%	N	0.09	N	0.636	3000	1
.00)	To:	( 33 3 3 3)	US 11													
	From:	IS-00264-E008A(L)/	IS-00264-W	008A(U)	/TO BER	KLE										
64 (337)	City of Norfolk (M		NA									NA			NA	
	To:	1SR-00337-P(L)/1				4 S										
Pamp	City of Norfolk (N		1A I-264-WO NA	14A TO	I-64							NA			NA	
Ramp	City of Norioik (IV		NA OM I-264 EA	ST & W	EST							INA			INA	
	From:	•	4C I-264-W0													_
Ramp	City of Norfolk (M		NA	711010	101							NA			NA	
<u> </u>	To:	I-64-W FRO	M I-264 EA	ST & W	EST44											
ist 64)	From:		I-64; I-664													
54)	City of Chesapeake	,	26000	G	95%	0%	1%	1%	3%	0%	F -	0.117	F		28000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 52000	G	95%	0%	1%	1%	3%	0%	F	NA			56000	
st	To: From:	V	VCL Portsmo	outh												_
4)	City of Portsmouth	(Maint: 64) 0.23	26000	G	95%	0%	1%	1%	3%	0%	F	0.117	F		28000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	52000	G	95%	0%	1%	1%	3%	0%	F	NA			56000	
ast_		(	reenwood D	rive												
64)	City of Portsmouth	(Maint: 64) 1.29	25000	G	95%	0%	1%	1%	3%	0%	F	0.12	F		27000	
	Combined Traffic Estimates for 2 Parallel	•	: 51000	G	95%	0%	1%	1%	3%	0%	F	0.084	F	0.687	54000	
	To	SR	239 Victory	Blvd												
ast 64	City of Portsmouth		30000	Α	95%	0%	1%	1%	3%	0%	С	0.120	Α		33000	
54)	Combined Traffic Estimates for 2 Parallel	,		A	95%	0%	1%	1%	3%	0%	C	0.092	Α	0.589	64000	
	To		37 Portsmou							• , ,						
ast ALT	City of Dortomouth				OE0/	00/	10/	10/	20/	00/	_	0.107	_		22000	
460	City of Portsmouth Combined Traffic Estimates for 2 Parallel	•	31000	G G	95% 95%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F	0.107 0.08	F F	0.679	33000 65000	
	Combined Trainic Estimates for 2 Faraner				95%	076	1 70	1 70	3%	076	Г	0.06	Г	0.679	63000	
st ALT	To: From:		17 Frederick													
460	City of Portsmouth	•	38000	G	95%	0%	1%	1%	3%	0%	F	0.099	F		41000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 74000	G	95%	0%	1%	1%	3%	0%	F	0.090	F	0.591	79000	
ast ALT	Tre From:	Ι	Deep Creek I	Blvd												_
64)(460)	City of Portsmouth	(Maint: 64) 0.67	35000	G	95%	0%	1%	1%	3%	0%	F	0.099	F		38000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 68000	G	95%	0%	1%	1%	3%	0%	F	0.09	F	0.577	73000	
	To:	SR	141 Effingh	am St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			iu iiileisia		ules			Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East ALT	From	SR 1	141 Effinghar	m St			1	017100	TTTGII	Liian		1 40101		1 40101		
264) 460 Elizabeth River D	Downtown Tunnel City of Portsmouth		42000	В	95%	0%	1%	1%	3%	0%	F	0.084	Α		45000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	В	95%	0%	1%	1%	3%	0%	F	0.078	Α	0.506	93000	В
	To the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of th	v	WCL Norfolk	ζ.												
East ALT 264 460 Elizabeth River [	Downtown Tunnel City of Norfolk (N	Maint: 64) 0.55	42000	В	95%	0%	1%	1%	3%	0%	F	0.084	Α		45000	В
264 460 Elizabeth River D	Combined Traffic Estimates for 2 Parallel	•		В	95%	0%	1%	1%	3%	0%	F	NA	,,		93000	В
	Tanto Estimates for 2 Tarano				0070	0 70		1 70	0 /0	070	•	1471			30000	
East ALT	From		-464, SR 337													
264 (460) (337) Berkley Br		•	54000	G	98%	0%	1%	1%	1%	0%	F	0.103	Α		58000	G
$\bigcirc \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	99000	G	97%	0%	1%	1%	1%	0%	F	0.086	Α	0.662	107000	G
East	To From		ALT US 460													
264)(337)	City of Norfolk (N	Maint: 64) 0.26	49000	N	98%	0%	1%	1%	1%	0%	Ν	NA			54000	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	96000	N	97%	0%	1%	1%	1%	0%	Ν	NA			105000	Ν
	Te	SR 3	337 Tidewate	r Dr												
East ALT	City of Norfolk (N				98%	0%	10/	10/	10/	0%	_	NA			54000	G
264 460 337	Combined Traffic Estimates for 2 Parallel	•	49000	G G	90% 97%	0%	1% 1%	1% 1%	1% 1%	0%		NA			103000	G
	Combined Trainc Estimates for 2 Faraner				9770	076	1 70	1 70	1 70	0%	Г	INA			103000	G
East	To From	US 46	0 Brambleto	n Ave												
264)	City of Norfolk (N	,	58000	G	95%	0%	1%	1%	3%	0%	F	NA			64000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	120000	G	96%	0%	1%	1%	2%	0%	F	NA			131000	G
East	To From	SR 40	05 Ballentine	Blvd												
264)	City of Norfolk (N	Maint: 64) 2.34	57000	G	98%	0%	1%	1%	1%	0%	С	NA			62000	G
204)	Combined Traffic Estimates for 2 Parallel	,		G	97%	0%	1%	1%	1%	0%	С	NA			123000	G
	To		13 Military F													
East	From				200/	20/		40/	40/	00/	_				44000	_
264	City of Norfolk (N	· · · · · · · · · · · · · · · · · · ·	37000	G	98%	0%	1%	1%	1%	0%	F	NA			41000	G
_	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
East	Te From	I-64 Han	npton Roads	Beltwa	y											
(264) Virginia Beach Norfolk	Expwy City of Norfolk (M	Maint: 75) 0.74	92000	N	97%	0%	0%	2%	1%	0%	Ν	NA			98000	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	185000	N	98%	0%	0%	1%	0%	0%	Ν	NA			198000	Ν
	To		L Virginia Be													
East 264 Virginia Beach Norfolk	Expwy City of Virginia Beac	·	ECL Norfolk 92000	G	97%	0%	0%	2%	1%	0%	_	NA			98000	G
264 Vilginia Deach Norlolk	Combined Traffic Estimates for 2 Parallel	()		G	98%	0%	0%	2% 1%	0%	0%	F	NA			198000	G
	- Combined Traine Estillates for 2 Falallet				JU /0	0 /0	U /0	1 /0	U /0	U /0	'	INA			130000	G
East	To From		90 Witchduc	k Rd												
(264) Virginia Beach Norfolk			93000	Α	97%	0%	0%	2%	1%	0%	С	0.1	Α		99000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel			Α	98%	0%	0%	1%	0%	0%	С	0.088	Α	0.556	199000	Α
	To	SR 225	Independence	ce Blvd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary at						Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	SR 225	Independen	ce Blvd			27 000	017100	TTTUI	ZIIIdii		1 40101		1 40101		
Virginia Beach Norfolk Ex	cpwy City of Virginia Beac		75000	G	95%	0%	1%	1%	3%	0%	F	NA			80000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	147000	G	97%	0%	0%	1%	1%	0%	F	NA			157000	G
	To	-	Rosemont Ro													
East	From:															
Virginia Beach Norfolk Ex		,	60000	G	97%	0%	0%	2%	1%	0%	F	NA			63000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	128000	G	98%	0%	0%	1%	0%	0%	F	NA			134000	G
East	To: From:	Ly	nnhaven Pkv	wy												
East 264 Virginia Beach Norfolk Ex	pwy City of Virginia Beac	h (Maint: 75) 1.17	52000	G	97%	0%	0%	2%	1%	0%	F	NA			55000	G
\ /	Combined Traffic Estimates for 2 Parallel	,		G	98%	0%	0%	1%	0%	0%	F	NA			111000	G
	To To To To To To To To To To To To To T				0070	0 70		1 70	0 / 0	0,0	•	100			111000	ŭ
East	From:		Virginia Bea	ch Blvd												
(264) Virginia Beach Norfolk Ex		• •	30000	G	97%	0%	0%	2%	1%	0%	F	NA			32000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	68000	G	98%	0%	0%	1%	0%	0%	F	NA			73000	G
	To	Fii	rst Colonial l	Rd												
East 264 Virginia Beach Norfolk Ex	cpwy City of Virginia Beac	h (Maint: 75) 1.36	25000	G	97%	0%	0%	2%	1%	0%	F	NA			27000	G
	Combined Traffic Estimates for 2 Parallel	,			98%	0%	0%	1%	0%	0%	· -	NA			57000	G
	Combined Trainc Estimates for 2 Faraner			G	90%	076	U 76	170	076	0%	Г	IVA			37000	G
East	To: From:		Birdneck Rd	l												
(264) Virginia Beach Norfolk Ex	cpwy City of Virginia Beac	h (Maint: 75) 0.64	13000	G	97%	0%	0%	2%	1%	0%	F	NA			14000	G
\ /	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	98%	0%	0%	1%	0%	0%	F	NA			27000	G
	To:		Parks Ave													
East	From:	I-264-E TO	GREENWO	OD DR	IVE											
264 Ramp	City of Portsmouth	(Maint: 64) 0.32	2500	G								0.129	F		2500	G
$\smile$	To:	124-8540	0 FROM TO	RT 264	1											
East	From:	I-264-E T	O GREENW	OOD D	PR											
264 Ramp	City of Portsmouth	(Maint: 64) 0.10	3200	G								0.093	F		3200	G
$\smile$	To:	124-85	40 FROM F	RT 264												
East	From:	I-26	4-E TO RT	239												
264 Ramp	City of Portsmouth	(Maint: 64) 0.14	4500	G								0.087	F		4500	G
$\smile$	To:	124-8599 RA	MP FROM	RT 64 E	EAST											
East	From:	I-26	4-E TO RT	337												
Ramp	City of Portsmouth	(Maint: 64) 0.14	2100	G								0.085	F		2100	G
$\smile$	To:	SR 33	37 FROM R	T 264												
East	From:	I-264-E TO ROUT	ΓΕ 1700- FR	EDERIG	CK BLVD	)										
(264) Ramp	City of Portsmouth	(Maint: 64) 0.25	5400	G	_							0.103	F		5400	G
$\bigcirc$	To	I-264-E005B TO RC	OUTE 17 NO	)RTH₋F	REDERIC	`K	<u> </u>									
East	From:			, A 111 ⁻ 1	LUULINIC							N.1.4				
264 Ramp	City of Portsmouth		NA	264 5 1	CTT							NA			NA	
	103	US 17 FRO	OM ROUTE	264 EA	.51											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK	Dir AAWDT	ΓQW
East 264 Ramp	City of Portsmouth (Maint: 64)	64-E005A TO ROUTE 17 NO 0.02 <b>NA</b> US 17 FROM ROUTE			NA		NA	
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264-E TO DES MOI 0.14 <b>3000</b> 124-8559 FROM F	G		0.11	F	3000	G
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264-E TO ROUTE 141-EI 0.20 <b>2100</b> SR 141 FROM ROUTE	G		0.158	F	2100	G
East 264 Ramp	City of Portsmouth (Maint: 64)	0.10 <b>NA</b>			NA		NA	
East Pamp	City of Portsmouth (Maint: 64)	1-264-E007C TO CRAWFO 0.13 <b>1500</b> SR 141 Effingha	G		0.092	F	1500	G
Ramp	City of Portsmouth (Maint: 64)	I-264-E007B TO CRAWFO 0.21 <b>2700</b> CRAWFORD STR	G		0.140	F	2700	G
East 264	City of Norfolk (Maint: 64)	IS-00264-E(L)/TO ROUT 0.42 <b>NA</b> 00264-W008A(R)/IS-00264-0			NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	64-E TO ROUTE 460 WESTO 0.21 <b>1600</b> S 460 RAMP FROM RT 264	G		0.186	F	1600	G
Ramp	City of Norfolk (Maint: 64)	0.10 6400 SR 405; 122-863	G		0.102	F	6400	G
ast 64) Ramp	City of Norfolk (Maint: 64)	264-E013X TO RT 13 SOUT 0.14 3300 US 13 FROM ROUTE 264 F	G		0.172	F	3300	G
Ramp	City of Norfolk (Maint: 64)	264-E013X TO RT 13 NORT 0.14 <b>6100</b> US 13 FROM ROUTE 364 F	G		0.115	F	6100	G
East 264 Ramp	City of Norfolk (Maint: 64)	0.11 NA 0.44-E013A TO RT 13 SOUTH			NA		NA	
East 264 Ramp	City of Norfolk (Maint: 64)	0.07 <b>18000</b> 3-S047A FROM RT 13 SOUT	G		0.088	F	18000	G
East 264 Ramp	City of Norfolk (Maint: 64)	0.11 NA  0.44-E013B TO RT 13 NORTH		<del>_</del>	NA		NA	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Ruc	e 3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East		64-E013B TO RT 13 NORTH-N											
(264) Ramp	City of Norfolk (Maint: 64)		G						0.09	F		20000	G
	To: US 13	3-N047A FROM RT 13 NORTH		/Y									
East (264) Collector Road at I-64	City of Norfolk (Maint: 64)	US 13 Military Hw 0.42 <b>26000</b>		0% 1%	1%	1%	0%	F	NA			28000	G
264 Collector Fload at 1-04	Tx.	I-64 Hampton Roads Bo		0 /6 1 /6	1 /0	1 /0	0 /6	'	INA			20000	ч
East	From:	I-264-E014A TO RT 64											
Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>							NA			NA	
$\smile$	To:	I-64-E284B FROM RT 6	A FAST										
East	From:		94 EA31										
Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>							NA			NA	
East	To: From	I-264-E014B TO RT 64	WEST										
(264) Ramp	City of Norfolk (Maint: 64)	0.09 <b>24000</b>	G						NA			24000	G
264)	Only of Horion (Maint: 01)								1471			21000	ŭ
East	To: From:	I-64-W284B FROM RT 6	54 WEST										
(264) Ramp	City of Norfolk (Maint: 64)	0.23 <b>51000</b>	G						NA			51000	G
$\overline{}$	To: I-20	64-E015A TO RT 403 SOUTH-	-NEWTOWN RD										
East	110m.		TEW TO WITTED						NIA			NIA	
Ramp	City of Norfolk (Maint: 64)	0.15 <b>NA</b>							NA			NA	
East	From: SR 40	03-S000A FROM RT 403 SOUT	ΓH-NEWTOWN F	RD									
(264) Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>							NA			NA	
(204)	·		VENTENDATA										
East		64-E015B TO RT 403 NORTH-											
(264) Ramp	City of Norfolk (Maint: 64)			0% 0%	2%	1%	0%	F	NA			77000	G
$\overline{}$	To: I-2	64-E END COLL RD FROM R	RTS 13, 64 & 403										
East	From:	I-264-E013X TO I-64 I	EAST										
(264) Ramp	City of Norfolk (Maint: 64)		G						0.137	F		8300	G
$\underline{\hspace{1cm}}$	To:	I-264-W014A I-264- 14A	TO I-64										
East	From:	I-264-E013X TO I-64 V	WEST										
(264)Ramp	City of Norfolk (Maint: 64)	0.12 <b>3700</b>	G						0.09	F		3700	G
$\overline{}$	To:	I-64-W FROM I-264 F	EAST										
East	From:	I-264-E TO I-64 WE	EST										
(264) Ramp	City of Norfolk (Maint: 64)	0.25 <b>NA</b>							NA			NA	
$\overline{}$	To:	I-264-W014C I-264- 14C	TO I-64										
East	From:	I-264-E013X I-264-E014B	TO RT 64										
(264) Ramp	City of Virginia Beach (Maint: 75)	0.22 <b>11000</b>	G						0.098	F		11000	G
$\overline{}$	То:	SR 403 FROM RT 2	264										
East		4-E013X TO RT 403 NORTH-	NEWTOWN ROA	A									
(264) Ramp	City of Virginia Beach (Maint: 75)	0.25 <b>8800</b>	G						0.087	F		8800	G
$\overline{}$	Тα	SR 403 FROM RT 2	264										
East	From:	I-264-E015A FROM R	T 264										
(264)Ramp	City of Virginia Beach (Maint: 75)								NA			NA	
$\smile$	To:	SR 403 FROM RT 2	264										

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA	A 4Tire Bu	 Truck3+Axle 1Trail 2Trail	QC K	QK	Dir A <i>F</i>	AWDT	QW
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E TO RT 190 0.14 <b>10000 G</b> SR 190 FROM I-264		OTTAIN 2 THAI	0.086	F		0000	G
East (264) Ramp	City of Virginia Beach (Maint: 75)	TO INDEPENDENCE BLVD-HOI 0.46 <b>21000 G</b> HOLLAND ROAD			0.1	F	2	1000	G
East (264) Ramp	City of Virginia Beach (Maint: 75)	I-264 East 0.16 12000 G SR 225 Independence Bb			0.084	F	1	2000	G
East Ramp	City of Virginia Beach (Maint: 75)	I-264-E017A TO ALICIA D 0.50 <b>NA</b> 134-8700	RIVE		NA			NA	
East Ramp	City of Virginia Beach (Maint: 75)	TO ROSEMONT ROAI 0.24 <b>16000 G</b> 134-13 FROM ROUTE 254			0.104	F	1	6000	G
East Ramp	City of Virginia Beach (Maint: 75)	1-264-E TO LYNNHAVEN PAI 0.13 <b>11000 G</b> 134-14; 134-14-S003A FROM &			0.098	F	1	1000	G
East (264) Ramp	City of Virginia Beach (Maint: 75)	I-264-E TO LYNNHAVEN PAI 0.22 <b>4200 G</b> 134-14 FROM ROUTE 264			0.095	F	2	1200	G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E TO ROUTE 58 & 58 0.38 NA 64-E020B TO ROUTE 58 BUS V.			0.084	F		NA	
East 264 Ramp	City of Virginia Beach (Maint: 75)	0.01 <b>NA</b> US 58 FROM ROUTE 264 V	VEST		NA			NA	
East 264 Ramp	City of Virginia Beach (Maint: 75)	64-E020A TO ROUTE 58 BUS V. 0.17 NA C7US 58 FROM ROUTE 264			NA			NA	
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E TO 1ST COLONIAL 0.20 <b>4100 G</b> 134-9 I-264-E021B FROM & TO			0.095	F	4	1100	G
East Ramp	City of Virginia Beach (Maint: 75)	0.20 <b>5400 G</b> 134-9 I-264-E021A FROM & T			0.083	F	Ę	5400	G
East Ramp	City of Virginia Beach (Maint: 75)	I-264-E TO BIRDNECK RG 0.11 <b>14000 G</b> 134-8723 FROM ROUTE 264			0.099	F	1	4000	G
Rev (264)	City of Norfolk (Maint: 64)	I-264-R I-264-W013C RAMPS ' 0.01 <b>NA</b> I-264-E FROM I-64 REVERSIBL			NA			NA	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		i ililialy ai	nd intersta	ale no	นเอง											
Route	Jurisdictio	on Length	AADT	QΔ	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	- OV
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
West	Prom:	(Mariana 0.4)	I-64; I-664		050/	00/		40/	00/	00/	_				00000	_
264	City of Chesapeake	,	26000	G	95%	0%	0%	1%	3%	0%	-	NA			28000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	G	95%	0%	1%	1%	3%	0%	F	NA			56000	G
West	To:	W	CL Portsmou	ıth												
264)	City of Portsmouth	(Maint: 64) 0.61	26000	G	95%	0%	0%	1%	3%	0%	F	NA			28000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	G	95%	0%	1%	1%	3%	0%	F	NA			56000	G
	To	Gr	reenwood Dri	ivo												
Vest	From:										_		_			_
264	City of Portsmouth	'	25000	G	95%	0%	0%	1%	3%	0%	F	0.115	F		27000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	G	95%	0%	1%	1%	3%	0%	F	0.084	F	0.687	54000	G
Vest	To:	SR 2	239 Victory l	Blvd												
264)	City of Portsmouth	(Maint: 64) 0.75	29000	Α	95%	0%	0%	1%	3%	0%	С	0.124	Α		31000	Α
34)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	59000	Α	95%	0%	1%	1%	3%	0%	С	0.092	Α	0.589	64000	Α
	To		7 Portsmouth	l. D11												
Vest ALT	From:															
<u>264)</u> (460)	City of Portsmouth	,	30000	G	95%	0%	0%	1%	3%	0%	F	0.107	F		32000	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	G	95%	0%	1%	1%	3%	0%	F	0.08	F	0.679	65000	G
/est ALT		US 1	17 Frederick	Blvd												
264 (460)	City of Portsmouth	(Maint: 64) 0.55	36000	G	95%	0%	0%	1%	3%	0%	F	NA			38000	G
104)(400)	Combined Traffic Estimates for 2 Parallel	'	74000	G	95%	0%	1%	1%	3%	0%	F	NA			79000	G
	To	-	eep Creek Bl	v. d												
/est_ALT	From															
264)(460)	City of Portsmouth	'	33000	G	95%	0%	0%	1%	3%	0%	F	NA			35000	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	68000	G	95%	0%	1%	1%	3%	0%	F	NA			73000	G
Vest ALT	To: From:	SR 1	141 Effingha	m St												
	ver Downtown Tunnel City of Portsmouth	(Maint: 64) 0.45	44000	В	95%	0%	0%	1%	3%	0%	F	0.079	Α		48000	Е
.04/(400)	Combined Traffic Estimates for 2 Parallel	'	86000	В	95%	0%	1%	1%	3%	0%	F	0.078	Α	0.506	93000	В
	To	-		I-												
/est ALT	From:		WCL Norfoll													
264)(460)Elizabeth Riv	ver Downtown Tunnel City of Norfolk (N	,	44000	В	95%	0%	0%	1%	3%	0%	F	0.079	Α		48000	Е
<i></i>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	В	95%	0%	1%	1%	3%	0%	F	NA			93000	Е
est ALT		I	-464, SR 33	7												
64) 460 (337) Berkle	y Bridge City of Norfolk (N	Maint: 64) 0.78	46000	G	97%	0%	1%	1%	1%	0%	F	0.081	Α		49000	c
04) (400) (337) BETRIO	Combined Traffic Estimates for 2 Parallel	,		G	97%	0%	1%	1%	1%	0%	F	0.086	Α	0.662	107000	
	Tambel Traine Estimates for ET araner				0.70	0 /0		. 70	. /0	0 /0	•	0.000	, ,	0.002	.07000	
Vest	From:		idewater Driv	ve												
264)(337)	City of Norfolk (N	•	46000	G	97%	0%	1%	1%	1%	0%	F	NA			51000	G
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	96000	N	97%	0%	1%	1%	1%	0%	Ν	NA			105000	Ν
	To:	US 460, SR 16	68, SR 166 B	ramblet	on Ave											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

										Tru	ck			K		Dir		
Route		Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q١
Vest		From	US	S 460, SR 16	8, SR 166 I	Bramblet	on Ave											
264)		City of Norfolk (N	Maint: 64)	0.87	61000	G	97%	0%	1%	1%	1%	0%	F	NA			67000	C
	Combi	ned Traffic Estimates for 2 Parallel	Roadways on th	is Route:	120000	G	96%	0%	1%	1%	2%	0%	F	NA			131000	C
Vest		T _{CC}		SR 40	)5 Ballentin	e Blvd												
264)		City of Norfolk (M	Maint: 64)	2.01	61000	G	97%	0%	1%	1%	1%	0%	С	NA			61000	(
	Combi	ned Traffic Estimates for 2 Parallel	Roadways on th	is Route:	118000	G	97%	0%	1%	1%	1%	0%	С	NA			123000	(
/est		To From		US	13 Military	Hwy												
164		City of Norfolk (N	Maint: 64)	1.08	27000	G	97%	0%	1%	1%	1%	0%	F	NA			31000	(
	Com	bined Traffic Estimates for Parallel	,	is Route:	NA									NA			NA	
				I-64 Han	npton Roads	s Beltwa	y											
vest 64)Virginia Beach Norfolk	Expwy	City of Norfolk (N	Maint: 75)	0.30	94000	N	99%	0%	0%	0%	0%	0%	N	NA			100000	1
104)		ned Traffic Estimates for 2 Parallel	,				98%	0%	0%	1%	0%	0%	N	NA			198000	
		То	:		L Virginia E													
Vest		From:	. (Mariana 75)		ECL Norfol		000/	00/		00/	00/	00/	_	N.1.0			100000	,
Virginia Beach Norfolk		City of Virginia Beac	,	1.63	94000	G	99%	0%	0% 0%	0%	0%	0%	F	NA			100000	(
	Combil	ned Traffic Estimates for 2 Parallel	Roadways on th				98%	0%	0%	1%	0%	0%	Г	NA			198000	(
/est		To: From	r:	SR 1	90 Witchdu	ck Rd												
Virginia Beach Norfolk		City of Virginia Beac	,	1.21	93000	Α	99%	0%	0%	0%	0%	0%	С	0.101	Α		100000	1
	Combi	ned Traffic Estimates for 2 Parallel	Roadways on th	is Route:	185000	Α	98%	0%	0%	1%	0%	0%	С	0.088	Α	0.556	199000	
est		To:	e e	SR 225	Independer	nce Blvd												
(64) Virginia Beach Norfolk	Expwy	City of Virginia Beac	h (Maint: 75)	2.74	72000	G	99%	0%	0%	0%	0%	0%	F	NA			77000	(
	Combi	ned Traffic Estimates for 2 Parallel	Roadways on th	is Route:	147000	G	97%	0%	0%	1%	1%	0%	F	NA			157000	(
est		To From		l	Rosemont R	d												
64 Virginia Beach Norfolk	Expwy	City of Virginia Beac	h (Maint: 75)	1.59	67000	В	99%	0%	0%	0%	0%	0%	F	0.096	Α		71000	
		ned Traffic Estimates for 2 Parallel	Roadways on th	is Route:	128000	G	98%	0%	0%	1%	0%	0%	F	NA			134000	(
		To		Ly	nnhaven Pk	wy												
/est 64)Virginia Beach Norfolk	Expun	City of Virginia Beac	h (Maint: 75)	1.35	52000	G	99%	0%	0%	0%	0%	0%	F	NA			56000	(
164) Virginia Beach (Volton)		ned Traffic Estimates for 2 Parallel					98%	0%	0%	1%	0%	0%	F	NA			111000	
		Te			Virginia Bea					. , 0	0,70	0,70	•					
est	_	From:											_					
A Virginia Doogh Norfall		City of Virginia Beac	,	1.19	38000	G	99%	0%	0%	0%	0%	0%	F	NA			40000	
164 Virginia Beach Norton			Roadways on th	iis Koute:	68000	G	98%	0%	0%	1%	0%	0%	F	NA			73000	(
64) Virginia Beach Nortolk	Combi	ned Traffic Estimates for 2 Parallel	- I loadways on in															
Vest		ned Traffic Estimates for 2 Parallel  Ta  From:	:		st Colonial	Rd												
Vest 264 Virginia Beach Norfolk Vest 264 Virginia Beach Norfolk		red Tranic Estimates for 2 Parallel  Tom From City of Virginia Beac			est Colonial	Rd <b>G</b>	99%	0%	0%	0%	0%	0%	F	NA			30000	(

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-						4			Tru	ıck			K	01/	Dir	A A14/DT	0144
Route	Jurisdiction	1	Length	AADT	QA	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West	From:	(1.1 :		Birdneck Rd		200/	00/		201	00/	00/	_				10000	_
Virginia Beach Norfolk Expwy	City of Virginia Beach		0.66	13000	G	99%	0%	0%	0%	0%	0%	F	NA			13000	G
Combine	ed Traffic Estimates for 2 Parallel F	Roadways on t	this Route:		G	98%	0%	0%	1%	0%	0%	F	NA			27000	G
	10.			Parks Ave													
West	City of Changes also	(Maintr C4)		W TO I-664	WEST								NIA			NIA	
Ramp	City of Chesapeake (	(Maint: 64)	0.42	NA FROM I-26	A WEST	r		1					NA			NA	
	From																
West 264 Ramp	City of Portsmouth (I	Maint: 64)	I-264-W TO 0.17	2300	<u> </u>	IVE							0.087	F		2300	G
264) Hamp	Tro:	iviant. 04)		40 FROM F									0.007	•		2000	ч
West	From		I-264-W TO			IVE											
West 264 Ramp	City of Portsmouth (N	Maint: 64)	0.27	2900	G	IVE							0.103	F		2900	G
264)	To:	iviant. 01)		40 FROM F									0.100	·		2000	ŭ
West	From:			4-W TO RT				1									
Ramp	City of Portsmouth (	Maint: 64)	0.20	8600	G								0.084	F		8600	G
204)	To:		SR 239 SR 23			M RT											
West ALT	From:		I-264	4-W TO RT	337												
264 460 Ramp	City of Portsmouth (	Maint: 64)	0.37	3900	G			<u>.</u>					0.1	F		3900	G
20, 180	To:	•	SR 33	37 FROM R	T 264												
West	From:	I-264	I-W TO ROU	ΓΕ 1700- FF	REDERI	CK BLVE	)										
(264) Ramp	City of Portsmouth (	Maint: 64)	0.25	11000	G								0.096	F		11000	G
$\smile$	To:		US 17 FRO	M ROUTE	264 WE	ST											
West	From:		W005A TO RO	OUTE 17 SO	OUTH00	)- FREDR	IC										
264 Ramp	City of Portsmouth (	Maint: 64)	0.04	NA									NA			NA	
<u> </u>	To:		US 17 FRO	M ROUTE	264 WE	EST											
West	From:		W TO RT 141			VIA CRA	W										
264 Ramp	City of Portsmouth (N	Maint: 64)	0.02	21000	G								0.098	F		21000	G
West	To: From:		I-264-W0	007B TO CC	OURT S	Γ											
264 Ramp	City of Portsmouth (I	Maint: 64)	0.07	NA									NA			NA	
204)	To:			FORD STR	EET N												
West	From:			007A TO CO		Т											
Ramp	City of Portsmouth (	Maint: 64)	0.18	NA	30111 5	-							NA			NA	
	To:	,		124-8761													
West	From:		I-264-W I-464	4-S; 464-W	IN MEI	DIAN											
264 337	City of Norfolk (Ma		0.22	NA									NA			NA	
	To:		I-264-E	008A TO B	ERKLE												
West	From:	IS-00264-	W(B)/INSPEC	CTION STA	ROAD	(RESTRIC	CTED		<u></u>	· · · · · · · · · · · · · · · · · · ·			<u> </u>				
West 264	City of Norfolk (Ma		0.06	NA									NA			NA	
$\smile$	To:	IS-0	0464-S(B)/FR	OM INSPE	CTION :	STATION	1										

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
Ramp From I-264 WB to City Hall Ave	City of Norfolk (Maint: 64)	I-264 WB 0.19 NA City Hall Ave WB		NA		NA	
West 264	City of Norfolk (Maint: 64)	IS-00264-W(B)/TO WATERSIDE DRIVE 0.44 NA 1SR-00337(U)/A1SR-00337-S003A(L)/Gap Terminu		NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	0.06 <b>6200 G</b>		0.119	F	6200	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W011C TO CLAIBORNE AVENUE  0.09 NA  US 460 FROM ROUTE 264 WEST		NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	264-W TO ROUTE 460 EAST-BRAMBLETON AV 0.12 <b>9400 G</b> US 460 FROM ROUTE 264 WEST		0.081	F	9400	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W011A TO CLAIBORNE AVENUE  0.07 NA  CLAIBORNE AVENUE		NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W TO ROUTE 405-MERRIMAC AVENUE  0.15 <b>5600 G</b> SR 405 TO & FROM ROUTE		0.076	F	5600	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W013X TO RT 13 SOUTH-MILITARY HIG 0.12 6500 G US 13 FROM ROUTE 264 WEST COLL RD		0.102	F	6500	G
West 264 Ramp	City of Norfolk (Maint: 64)	264-W013X O ROUTE 13 NORTH00- MILITARY 0.15 <b>9200 G</b> US 13 FROM ROUTE 264 WEST COLL RD		0.078	F	9200	G
West (264)	City of Norfolk (Maint: 64)	1-264-W RAMPS TO & FROM 64 H.O.V.IN ME  0.06 NA  1-264-R I-264-R000A RAMPS TO & FR		NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	I-264 West 0.09 <b>49000 G</b> 99% 0% SR 403 N000B	0% 0% 0% 0%	F NA		52000	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-64-W284A FROM RT 64 WEST  0.27 NA		NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	0.45 67000 G		NA		67000	G
West 264 Ramp	City of Norfolk (Maint: 64)	I-264-W014C TO RT 64 WEST  0.14 NA  I-64-W284A FROM RT 64 WEST	<del></del>	NA		NA	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	-	<b>QA</b> 4Tire Bu	sTruck 2Axle 3+Axle 1			ΩK	Dir actor AAWDT	. QW
West 264 Ramp	City of Norfolk (Maint: 64)	I-64-W284A FROM R 0.17 <b>37000</b>	G			0.092	F	37000	G
West 264 Ramp	City of Norfolk (Maint: 64)	1-264-W014B TO R [*] 0.13 <b>NA</b>				NA		NA	
Vest 264) Ramp	City of Norfolk (Maint: 64)	I-64-E284A FROM R 0.42 <b>40000</b>	G			0.083	F	40000	G
Vest 264 Ramp	City of Norfolk (Maint: 64)	264-W013B O ROUTE 13 NO 0.08 <b>NA</b>	ORTH00- MILITARY			NA		NA	
Vest 264 Ramp	City of Norfolk (Maint: 64)	0.11 <b>33000</b>				0.089	F	33000	G
Vest 264 Ramp	City of Norfolk (Maint: 64)	0.09 <b>NA</b>	TH-MILITARY HIG			NA		NA	
Vest 164 Ramp	City of Norfolk (Maint: 64)	0.16 <b>32000</b>	G			0.079	F	32000	G
Vest 64 Ramp	City of Norfolk (Maint: 64)	I-264-W END COLL RD FRO I-264-W TO I-64 0.24 <b>18000</b> I-264-E014A I-264- I	4 EAST <b>G</b>			0.096	F	18000	G
rest 64 Ramp	City of Norfolk (Maint: 64)	I-264-W013X TO I- 0.18 <b>10000</b> I-64-E FROM I-264	G-64 EAST			0.148	F	10000	G
est 64 Ramp	City of Norfolk (Maint: 64)	I-264-W013X TO I- 0.08 <b>NA</b> I-264-E014C I-264-1	-64 WEST			NA		NA	
rest 64 Ramp	From City of Virginia Beach (Maint: 75	I-264 Collecto	or Rd <b>G</b> 99% 0%	6 0% 0%	0% 0%	F NA		320	G
est 64 Ramp	City of Virginia Beach (Maint: 75	I-264-W TO R	T 190 <b>G</b>			0.090	F	6900	G
est 64 Ramp	City of Virginia Beach (Maint: 75	I-264-W TO HOLLA	AND ROAD <b>G</b>			0.118	F	5500	G
lest 64)Ramp	City of Virginia Beach (Maint: 75	I-264-W TO R				0.112	F	7200	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Langth	AADT	04	4Tiro	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	01
	Junsuiction				4Tire	Dus	2Axl	e 3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	Q
Vest	City of Virginia Beach (Main	I-264-W TO t: 75) 0.18	O ROSEMO 9300	ONT ROA <b>G</b>	AD							0.088	F		9300	(
Ramp	Tx.	134-13; 134-8		•	OAD		$\overline{}$					0.000	'		9300	`
/est	From:	I-264-W TO L	YNNHAVE	EN PARK	WAY											
Ramp	City of Virginia Beach (Main		6500	G								0.101	F		6500	
	To:	FROM	ROUTE 264	4 WEST												
Vest	City of Virginia Booch (Main	I-264-W TO L			WAY							0.100	F		2600	
Ramp	City of Virginia Beach (Maini	,	<b>3600</b> 14 Gap FRC	G OM R								0.109	г		3600	•
Vest	From:	I-264-W TO			OAD											
Ramp	City of Virginia Beach (Main		3600	G	57115							0.085	F		3600	
	To:	134-9 J	FROM & TO	O ROU												
East	From:		Leesburg F													
Dulles Greenway	Town of Leesburg (Maint: T	,	14000	G	98%	0%	0%		0%	0%	F	0.175	F		14000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	27000	G	98%	0%	1%	0%	1%	0%	F	NA			28000	
East	To: From:	S	CL Leesbur	rg												
Dulles Greenway	Loudoun County (Maint: To	,	14000	G	98%	0%	0%		0%	0%	F	0.175	F		14000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	27000	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	28000	
East	To: From:	Ba	ttlefield Pky	wy			$\Box$									
Dulles Greenway	Loudoun County (Maint: To	OL) 2.08	15000	G	98%	0%	0%	0%	0%	0%	F	0.182	F		15000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	29000	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.885	31000	
East	. To: From:	53-65	3 Shreve M	lill Rd			$\Box$ $\vdash$									
Dulles Greenway	Loudoun County (Maint: To	OL) 2.26	15000	G	98%	0%	0%	0%	0%	0%	F	0.184	F		16000	(
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	30000	G	98%	0%	1%	0%	1%	0%	F	0.107	F	0.846	32000	
	To: From:	53-659	Belmont Ri	idge Rd			$\neg$									
East 267 Dulles Greenway	Loudoun County (Maint: To	OL) 1.06	16000	G	98%	0%	0%	0%	0%	0%	F	0.187	F		18000	(
,	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	31000	G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.861	37000	
	To	53-90	1 Claiborne	Pkwv												
East 267 Dulles Greenway	Loudoun County (Maint: To		18000	G	98%	0%	0%	0%	0%	0%	F	0.194	F		21000	
Dulles Greenway	Combined Traffic Estimates for 2 Parallel Roadwa	,		G	98%	0%	1%		1%	0%	F	0.111	F	0.85	42000	
	та		Ashburn Vill					0,0	. , 0	0,70		••••	•	0.00		
ast D. II O	From:					00/		00/	00/	00/	_	0.044	_		0.4000	
Dulles Greenway	Loudoun County (Maint: To Combined Traffic Estimates for 2 Parallel Roadw	,	20000 40000	G G	98% 98%	0% 0%	0% 1%		0% 1%	0% 0%	F	0.211 0.115	F F	0.873	24000 47000	
	Combined Trainic Estimates for 2 Parallel Roadwi	<u> </u>				U 70	1 %	U-70	I 70	U 70	Г	0.113	Г	0.073	47000	
East	To: From:		oudoun Co													
267 Dulles Greenway	Loudoun County (Maint: To	•	23000	G	98%	0%	0%		0%	0%	F	0.213	F		27000	•
$\sim$	Combined Traffic Estimates for 2 Parallel Roadwa	avs on this Route:	44000	G	98%	0%	1%	0%	1%	0%	F	0.117	F	0.911	53000	(

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	ia intorota		atoo			Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	From:	53-	606 Old Ox	Rd			ZAXIE	3+Axie	TITALI	ZIIali		i actor		i actor		
(267) Dulles Greenway	L Loudoun County (Ma		22000	G	98%	0%	0%	0%	0%	0%	F	0.202	F		26000	G
,	Combined Traffic Estimates for 2 Parallel F		43000	G	98%	0%	1%	0%	1%	0%	F	0.151	F	0.871	51000	G
	Та	,	R 28 Sully R	d												
East Dulles Tall Dd	From: L				0.40/	00/	00/	10/	00/	00/	_	0.105	_		40000	_
267 Dulles Toll Rd	Loudoun County (N	,	42000	G	94%	0%	2%	1%	2%	0% 0%	C	0.125	F F	0.000	49000	G
	Combined Traffic Estimates for 2 Parallel F	,	83000 fax County I	ine	94%	0%	2%	1%	2%	0%	C	0.093	Г	0.693	98000	G
East	From:		loun County													
(267) Dulles Toll Rd	Fairfax Cour	nty 0.94	42000	G	94%	0%	2%	1%	2%	0%	С	0.125	F		49000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	83000	G	94%	0%	2%	1%	2%	0%	С	NA			98000	G
Fast	Tro- From:	29-65	57 Centrevill	e Rd			_									
East 267 Dulles Toll Rd	Fairfax Cour	ntv 1.36	48000	G	98%	0%	0%	0%	0%	0%	F	0.117	F		57000	G
267) 24:100 10:110	Combined Traffic Estimates for 2 Parallel F	,		G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.637	114000	G
	Tar				0070	0 70		0,0	. , 0	0,0	•	0.002	•	0.007		<b>O</b> .
East	From:		VCL Herndo										_			
(267) Dulles Toll Rd	Town of Herndon (M	,	48000	G	98%	0%	0%	0%	0%	0%	F -	0.117	F		57000	G
•	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	96000	G	98%	0%	1%	0%	1%	0%	F	NA			114000	G
East	To: From:	29-7100 Fairfax	County Pkw	y; ECL	Herndon											
(267) Dulles Toll Rd	Fairfax Cour	nty 0.97	50000	G	98%	0%	0%	0%	0%	0%	F	0.122	F		60000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	102000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.647	121000	G
	To	29-6	02 Reston P	kwy			_									
East (267) Dulles Toll Rd	Fairfax Cour	ntv 1.04	55000	G	98%	0%	0%	0%	0%	0%	E	0.12	F		65000	G
267 Dulles Toll Tid	Combined Traffic Estimates for 2 Parallel F	•		G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.628	134000	G
	- F				30 /6	0 70	1 70	0 70	1 /0	0 70	'	0.002	•	0.020	104000	ч
East	From:		828 Wiehle A													
( ₂₆₇ )Dulles Toll Rd	Fairfax Cour	,	58000	G	98%	0%	0%	0%	0%	0%	F	0.117	F		69000	G
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	116000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.647	138000	G
East	To: From:	29-67	4 Hunter Mi	ill Rd												
(267) Dulles Toll Rd	Fairfax Cour	nty 3.41	68000	G	98%	0%	0%	0%	0%	0%	С	NA			72000	G
201)	Combined Traffic Estimates for 2 Parallel F	•	138000	G	98%	0%	1%	0%	1%	0%	С	NA			146000	G
	Та:	SB.	7 Leesburg F	Pike												
East	From:										_		_			
267 Dulles Toll Rd	Fairfax Cour	,	57000	G	98%	0%	0%	0%	0%	0%	-	0.112	-	0.500	67000	G
_	Combined Traffic Estimates for 2 Parallel F	<u> </u>		G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.588	133000	G
East	To: From:	29-684	Internationa	1 Drive												
(267) Dulles Toll Rd	Fairfax Cour	nty 1.60	53000	G	98%	0%	0%	0%	0%	0%	F	0.102	F		63000	G
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	112000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.569	134000	G
	To:	I-495	Capital Bel	tway												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		<u> </u>		ale no				Tru	ok			V		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	QV
East	From:	1.405	Capital Be	ltsvav			ZAXIE	3+Axie	HHall	ZIIdli		Factor		Facioi		
267 Dulles Toll Rd Connector	r Fairfax Cou		31000	G	98%	0%	0%	0%	0%	0%	F	0.093	F		36000	G
201)	Combined Traffic Estimates for 2 Parallel	•		G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.579	76000	(
	To To	,				0 70		0,0	. , 0	0 / 0	•	0.000	•	0.07.0	. 0000	
East	From:		3 Chain Brid													
267 Dulles Toll Rd Connector		,	29000	G	98%	1%	0%	0%	0%	0%	С	0.086	F		35000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.636	70000	(
	To:		I-66													
East	From:	SR 267-E TO RT			ELTWAY	7										
267)Ramp	Fairfax Cou	<u>,                                      </u>	15000	G								0.116	F		15000	(
<u> </u>		1-455-5	From RT 2													
East	From:	SR 207-E020A TO F			CAPITAL	В						0.400	_		00000	
Ramp	Fairfax Cou		22000	G								0.103	F		22000	(
	10.		From RT 2													
ast	From:	SR 267-E TO WEST		URCH S	TATION-	-BU						NIA			NIA	
Ramp	Fairfax Cou	29-99004-W00	NA FROM	0 TO D	T 267							NA			NA	
					(1 20/											
Vest	Town of Leesburg (I		Leesburg E	**	98%	0%	10/	00/	1%	00/	_	0.161	F		14000	(
Dulles Greenway	• .	,	13000	G			1%	0%		0%	г -		Г			
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	27000	G	98%	0%	1%	0%	1%	0%	г	NA			28000	(
/est	Ta: From:	S	CL Leesbur	g												
Dulles Greenway	Loudoun County (N	Maint: TOL) 0.34	13000	G	98%	0%	1%	0%	1%	0%	F	0.161	F		14000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	28000	(
	Tec	Ba	ttlefield Pky	wv												
Vest	From:				98%	0%	10/	00/	10/	00/	_	0.174	F		15000	(
Dulles Greenway	Loudoun County (N	,	14000	G			1%	0%	1%	0%	Г	0.174	-	0.005	15000	
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	29000	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.885	31000	(
/est	To: From:	53-65	3 Shreve M	ill Rd												
Dulles Greenway	Loudoun County (N	Maint: TOL) 2.31	15000	G	98%	0%	1%	0%	1%	0%	F	0.182	F		16000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	30000	G	98%	0%	1%	0%	1%	0%	F	0.107	F	0.846	32000	(
	To:	-	Belmont Ri	dge Rd												
Vest	From:										_		_			
Dulles Greenway	Loudoun County (N	•	15000	G	98%	0%	1%	0%	1%	0%	F	0.183	F		18000	(
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000	G	98%	0%	1%	0%	1%	0%	F	0.108	F	0.861	37000	(
Vest		53-90	1 Claiborne	Pkwy												
Dulles Greenway	Loudoun County (N	Maint: TOL) 1.82	17000	G	98%	0%	1%	0%	1%	0%	F	0.196	F		21000	(
201)	Combined Traffic Estimates for 2 Parallel	•		G	98%	0%	1%	0%	1%	0%	F	0.111	F	0.85	42000	(
	To:		Ashburn Vill			0 /0		5 / 0	. /0	5 / 0	•	J	•	0.00	000	`

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		<u> </u>						Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Avla	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	53-772 A	shburn Vill	age Blvd	ı		2717.10	OTTAKE	TTTUI	Ziiaii		1 40101		1 40101		
267 Dulles Greenway	Loudoun County (M		20000	G	98%	0%	1%	0%	1%	0%	F	0.2	F		24000	G
2017	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	40000	G	98%	0%	1%	0%	1%	0%	F	0.115	F	0.873	47000	G
	To	53 1050 I	oudoun Cou	ınty Dky	787		—									
West	From:					201		00/	40/	00/	_	0.004	_		00000	_
267 Dulles Greenway	Loudoun County (M	,	22000	G	98%	0%	1%	0%	1%	0%	F _	0.204	F -		26000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	44000	G	98%	0%	1%	0%	1%	0%	F	0.117	F	0.911	53000	G
West	To: From:	53-	606 Old Ox	Rd												
267 Dulles Greenway	Loudoun County (M	aint: TOL) 1.75	21000	G	98%	0%	1%	0%	1%	0%	F	0.211	F		25000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	43000	G	98%	0%	1%	0%	1%	0%	F	0.151	F	0.871	51000	G
	To	Si	R 28 Sully R	2.4												
West Dulles Tall Dd	From: L				0.40/	00/	10/	10/	00/	00/	_	0.10	_		40000	_
267 Dulles Toll Rd	Loudoun County (N		41000	G	94%	0%	1%	1%	3%	0%	С	0.13	F		49000	G
	Combined Traffic Estimates for 2 Parallel I		83000 fax County	G	94%	0%	2%	1%	2%	0%	С	NA			98000	G
West	From:		oun County				-									
267 Dulles Toll Rd	Fairfax Cour		41000	G	94%	0%	1%	1%	3%	0%	С	0.13	F		49000	G
201)	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	83000	G	94%	0%	2%	1%	2%	0%	С	NA			98000	G
	To	20-65	7 Centrevil	le Rd			—									
West	From:						<u> </u>				_		_			_
267 Dulles Toll Rd	Fairfax Cour	,	48000	G	98%	0%	1%	0%	1%	0%	F _	0.118	F		57000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	96000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.637	114000	G
West	To: From:	V	/CL Herndo	n												
(267) Dulles Toll Rd	Town of Herndon (I	Maint: 29) 0.37	48000	G	98%	0%	1%	0%	1%	0%	F	0.118	F		57000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	96000	G	98%	0%	1%	0%	1%	0%	F	NA			114000	G
	Too	- F	CL Herndo	n												
West Dulles Tall Dd	From:				000/	00/	10/	00/	10/	00/	_	0.110	_		F7000	_
267 Dulles Toll Rd	Fairfax Cour	,	48000	G	98%	0%	1%	0%	1%	0%	F	0.118	F		57000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	96000	G	98%	0%	1%	0%	1%	0%	Г	NA			114000	G
West	To: From:	29-7100	Fairfax Cou	nty Pkw	у											
267 Dulles Toll Rd	Fairfax Cour	nty 0.62	52000	G	98%	0%	1%	0%	1%	0%	F	0.119	F		62000	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	102000	G	98%	0%	1%	0%	1%	0%	F	NA			121000	G
	То	29-6	02 Reston P	kwv												
West	From:				0001	001	40′	001	467	001	_	0.446	_		00000	~
267 Dulles Toll Rd	Fairfax Cour	,	58000	G	98%	0%	1%	0%	1%	0%	-	0.112	F		69000	G
	Combined Traffic Estimates for 2 Parallel I	Hoadways on this Route:	113000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.628	134000	G
West	To: From:	29-8	328 Wiehle	Ave												
267 Dulles Toll Rd	Fairfax Cour	nty 1.84	59000	G	98%	0%	1%	0%	1%	0%	F	0.106	F		70000	G
	Combined Traffic Estimates for 2 Parallel I	•		G	98%	0%	1%	0%	1%	0%	F	NA			138000	G
	To:		4 Hunter M													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

<u> </u>								Tru	ıck			K	01/	Dir		
Route	Jurisdictio	n Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Vest	From:	<u> </u>	74 Hunter Mi													
Dulles Toll Rd	Fairfax Cou	,	70000	G	98%	0%	1%	0%	1%	0%	С	NA			74000	•
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	138000	G	98%	0%	1%	0%	1%	0%	С	NA			146000	
/est	To: From:	SR	7 Leesburg F	Pike												_
Dulles Toll Rd	Fairfax Cou	nty 1.11	55000	G	98%	0%	1%	0%	1%	0%	F	0.100	F		66000	
.01)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.588	133000	
	To	-	Internationa													
est	From:				000/	00/	10/	00/	10/	00/	_	0.000	_		71000	
Dulles Toll Rd	Fairfax Cou	,	59000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.500	71000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	112000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.569	134000	
est	To:	I-495	Capital Bel	tway												_
67 Dulles Toll Rd Connector	r Fairfax Cou	nty 0.21	34000	G	98%	0%	1%	0%	1%	0%	F	0.103	F		40000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	64000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.579	76000	
	To	SR 12	3 Chain Brid	lge Rd			<u> </u>									
<u>/est</u> 1 ₆₇ )Dulles Toll Rd Connector	r Fairfax Cou		29000	G	98%	1%	1%	0%	0%	0%	С	0.103	F		35000	
67 Dulles Toll Fla Confinector	Combined Traffic Estimates for 2 Parallel	,		G	98%	1%	1%	0%	0%	0%	С	0.103	F	0.636	70000	
	To:	rioadways on this riodle.	I-66	G	30 /6	1 /0	1/8	0 /6	0 /6	0 /6	O	0.002	'	0.000	70000	
/est	From:		SR 267 West	t												_
Ramp	Fairfax Cou		6700	G								0.123	F		6700	
1	To:		I-495 North													
	From:	I-64	1, US 60; SR	42												_
69 (42) Longdale Furnace	Rd Alleghany Co	ounty 0.18	1200	G	96%	1%	1%	1%	1%	0%	С	0.109	F	0.55	1200	
	To:		Longdale Fur		d											
James de la France de Del	From:		Golf Course		000/	10/	10/	10/	10/	00/	_	0.110	_	0.500	E40	
69 Longdale Furnace Rd	Alleghany Co		<b>520</b> I-64, US 60	G	96%	1%	1%	1%	1%	0%	F	0.113	F	0.526	540	
	- Economic - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Control - Con		,	C A COT												_
Ramp	Alleghany Co		69 TO I-64 E <b>90</b>	G								0.211	F		90	
69) (1411)	To:	I-64-E FROM			EAST							0.211	•		30	
	From:	SR 269 I-64-V														_
Ramp	Alleghany Co		100	G	7 13 04							0.127	F		100	
.09)	To:	I-64-W FROM			EAST											
	From:		US 58 Bus													_
Bull Run Rd	Town of Saint Paul	(Maint: 97) 0.26	3600	G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.529	3800	
	To:	<u> </u>	SR 63													
	From:	US 25	0 Broad Stre	eet Rd												_
Pouncey Tract Rd	Henrico Cou		11000	F	98%	1%	1%	1%	0%	0%	С	0.101	F	0.644	11000	
$\mathcal{L}$	To		Nuckols Rd													
Pouncey Tract Rd	From: Henrico Cou		5200	F	96%	0%	1%	3%	1%	0%	F	0.099	F	0.54	5600	
-11)	To:		hland County	v Line								<del>-</del>				

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3	_	-		QC	Factor	QK	Factor	AAWDT	QV
	From:	Henrico County Line												
271) Pouncey Tract Rd	Goochland County	0.53 <b>6100 G</b>	96%	0%	1%	3%	1%	0%	С	0.095	F	0.575	6200	G
$\smile$	To:	Hanover County Line												
Daywa a sa Tura da Dal	Hanana O annaha	Goochland County Line		40/	10/	00/	40/	00/	_	0.404	_	0.000	4000	
Pouncey Tract Rd	Hanover County	3.11 <b>1600 G</b>		1%	1%	0%	1%	0%	С	0.101	F	0.603	1600	G
	10.	42-622 Rockville Rd; Hill	Dr											
	From:	SR 189							_					
272 South Quay Rd	City of Suffolk	1.24 <b>1500 G</b>	95%	1%	1%	0%	3%	0%	С	NA			1600	G
<u> </u>	To:	US 58 South Quay Rd												
	From:	SR 30 New Kent Hwy												
273 Farmers Dr	New Kent County	5.33 <b>4400 G</b>	99%	0%	0%	0%	0%	0%	С	0.096	F	0.727	4500	G
$\smile$	To:	SR 33												
	From:	US 58 Grayson Pkwy												
274 Riverside Dr	Grayson County	7.36 <b>780 G</b>	96%	1%	2%	0%	1%	0%	С	0.117	F	0.816	810	G
	To:	SR 94 Scenic Rd; Riverside	Dr											
	From:	SR 256 Weyers Cave R	1											
(276) Keezletown Rd	Augusta County	1.77 <b>3700 F</b>	96%	1%	1%	1%	1%	0%	С	0.103	F	0.507	3800	F
270)	Tα	Rockingham County Lin	e											
	From:	Augusta County Line												
(276) Cross Keys Rd	Rockingham County	3.04 <b>3400 G</b>	96%	1%	1%	0%	1%	0%	С	0.115	F	0.530	3500	G
$\smile$	Tor	82-682 Friedens Ch Rd												
(276) Cross Keys Rd	Rockingham County	2.42 <b>4600 G</b>	97%	1%	1%	1%	1%	0%	С	0.112	F	0.519	4700	G
270)								- , -		• • • • • • • • • • • • • • • • • • • •				_
Crasa Kaya Dd	From:	SR 253 Port Republic R		10/	10/	10/	10/	00/	F	0.100	_	0.511	0000	_
276 Cross Keys Rd	Rockingham County	1.36 <b>6000 G</b>	97%	1%	1%	1%	1%	0%	Г	0.103	F	0.511	6200	G
	To: From:	82-689 Shen Lake Dr												
(276) Cross Keys Rd	Rockingham County	0.84 <b>6000 N</b>	97%	1%	1%	1%	1%	0%	Ν	0.103	Ν	0.511	6200	N
$\smile$	To:	US 33 Spotswood Trail												
	From:	US 11 Main Street												
277 Fairfax Pike	Town of Stephens City (Maint: 34)	0.15 <b>9500 G</b>	96%	0%	1%	0%	2%	0%	F	0.085	F	0.540	9900	G
	To	ECL Stanhana City												
277) Fairfax Pike	Frederick County	ECL Stephens City 0.08 <b>9500 N</b>	96%	0%	1%	0%	2%	0%	N	0.085	N	0.540	9900	Ν
2//) I dillax I like	Tredefick County		30 /6	0 76	1 /0	0 /6	2/0	0 /6	IN	0.005	IN	0.540	3300	- 11
	To: From:	I-81												
277) Fairfax Pike	Frederick County	1.76 <b>14000 G</b>	94%	1%	1%	1%	3%	0%	С	0.093	F	0.537	15000	G
<u> </u>	To:	34-726 Lakeview Circle	;											
277) Fairfax Pike	Frederick County	2.73 <b>8400 G</b>	91%	1%	1%	2%	5%	0%	С	0.091	F	0.639	8700	G
	To:	US 522 Front Royal Pik												
	From:	SR 277	_					_		_		_		
277)Ramp to I-81 S at Exit 307	Frederick County	0.24 <b>3200 G</b>								0.086	F		3200	G
(211)	To:	I-81 S								5.555	•		5200	_

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	SR 27									0.404	_		F700	_
Ramp to I-81 N at Exit 307	Frederick County	0.18 <b>570</b>									0.101	F		5700	G
	Francis	I-81				<u> </u>									
278 King Street North	City of Hampton	US 258 Mero 0.10 <b>2400</b>		100%	0%	0%	0%	0%	0%	F	NA			25000	G
2/8) rung direct North	City of Hampton			10070	0 70	0 70	0 70	0 70	0 70	•	INA			23000	G
King St	City of Hampton	114-7047 Old 1 0.85 <b>1700</b>		100%	0%	0%	0%	0%	0%	F	NA			19000	G
King St	City of Hampton			100 /6	0 /0	0 /6	0 /6	0 /6	0 /0	•	INA			19000	G
Vina Ct	City of Homoton	Lamingto		1000/	0%	00/	00/	00/	00/	С	0.107	F	0.001	7500	F
King St	City of Hampton  T∞	0.69 <b>710</b> Langley Air F		100%	0%	0%	0%	0%	0%	C	0.107	Г	0.821	7500	Г
	From														
Great Neck Rd	City of Virginia Beach	US 58 Va Be		99%	0%	0%	0%	0%	0%	F	0.085	F	0.536	42000	G
279) Groat Nook Ha	ony or vinginia Boasii				070		0 70	0 / 0	0 70	•	0.000	·	0.000	12000	~
279)Great Neck Rd	City of Virginia Beach	First Color 0.99 <b>3400</b>		99%	0%	1%	0%	0%	0%	С	0.084	F	0.553	36000	G
279 Great Neok Hu	ony of virginia beach			33 78	0 70	1 70	0 70	0 70	0 70	O	0.004	•	0.555	30000	
279)Great Neck Rd	City of Virginia Beach	Shorehav 1.42 <b>3500</b>		99%	0%	0%	0%	0%	0%	С	0.085	F	0.504	37000	G
279 Great Neck Hu	City of Virginia Beach			99 /6	0 /0	0 /6	0 /6	0 /0	0 /6	C	0.005	•	0.504	37000	G
N. Croot Nool: Dd	City of Vivoisia Doosla	Adam Kee		000/	00/		00/	00/	00/	F	0.005	F	0.500	00000	G
N Great Neck Rd	City of Virginia Beach	0.79 <b>2800</b> US 60 Sh		99%	0%	0%	0%	0%	0%	Г	0.085	Г	0.523	30000	G
	From														
001	Henrico County	SR 895 Pocaho 1.60 <b>310</b>		90%	1%	1%	2%	6%	0%	С	0.092	F	0.526	3300	F
281)	To:	43-7723 Charl		0070	1 70		270	070	070	Ū	0.002		0.020	0000	•
	From:	Bus US				i									
283 Trail of the Lonesome Pine	City of Norton (Maint: 97)	0.36 <b>120</b> 0		98%	0%	0%	0%	1%	0%	С	0.084	F	0.501	13000	G
	To:	Alt US 58;	US 23												
	From:	07-935 Ex	po Rd												
285)Tinkling Spring Rd	Augusta County	1.85 <b>1600</b>	0 F	97%	0%	1%	1%	1%	0%	С	0.087	F	0.59	17000	F
<u> </u>	To:	US 250 Jeffe	rson Hwy												
	From:	I-64-E091A FRO													
285 Ramp	Augusta County	0.25 <b>300</b>		94%	0%	1%	1%	3%	1%	С	NA			3000	G
	10:	I-64-E FROM RT 6085													
	From:	I-64-W091A FRO			201	101	40/	00/	40/	_				5000	_
Ramp	Augusta County	0.25 <b>520</b>		94%	0%	1%	1%	3%	1%	С	NA			5200	G
	Econol	I-64-W FROM RT 608		NUKIH											
286 Fairfax County Pkwy	Fairfax County	US 1 Richm 0.49 <b>2500</b>		98%	1%	1%	0%	0%	0%	F	0.101	N	0.525	27000	G
286) I allian Obulity I Kwy	airiax County			JU /0	1 /0	1 /0	U /0	U /0	U /0	'	0.101	ıNı	0.525	21000	G
Fairfay Causty Bloom	Fairfay County	29-617 Bac		000/	10/	10/	00/	00/	00/		0.101	^	0.505	20000	Λ
286) Fairfax County Pkwy	Fairfax County	1.43 <b>2800</b>	0 A	98%	1%	1%	0%	0%	0%	С	0.101	Α	0.525	32000	Α

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate no	นเฮร											
Doute	luviadiation	Longth AADT OA	4Tiro	Due		Truc	:k		00	K	OK	Dir	AAWDT	0
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
	From:	29-611 Telegraph Rd												
Fairfax County Pkwy	Fairfax County	0.88 <b>40000 G</b>	98%	1%	1%	0%	0%	0%	F	0.089	F	0.607	45000	
	To:	I-95; 29-790 Alban Rd												
	From:	29-7900 Franconia Springfeld P												
286) Fairfax County Pkwy	Fairfax County	1.30 <b>55000 G</b>	99%	0%	0%	0%	0%	0%	F	0.091	F	0.755	61000	
$\smile$	To	29-640 Sydenstricker Rd												
286 Fairfax County Pkwy	Fairfax County	1.26 <b>55000 G</b>	97%	1%	1%	1%	1%	0%	F	0.090	F	0.712	58000	
286) 1 diriax Codinty 1 kwy	-						1 /0	0 70	•	0.000	•	0.712	00000	
	See Non-inventoried	d Fairfax County Pkwy for the 29-636 Hooes Rd	missing	aownsi	ream sec	cuon.								
	From:	SR 123 Ox Rd												
286 Fairfax County Pkwy	Fairfax County	1.19 <b>62000 G</b>	97%	1%	1%	1%	1%	0%	F	0.087	F	0.511	66000	
286) 1 amax county 1 1111	•	ed Fairfax County Pkwy for the					1 /0	0 70	•	0.007	•	0.011	00000	
	See Non-inventori	ed Fairiax County Pkwy for the	HIISSIN	g upsire	eam seci	IOII.								
	To: From:	29-643 Burke Centre Pkwy	,											
286) Fairfax County Pkwy	Fairfax County	1.84 <b>68000 G</b>	97%	1%	1%	1%	1%	0%	F	0.087	F	0.55	73000	
$\smile$	Too	29-654 Popes Head Rd												
286)Fairfax County Pkwy	Fairfax County	1.32 <b>73000 G</b>	97%	1%	1%	1%	1%	0%	F	0.084	F	0.501	78000	
200) 1 amax 3 amy 1 mm	Tamax County		0,70	1 70		1 70	1 /0	0 70	•	0.001	•	0.001	70000	
	To: From:	29-620 Braddock Rd												
286) Fairfax County Pkwy	Fairfax County	1.02 <b>74000 G</b>	97%	1%	1%	1%	1%	0%	F	0.087	F	0.582	79000	
$\sim$	To: From:	US 29 Lee Highway			$\neg$ $\vdash$									
286) Fairfax County Pkwy	Fairfax County	0.96 <b>72000 F</b>	97%	1%	1%	1%	1%	0%	F	0.081	F	0.579	76000	
280)						.,.		-,-	-		-			
	From:	I-66												
Pairfax County Pkwy	Fairfax County	0.95 <b>68000 F</b>	99%	0%	0%	0%	0%	0%	F	0.082	F	0.596	72000	
<u> </u>	To	29-7700 Fair Lakes Pkwy			$\neg$ $\vdash$									
286 Fairfax County Pkwy	Fairfax County	0.88 <b>58000 F</b>	99%	0%	0%	0%	0%	0%	С	0.088	F	0.593	62000	
, ,	Tol													
Fairface County Plans	From:	US 50 Lee Jackson Mem Hw	•	00/		00/	00/	00/		0.007	_	0.500	40000	
Fairfax County Pkwy	Fairfax County	2.21 <b>46000 G</b>	99%	0%	0%	0%	0%	0%	F	0.087	F	0.563	49000	
<u> </u>	To: From:	29-7140 Tuckaway Dr; Springhay	ven Dr		_									
286 Fairfax County Pkwy	Fairfax County	0.52 <b>48000 G</b>	99%	0%	0%	0%	0%	0%	F	0.085	F	0.575	52000	
	Ter	20 (010 E 11 E B1												
Coirfoy County Plans	From:	29-6819 Franklin Farm Rd	99%	00/	00/	00/	00/	00/	F	0.000	F	0.500	40000	
Fairfax County Pkwy	Fairfax County	1.06 <b>46000 G</b>	99%	0%	0%	0%	0%	0%	Г	0.083	Г	0.589	49000	
	To: From:	29-608 West Ox Rd												
286) Fairfax County Pkwy	Fairfax County	1.47 <b>44000 G</b>	99%	0%	0%	0%	0%	0%	С	0.084	F	0.562	47000	
	Ter	20 ((5 E Mill D 1												
Foirfox County Plans	From:	29-665 Fox Mill Rd 0.70 <b>42000 G</b>	99%	0%	00/	00/	00/	00/	F	0.001	F	0.570	45000	
Fairfax County Pkwy	Fairfax County	0.70 <b>42000 G</b>	99%	0%	0%	0%	0%	0%	Г	0.081	Г	0.573	45000	
<u> </u>	To: From:	29-5320 Sunrise Valley Dr												
Fairfax County Pkwy	Fairfax County	0.31 <b>52000 G</b>	99%	0%	0%	0%	0%	0%	F	0.086	F	0.505	55000	
	To				<del></del>									
Fairfay Causty Bloom	From	SR 267 Dulles Toll Rd	000/	00/		00/	00/	00/		0.007		0.500	67000	
Pairfax County Pkwy	Fairfax County	1.01 <b>63000 G</b>	99%	0%	0%	0%	0%	0%	F	0.087	F	0.523	67000	
<u> </u>	To:	29-606 Baron Cameron Ave	2											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	n Lenç	th <b>AADT</b>	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:	29-6	06 Baron Ca	meron Av	e.		2AXIE	3+Axle	1 I raii	21raii		Factor		Factor		
286) Fairfax County Pkwy	Fairfax Cou				99%	0%	0%	0%	0%	0%	F	0.097	F	0.834	26000	G
	To:		SR 7 Leesbur	g Pike												
North	From:	RT 7100 FF.	CO PKWY	TO RT 6	6 WEST											
286 Ramp	Fairfax Cou	nty 0.2	9 15000	) G								0.088	F		15000	G
	To:	I-66-W055X FI	OM RT 710	0 NORTH	I FAIRFA	X										
North	From:	RT 7100 FF	X CO PKWY	TO RT 6	66 EAST											
286)Ramp	Fairfax Cou			G								0.081	F		4000	G
	To:	I-66-E055X FR	OM RT 710	0 NORTH	I FIARFAX	ζ										
South	From:	RT 7100 FF.	CO PKWY	TO RT 6	6 WEST											
286)Ramp	Fairfax Cou											0.094	F		10000	G
200) 3 1	To:	I-66-W055X FI			I FAIRFA	X										
South	From:	RT 7100 FF														
286)Ramp	Fairfax Cou			G	DO LAST							0.075	F		5700	G
200)	To:	I-66-E055X FF			FAIRFAX	ζ						0.07.0	•		0.00	·
	From:		Bus SR													
Berlin Tpke	Town of Purcellville	(Maint: 53) 0.5			95%	2%	2%	0%	1%	0%	Ν	0.094	N	0.74	6200	Ν
287 Berlin Tpice	Town of Furcenvine	(Maint. 30) 0.3			33 76	2 70		0 70	1 /0	0 70	14	0.054	11	0.7 4	0200	
	To: From:		NCL Purcel		2521						_		_			
287 Berlin Tpke	Loudoun Cou	unty 3.2	1 6100	G	95%	2%	2%	0%	1%	0%	С	0.094	F	0.74	6200	G
<u> </u>	To: From:	SR	9 Charles To													
287 Berlin Tpke	Loudoun Cou	unty 2.3	7 <b>9100</b>	G	97%	1%	1%	0%	1%	0%	F	0.082	F	0.741	9300	G
$\overline{}$	To	53-693 Mo	rrisonville Ro	l: Ash Geo	orge Rd											
287 Berlin Tpke	Loudoun Cou			G	95%	2%	2%	1%	1%	0%	С	0.081	F	0.713	7900	G
	To:	-	SCL Lovetts	arilla												
Berlin Tpke	From: Town of Lovettsville	(Maint: 53) 0.7		N	95%	2%	2%	1%	1%	0%	Ν	0.081	Ν	0.713	7900	N
287 Berlin Tpice	Town of Lovettsville	,				2 70	270	1 /0	1 /0	0 70	14	0.001	11	0.710	7 300	1 4
	To: From:		87 Par; Town												=	
287 Berlin Tpke	Town of Lovettsville	,		N	95%	2%	2%	1%	1%	0%	N	0.081	Ν	0.713	7900	Ν
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	e: <b>7800</b>	N								NA			NA	
	To: From:	53-0	573 S, East B	road Way	,											
287)Berlin Tpke	Town of Lovettsville	(Maint: 53) 0.0	5 <b>7800</b>	N	95%	2%	2%	1%	1%	0%	Ν	0.081	Ν	0.713	7900	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	e: <b>7800</b>	N								NA			NA	
	To	SR 287 Pa	; 53-673 N,	West Bros	ad Way											
287)Berlin Tpke	From: Town of Lovettsville			N CSt Bloz	97%	1%	1%	0%	1%	0%	Ν	0.097	Ν	0.584	4400	Ν
287) 26 15.1.6		(			0.70	. , ,	.,,	0 / 0	. , 0	0,0		0.00.		0.00		
Daulin Tuli	From:		NCL Lovett		070/	40/	10/	00/	40/	00/		0.007		0.504	4400	G
287 Berlin Tpke	Loudoun Cou			G	97%	1%	1%	0%	1%	0%	С	0.097	F	0.584	4400	G
	10:		Maryland Sta													
	From:		53-1388 S, T	own Cent	er Dr											
287 Berlin Tpke	Town of Lovettsville											NA			NA	
$\sim$	Combined Traffic Estimates for Parallel											NA			NA	
	To:	53-1	388 N, Town	Center D	r											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	n Lenat	n <b>AADT</b>	QA	4Tire	Bus		Trι	-		QC	K	QK	Dir	AAWDT	QW
	From:		8 N, Town C				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
287 Berlin Tpke	L Town of Lovettsville		NA	Jenier D	1							NA			NA	
287	Combined Traffic Estimates for Parallel F	'	: <b>NA</b>									NA			NA	
	Tα	· · · · · · · · · · · · · · · · · · ·	N ; 53-673 E	Broad Wa	ay											
	From:		I-95 North	1												
(288) SR 288 N Ramp	Chesterfield Co	ounty 0.63	12000	Α	92%	1%	1%	1%	6%	0%	F	0.152	Α		13000	Α
	Combined Traffic Estimates for 2 Parallel F	•	: 18000	G	93%	1%	1%	1%	5%	0%	F	NA			19000	G
	To:	•	np from I-95													
	From:		I-95													
288	Chesterfield Co	ounty 0.48	34000	G	96%	0%	1%	1%	2%	0%	F	0.102	F	0.664	38000	G
	To: From:	US 1	Jefferson Da	vis Hwy			_									
288	Chesterfield Co	ounty 1.53	38000	G	96%	0%	1%	1%	2%	0%	F	0.098	F	0.624	43000	G
$\bigcirc$	To:	S	R 145 Cheste	r Rd												
288	From: L Chesterfield Co		39000	G	96%	0%	1%	1%	2%	0%	F	0.101	F	0.608	43000	G
288	F						<del></del> 1									-
	From: Chesterfield Co		10 Iron Bridg 48000	ge Rd A	96%	0%	1%	1%	2%	0%	С	0.117	Α	0.585	53000	Α
288	Chesterneid Ct				90%	0%	1 70	1 70	270	0%	C	0.117	А	0.565	55000	А
	To: From:		04 Courthou													
288	Chesterfield Co	ounty 4.09	40000	G	96%	0%	1%	1%	2%	0%	F	0.099	F	0.583	45000	G
	To: From:	US	360 Hull Stre	eet Rd												
288	Chesterfield Co	ounty 2.79	54000	G	96%	0%	1%	1%	2%	0%	F	0.104	F	0.591	60000	G
<u> </u>	To:		6 Powhite Pa													
	Ch a starff and Ca		-720 Lucks I		000/	00/	10/	10/	00/	00/	F	0.100	F	0.557	40000	_
288	Chesterfield Co	ounty 2.12	44000	G	96%	0%	1%	1%	2%	0%	г	0.109	г	0.557	49000	G
	To: From:		668 Woolrid	_												
288	Chesterfield Co	ounty 1.77	20000	Α	96%	0%	1%	1%	2%	0%	С	0.158	Α		22000	Α
	To: From:	US	60 Midlothia	n Tpke			_									
288	Chesterfield Co	ounty 1.59	39000	G	97%	0%	0%	1%	2%	0%	F	NA			39000	G
$\smile$	To:		hatan Count	-												
	From:		terfield Cour	_	070/	00/	201	40/	00/	00/	_				00000	_
288	Powhatan Cou	unty 1.87	39000	G	97%	0%	0%	1%	2%	0%	F	NA			39000	G
	To: From:	72-	711 Hugueno	t Trail												
288	Powhatan Cou	,	47000	Α	97%	0%	0%	1%	2%	0%	С	0.133	Α	0.725	53000	Α
$\overline{}$	To:		chland Coun													
	From L Goochland Co		hatan Count		97%	0%	0%	10/	2%	00/	0	0.100	۸	0.705	E2000	۸
288	Goodhland Co	ounty 1.57	47000	Α	97%	0%	0%	1%	2%	0%	С	0.133	Α	0.725	53000	Α
	To: From:		R 6 Patterson													
288	Goochland Co	ounty 0.64	38000	G	96%	0%	1%	1%	2%	0%	F	0.117	F	0.667	44000	G
	To	We	st Creek Par	kway			$\neg$									
288)	Goochland Co		38000	Ğ	96%	0%	1%	1%	2%	0%	F	0.118	F	0.617	44000	G
	To:		ahoe Creek F	Parkwav												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			inu miersia					Tru	ıok					Dir		
Route	Jurisdictio	on Length	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	Tucks	ahoe Creek Pa	arkway			ZAXIE	3+Axie	IIIaii	ZIIali		i actor		i actor		
288	Goochland Co		47000	A	96%	0%	1%	1%	2%	0%	С	0.157	Α	0.566	54000	Α
288	To:	,	JS 250 Broad	C+												
200	From: Goochland Co		39000	A A	96%	0%	1%	1%	2%	0%	С	0.155	Α	0.527	46000	Α
288	To:	1	I-64		0070	0,0		. 70	_,,	0,0	Ū	000		0.02	.0000	
North	From:		SR 288 N													
Ramp	Goochland Co	ounty 0.35	14000	G	96%	0%	1%	1%	2%	0%	С	0.189	Α		17000	G
	To:		I-64 E													
North	From:		SR 288 N													
( ₂₈₈ )Ramp	Goochland Co	ounty 0.37	6200	Α	87%	1%	2%	2%	9%	0%	С	0.127	Α		6200	Α
$\smile$	To:		I-64 W													
South	From:		88 SR 288 N													
288 Ramp	Chesterfield C	County 0.21	17000	G	96%	0%	1%	1%	2%	0%	F	0.134	F	0.597	19000	G
<u> </u>	10.		I-95 South													
CD 000 C Dame	From:	-	Ramp to I-95		000/	00/	10/	10/	00/	00/	_	NIA			0000	_
288 SR 288 S Ramp	Chesterfield C	•	5400	G	96%	0%	1%	1%	2%	0%	-	NA			6000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: <b>18000</b> I-95 N	G	93%	1%	1%	1%	5%	0%	F	NA			19000	G
	Franci	20.7100.716		20.620	D 111: D											
289) Franconia Springfield Pkv	wy Fairfax Cou	29-7100 Fairfax 0	46000	29-638 <b>A</b>	99%	0%	0%	0%	0%	0%	С	0.11	Α	0.688	52000	Α
289) i ranconia opringiicia i ki	wy ramax ood	1.72			33 78	0 70	0 /0	0 70	0 70	0 70	O	0.11	^	0.000	32000	
289)Franconia Springfield Pkv	wy Fairfax Cou	Inty 0.50	I-95 <b>45000</b>	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.673	48000	G
289 Tranconia Springileiu FK	wy Tamax Cou				99 /0	0 /0	0 /6	0 /0	0 /6	0 /6	'	0.090	'	0.073	40000	G
Franconia Coninetiale Div	To: From:		-2677 Frontie		000/	00/		00/	00/	00/		0.007		0.500	F0000	
Franconia Springfield Pkv	wy Fairfax Cou		<b>49000</b> 9-613 Beulah	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	52000	G
	Franci															
290) Pike Church Rd; College	St Town of Dayton (N	L	ECL Daytor 8300	G	94%	1%	1%	1%	4%	0%	С	0.093	F	0.509	8600	G
290) i ilic Ondroir rid, College	- I	,			0470	1 70		1 /0	470	070	Ü	0.000	•	0.000	0000	ď
290 Huffman Dr	Town of Dayton (N		2 John Waylar <b>2200</b>	nd Hwy <b>G</b>	96%	2%	1%	1%	1%	0%	F	0.114	F	0.706	2300	G
290) Hullillan Di	Town of Dayton (N	viaiiii. 62) 0.00			90 /6	2 /0	1 /0	1 /0	1 /0	0 /6	'	0.114	'	0.700	2300	G
Bus	To: From:		S SR 42 Bus	S												
(290) (42) Main St	Town of Dayton (N	Maint: 82) 0.07	3700	G	97%	0%	1%	2%	0%	0%	F	0.110	F	0.525	3900	G
$\bigcirc$	To		N SR 42 BU	S			<u> </u>									
290 College St	Town of Dayton (N		2100	G	96%	2%	1%	1%	1%	0%	С	0.135	F	0.710	2200	G
$\overline{}$	Tσ		NCL Daytor	1												
	From:		85-703; I-81													
292 Conicville Rd	Shenandoah C	County 0.16	8800	N	71%	1%	1%	1%	25%	2%	Ν	0.08	Ν	0.508	9100	Ν
$\overline{}$	To	V	VCL Mt Jacks	son												
292 Conicville Rd	Town of Mount Jackso		8800	G	71%	1%	1%	1%	25%	2%	С	0.08	F	0.508	9100	G
	To:		US 11 Main S	St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	n Length	AADT (	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QI
	From:	SR 29	92 Conicville R	Rd			ZAXIC	O+AXIC	TTTAII	ZIIdii		1 actor		1 actor		
Ramp to I-81 S at Exit 2	73 Shenandoah C	County 0.19	2600	G								0.105	F		2600	(
<u> </u>	Тох		I-81 S													
	From:	Ramps SR 292	2 E000B; SR 29	92 W	000B											
292)Ramp to I-81 N at Exit 2	73 Shenandoah C	County 0.16	3800	G								0.08	F		3800	
<u> </u>	To:		I-81 N													
ast	From:		SR 292 E													
292)Ramp toward I-81 N at E	Exit 273 Shenandoah C			G								0.08	F	0.879	3900	
<u> </u>	Τα	Ra	mp SR 292 B													
Vest	From:		SR 292 W													
Ramp toward I-81 N at E	Exit 273 Shenandoah C		NA									NA			NA	
<u> </u>	To:	Ra	mp SR 292 B										—			
	From:		S 29; Memorial													
West Main St	City of Dany	ville 0.54	5500	G	99%	0%	1%	0%	0%	0%	F	0.079	F	0.588	5800	
<u> </u>	Ta: From:		Bishop Rd													
293)West Main St	City of Dany	ville 0.49	5300	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.606	5700	
<u> </u>	Too		Park Ave													
293)West Main St	City of Dany	ville 0.96		G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.533	8300	
	To:	F	Randolph St													
	From:		anterbury St								_		_			
West Main St	City of Dany	ville 0.37	8300	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.547	8800	
<u> </u>	To: From:	SR 8	36 Central Blvd	d									—			
293)West Main St	City of Dany	ville 0.16	9300	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.682	10000	
<u> </u>	To	So	outh Main St				$\neg$									
293 Main St	City of Dany	ville 0.04	9900	G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.542	11000	
	To	н	olbrook Ave													
293)Main St	City of Dany			G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.526	8500	
30)	Tool	<b>.</b>					_									
293) Main St	From: City of Dany		7800	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.501	8300	
293 / Wall St	To:	7.20 U.20	Patton St	u	33 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.000	'	0.501	0000	
	From:	Sc	outh Ridge St													
293)Patton St	City of Dany	ville 0.32	5800	G	99%	0%	1%	0%	0%	0%	F	NA			6300	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8000	G	98%	1%	1%	0%	0%	0%	F	NA			8700	
	To:	Bridge St	t; SR 293 P Ma	ain St												
Main Ct Drider	From:	illa 0.00	Bridge St	_	000/	00/	10/	00/	00/	00/	г	0.00	F	0.504	10000	
Main St Bridge	City of Dany	ville 0.22	12000	G	99%	0%	1%	0%	0%	0%	F	0.09	г	0.504	13000	
	To: From:		JS 360 Riversio													
293 360 North Main St	City of Dany	ville 0.37	9300	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.528	9900	
	Ta: Franci		Worsham St													
293 (360) North Main St	City of Dany	ville 0.33	13000	G	98%	0%	1%	0%	0%	0%	F	NA			14000	
$\mathcal{I}$	To:	SR 360	0 Richmond Bl	lvd												

8/4/2014

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
	From:		60 Richmond		000/	00/	10/	00/	00/	00/	_	0.000	_	0.507	0000	,
North Main St	City of Danv	ville 0.81	7800	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.527	8300	(
	From:	""	Third Ave													
293 North Main St	City of Dany	ville 0.98	8600	G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.522	9200	•
	To: From:		ranklin Tpk										_			
293 North Main St	City of Dany		4900	G	98%	0%	2%	0%	0%	0%	С	0.094	F	0.539	5200	
			29, Piney Fo		l		<u> </u>									
Main St	City of Dany		R 293 Ridge <b>2200</b>	St G	96%	1%	3%	0%	0%	0%	С	0.12	F		2400	
Main St	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	NA			8700	
	To:	•	Patton St; B			1 /0		0 70	0 /0	0 /0	'	INA			0700	
	From:		234 Dumfrie	Ĭ												
294) Prince William Pkwy	Prince William (		27000	F	94%	1%	2%	2%	2%	0%	С	0.079	F	0.627	29000	
	To:	S	CL Manassa													
Diana Millian Dina	From:		nassas; Well			40/	10/	40/	40/	00/	_	0.000	_	0.504	40000	
Prince William Pkwy	Prince William (	County 1.44	37000	F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.531	40000	
	To: From:		6-665 Ellis F													
Prince William Pkwy	Prince William (	County 0.36	41000	F	97%	1%	1%	1%	1%	0%	F	0.086	F	0.523	43000	
$\overline{}$	To: From:		12 Yates For													
Prince William Pkwy	Prince William (	County 2.24	29000	F	97%	1%	1%	1%	1%	0%	F	0.078	F	0.54	31000	
<u> </u>	To: From:		Scenic Poir	nt Place												
Prince William Pkwy	Prince William (	County 3.10	30000	G	97%	1%	1%	1%	1%	0%	С	NA			32000	
<u>~</u>	To: From:	76-	-642 Hoadly	Rd												
Prince William Pkwy	Prince William (	County 1.44	47000	F	97%	1%	1%	1%	1%	0%	F	0.087	F	0.537	50000	
<u> </u>	To: From:	76-64	41 Old Bridg	ge Rd												
Prince William Pkwy	Prince William (		44000	F	98%	1%	1%	0%	1%	0%	F	0.081	F	0.560	47000	
<u> </u>	To: From:	76-19	954 Hillenda	ale Dr												
294) Prince William Pkwy	Prince William (	County 1.33	44000	F	98%	1%	1%	0%	1%	0%	F	0.078	F	0.610	47000	
	To	76-64	40 Minnievil	lle Rd												
294) Prince William Pkwy	Prince William (		54000	G	98%	1%	1%	0%	1%	0%	С	NA			57000	
	Tæ	76-20	00 Smoketo	wn Rd												
294) Prince William Pkwy	Prince William (		43000	F	98%	1%	1%	0%	1%	0%	F	0.077	F	0.670	46000	
,	To		781 Telegrar													
Prince William Pkwy	From: Prince William (		69000	<u>рп ка</u> <b>F</b>	98%	1%	1%	0%	1%	0%	F	0.072	F	0.643	73000	
194)						. /0		0 /0	. /0	3 /0	•	J.J, <u>L</u>	•	0.0.0	. 5000	
294) Prince William Pkwy	Prince William (	County 0.43	I-95 <b>28000</b>	N	98%	1%	1%	0%	1%	0%	N	0.08	N	0.522	29000	
294 / THICC William FRWy	i inice willian (					1 /0	1 /0	U /0	1 /0	0 /0	1 1	0.00	1 1	0.522	23000	
Dringo William Dlass	To: From:		ork Dr; Sum	nmerland <b>F</b>		10/	10/	00/	10/	00/	F	0.00	F	0.500	20000	
294) Prince William Pkwy	Prince William (		<b>28000</b> 279 Longviev		98%	1%	1%	0%	1%	0%	г	0.08	Г	0.522	29000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

<b>-</b> .						_		Tru	ıck			K	01/	Dir		
Route	Jurisdictio	n Lengt	h <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QV
Drings William Dlans	From:		1279 Longvie		000/	00/	10/	00/	00/	00/	0	0.070	_	0.550	00000	F
Prince William Pkwy	Prince William (	,	24000 Jefferson Da	F	98%	0%	1%	0%	0%	0%	С	0.073	F	0.552	26000	r
	F				_											
Ramp	Prince William (		0-W014A TO <b>8700</b>	<b>F</b>	E							0.086	F		8700	
94 Tramp	To:	I-95-S FROM			M PKWY							0.000	'		0700	
	From:		00 TO RT 95													
ast 94)Ramp	Prince William (		6300	<b>F</b>	L							0.081	F		6300	
94) 1 14111	To:	•	0-W014A TC	_	 E							0.001	•		0000	
ast	From:	76-3000 I-95-					i									
Ramp	Prince William (		15000	F	ROUTE							0.096	F		15000	-
34)	To:		X FROM RT		AST											
est	From:		76-3000 & R	0												
94)Ramp	Prince William	County 0.07	NA									NA			NA	
• •	To:	76-3000-E014	A; 76-3000-	14A TO	ROUTE											
est	From:	76-3000	TO ROUTE	95 NOR	ТН											
94)Ramp	Prince William			F								0.124	F		2200	
	To:	I-95-N158	X FROM RT	3000 W	EST											
ast	From:		I-64 E													
Ramp From I-64 E to I-	295 E (S) Henrico Cou	inty 0.85	15000	Α	89%	1%	1%	1%	9%	0%	F	0.139	Α		16000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>29000</b>	Α	92%	1%	1%	1%	6%	0%	F	0.131	Α	0.513	31000	1
	То:		IS 295 E													
95)	From:		I-64		050/	10/	10/	10/	00/	00/	_	0.400	^		00000	
95)	Henrico Cou	•		Α	95%	1%	1%	1%	3%	0%	-	0.133	A	0.500		
	Combined Traffic Estimates for 2 Parallel	•		A	95%	1%	1%	1%	3%	0%	F	0.131	Α	0.509	62000	ŀ
		East I-295	s signea a	s Sout	n 1-295											
ast	To: From:		Nuckols Ro	l												
ast 95)	Henrico Cou	ınty 2.43	30000	Α	95%	1%	1%	1%	3%	0%	F	0.151	Α		33000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: <b>59000</b>	Α	95%	1%	1%	1%	3%	0%	F	0.128	Α	0.597	65000	1
		East I-295	is signed a	s Sout	h I-295											
	To:	US	33 Staples M	ill Rd												
ast	From:		•		0501	401		401	001	001	_	0.4.4.4			00000	
95)	Henrico Cou	•		В	95%	1%	1%	1%	3%	0%	С	0.141	A	0.50		
	Combined Traffic Estimates for 2 Parallel	•		В	95%	1%	1%	1%	3%	0%	С	0.126	Α	0.561	26000  8700  6300  15000  NA  2200  16000 31000  32000 62000	E
	_	East I-295	s signed a	s Sout	n I-295										8700 6300 15000 NA 2200 16000 31000 62000 62000 33000 65000	
ast .	To: From:		Woodman R	d												
ast 95)	Henrico Cou	inty 1.34	34000	Α	95%	1%	1%	1%	3%	0%	F	0.139	Α		37000	,
	Combined Traffic Estimates for 2 Parallel	,		A	95%	1%	1%	1%	3%	0%	F	0.126	Α	0.558		,
		East I-295										-				-
	To:		US 1 Brook I													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
ast 95	From		S 1 Brook F		050/	40/	10/	10/	00/	00/	_	0.450			00000	
95)	Henrico County	1.88	18000	Α	95%	1%	1%	1%	3%	0%	F					F
	Combined Traffic Estimates for 4 Parallel Roadways			Α								0.12	Α	0.564	80000	F
		East I-295 is	signed as	s Sout	h I-295											
act	To: From:		I-95													
ast 95)	Henrico County	0.17	51000	Α	91%	1%	1%	1%	7%	0%	F	0.119	Α		50000	1
,5)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	101000	Α	91%	1%	1%	1%	7%	0%	F	NA			99000	,
		East I-295 is														
	To:		over County													
ast	From:	Hen	rico County	Line												
ast 95)	Hanover County	0.75	51000	Α	91%	1%	1%	1%	7%	0%	F	0.119	Α		50000	1
	Combined Traffic Estimates for 2 Parallel Roadways			Α	91%	1%	1%	1%	7%	0%	F	0.105	Α	0.583	99000	/
		East I-295 is	signed a	s Sout	h I-295											
1	To: From	US 301, S	R 2 Chambe	erlayne l	Rd											
ast 95)	Hanover County	2.73	52000	Α	91%	1%	1%	1%	7%	0%	F	0 122	Δ		51000	,
95)	Combined Traffic Estimates for 2 Parallel Roadways	_		Ā	91%	1%	1%	1%	7%	0%	E	-		0.502		,
	Combined Tranic Estimates for 21 arailer floadways	East I-295 is				1 /0	1 /0	1 /0	1 /0	0 /6	'	0.104	^	0.552	103000	,
	_															
ast	To: From:	42-627 Meado	wbridge Rd;	Pole G	een Rd											
95)	Hanover County	1.63	50000	Α	91%	1%	1%	1%	7%	0%	С	0.114	Α		49000	1
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	99000	Α	91%	1%	1%	1%	7%	0%	С	0.101	Α	0.572	97000	/
		East I-295 is	signed as	s Sout	h I-295											
	_Te.	US 360	Mechanicsv	ille Tpk												
ast	Hanover County	2.60	42000	Α	91%	1%	1%	1%	7%	0%	_	Factor Factor  = 0.159 A 20000 0.12 A 0.564 80000  = 0.119 A 50000 NA 99000  = 0.119 A 50000 0.105 A 0.583 99000  = 0.122 A 51000 0.104 A 0.592 103000  C 0.114 A 49000	1			
95	Combined Traffic Estimates for 2 Parallel Roadways					1%	1%	1%	7% 7%	0%				0.550		F
	Combined Tranic Estimates for 2 Parallel Hoadways	East I-295 is		A Court	91%	170	170	170	170	0%	Г	0.101	А	0.558	81000	,
					11 1-295											
ast	To: From:	42-6	15 Creighto	n Rd												
95)	Hanover County	2.53	40000	Α	91%	1%	1%	1%	7%	0%	F	0.106	Α		38000	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	79000	Α	91%	1%	1%	1%	7%	0%	F	0.102	Α	0.552	74000	,
		East I-295 is	signed as	s Sout	h I-295											
	Τα	Hen	rico County	Line												
ast	From:		over County		0.10/	40/		40/	70/	00/	_	0.406			00000	
95	Henrico County	0.75	40000	Α	91%	1%	1%	1%	7%	0%	F		Α			1
	Combined Traffic Estimates for 2 Parallel Roadways			Α	91%	1%	1%	1%	7%	0%	F	NA			74000	ŀ
		East I-295 is														
	To:	SR 156	Airport Driv	ve North	L											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .						_		Tru	ıck			K	014	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
ast 95	From:		Airport Dri							221	_					
95)	Henrico County	1.34	33000	Α	80%	1%	1%	1%	17%	0%	С	0.107	Α		30000	Α
	Combined Traffic Estimates for 2 Parallel Roadways o			Α	79%	1%	1%	1%	17%	0%	С	0.106	Α	0.521	60000	Α
		East I-295 is	signed a	s Sout	h I-295											
ast	To: From:	I-64; US	60 Collector	Rd Beg	in											
ast 95)	Henrico County	2.49	12000	Α	72%	1%	1%	1%	24%	0%	С	0.117	Α		12000	Δ
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	24000	Α	70%	1%	1%	1%	27%	0%	С	0.111	Α	0.523	24000	А
	•	East I-295 is		s Sout	h I-295											
	Tex	I-64: US	60 Collecto	or Rd En	d											
ast 95)	Henrico County	2.23	19000	Δ	78%	1%	2%	1%	18%	0%	С	0.102	Δ		19000	٨
95)	Combined Traffic Estimates for 2 Parallel Roadways o	_		A	78%	1%	2%	1%	19%	0%	С	0.102	A	0.519	39000	Α
		East I-295 is				170	2%	170	19%	0%	C	0.106	А	0.519	39000	P
	-				11 1-233											
ast	From:	SR 895	5 Pocahonta	s Pkwy												
ast 95)	Henrico County	2.91	17000	Α	79%	1%	1%	1%	18%	0%	F	0.103	Α		17000	A
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	34000	Α	79%	1%	1%	1%	19%	0%	F	0.106	Α	0.532	33000	A
		East I-295 is	signed a	s Sout	h I-295											
ant	To: From:	SR 5	New Mark	et Rd												
ast 195	Henrico County	4.45	17000	В	79%	1%	1%	1%	18%	0%	F	0.102	Α		17000	В
.33)	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	35000	В	79%	1%	1%	1%	19%	0%	F	0.105	Α	0.607	35000	В
	•	East I-295 is														
	To:		erfield Coun													
ast	From:		rico County													
95)	Chesterfield County (Maint: 43)	2.64	17000	В	79%	1%	1%	1%	18%	0%	F	0.102	Α		17000	В
	Combined Traffic Estimates for 2 Parallel Roadways o			В	79%	1%	1%	1%	19%	0%	F	NA			35000	В
		East I-295 is	signed a	s Sout	h I-295											
ast	To: From:	SR 10	) Hundred R	d East												
95)	Chesterfield County	2.11	16000	Α	79%	1%	1%	1%	18%	0%	F	0.104	Α		16000	А
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	32000	Α	79%	1%	1%	1%	19%	0%	F	NA			32000	Δ
	•	East I-295 is		s Sout	h I-295											
	To:	N	ICL Hopewe	ell												
ast	City of Llangual (Maint 74)				700/	10/	10/	10/	100/	00/	г	0.104	٨		16000	
295	City of Hopewell (Maint: 74)	3.30	16000	A	79%	1%	1%	1%	18%	0%		0.104	A	0.577	16000	A
_	Combined Traffic Estimates for 2 Parallel Roadways o			Α .	79%	1%	1%	1%	19%	0%	F	0.104	Α	0.577	32000	Α
	T	East I-295 is														
	10.	SR 36 Oakla	iwn Blvd; S	CL Hop	ewell											

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route   Surfaction   Clength   AADT   CAN   ATTIVE   Clear   Clear   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State			i iiiiary ai						Tru	ck			K		Dir		
S8 to Authorn Brook   S7   S7   S8 to Authorn Brook   S7   S7   S7   S8 to Authorn Brook   S7   S8 to Authorn Brook   S7   S8 to Authorn Brook   S7   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8 to Authorn Brook   S8	Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
Prince George County   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Sale   County   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Sale   County   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Sale   County   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1000   A   79%   1%   1%   18%   18%   0%   C   0.128   A   8000   A   A   County   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1000   A   79%   1%   1%   18%   18%   0%   C   0.117   A   0.525   17000   A   Reast   L295 is signed as South L295   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   1000   A   79%   1%   1%   18%   18%   0%   C   0.117   A   0.525   17000   A   Reast   L295 is signed as South L295   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   N   79%   1%   1%   18%   18%   0%   N   0.128   N   8000   N   N   N   N   N   N   N   N   N	Fast	From:	SR 36 Oakla	wn Blyd: SC	T. Hope	well		ZAXIC	JTANE	TTTAII	ZIIali		1 actor		i actor		
Combined Traffic Estimates for 2 Parallel Roadways on this Route   23000	295	Prince George					1%	1%	1%	18%	0%	F	0.117	Α		10000	Α
East   295   s signed as   South   295	255)	-	· · · · · · · · · · · · · · · · · · ·	23000	Α		1%	1%	1%	19%	0%	F	0.114	Α	0.544	21000	Α
Prince George County   2.57   8000   A   79%   19%   19%   19%   19%   0%   C   0.128   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000			-														
Prince George County   2.57   9000   A   79%   1%   1%   18%   0%   C   0.128   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   8000   A   80		To:															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000   A   79%   1%   1%   19%   0%   C   0.117   A   0.525   17000   A	East	From:		_													
Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   Series   S	295	_	-														
East   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George		Combined Traffic Estimates for 2 Parallel	· ·				1%	1%	1%	19%	0%	С	0.117	Α	0.525	17000	Α
Prince George County   0.46   9000   N   79%   1%   1%   18%   0%   N   0.128   N   8000   N   16000   N   79%   1%   1%   1%   18%   0%   N   0.128   N   8000   N   16000   N   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%   19%			East I-295 is	signed as	s South	ı <i>I-295</i>											
Prince George County	Foot	<u>To:</u> From:	Exit	1A to I-95 N	North												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 18000 N 79% 1% 1% 1% 19% 0% N NA 16000 N 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Prince George	County 0.46	9000	N	79%	1%	1%	1%	18%	0%	N	0 128	N		8000	N
East   Prince George County   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South   1-95 South	(593)	-	· · · · · · · · · · · · · · · · · · ·														
Past   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George County   Prince George		To:				7070	1 /0		1 70	1070	0 70					10000	
Prince George   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   Cou	Fast	From:						İ									
East		to I-95 N Prince George	County 0.28		G	79%	1%	1%	1%	18%	0%	F	0.101	F		920	G
Prince George   County   0.35   2000   G     0.082   F   2000   G	255)	To:															
Prince George   County   0.35   2000   G     0.082   F   2000   G	Fast	From:		I-295 East													
Total   US 460 County Dr		Prince George			G								0.082	F		2000	G
Prince George County		To:			Dr												
Prince George County   0.52   1300   A	East	From:		I-295 East													
City of Hopewell (Maint: 74)   1-295 East     1-295 East     295 Ramp   City of Hopewell (Maint: 74)   0.17   1600   G     0.143   F   1600   G     G     G     G     G     G     G     G     G   G     G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G   G	(295) Ramp	Prince George	County 0.52		Α								0.118	Α		1400	Α
City of Hopewell (Maint: 74)   0.17   1600   G     0.143   F   1600   G		To:	US	460 County	Dr												
City of Hopewell (Maint: 74)   0.17   1600   G     0.143   F   1600   G	East	From:		I-295 East													
SR 36 Oaklawn Blvd   From   I-295 East		City of Hopewell (	Maint: 74) 0.17	1600	G								0.143	F		1600	G
City of Hopewell (Maint: 74)   0.31   5000   G     0.141   F   5000   G		To:		6 Oaklawn I	Blvd												
Tor   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   S	East	From:		I-295 East													
SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd   SR 36 Oaklawn Blvd		City of Hopewell (	Maint: 74) 0.31	5000	G			-					0.141	F		5000	G
Chesterfield County   0.29   2000   F     0.122   F   2000   F		To:	SR 3	6 Oaklawn l	Blvd												
SR 10 E, East Hundred Rd     East	East	From:		I-295 East													
SR 10 E, East Hundred Rd     East	(295)Ramp	Chesterfield C	County 0.29	2000	F								0.122	F		2000	F
295 Ramp Chesterfield County 0.33 <b>3200 G</b> 0.099 F 3200 G		To:	SR 10 I	E, East Hund	dred Rd												
		From:															
		Chesterfield C	County 0.33	3200	G								0.099	F		3200	G
	$\overline{}$	To:	SR 10 V	V, East Hund	dred Rd												
East I-295-E TO RT 5	East	From:		95-E TO RT	Γ 5												
(295) Ramp Henrico County 0.17 <b>800 F</b> 0.104 F 800 F	(295) Ramp	Henrico Cou											0.104	F		800	F
SR 5 FROM RT 295	$\overline{}$	To:	SR 5	FROM RT	295												
East I-295-E TO RT 5	East	From:	I-2	95-E TO RT	Γ 5												
(295) Ramp Henrico County 0.31 <b>1500 F</b> 0.140 F 1500 F	295 Ramp	Henrico Cou											0.140	F		1500	F
SR 5 SR 05-E008A TO AND FROM RT	$\underline{\smile}$	To:	SR 5 SR 05-E0	008A TO AN	ND FRO	M RT											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary and interst	ale noules											
Route	Jurisdiction	Length AADT	Q <b>Δ</b> 4Tir	re Bu	S	Trı			QC	K	QK	Dir	AAWDT	ΟW
					2Ax	e 3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		<u> </u>
East	From:	I-295-E028X TO RT							_		_			_
295 Ramp	Henrico County	0.23 <b>4300</b>	<b>F</b> 92%	% 1%	<u>6 1%</u>	2%	4%	0%	С	0.128	F		4300	F
<u> </u>	10:	US 60 FROM RTS 295	EAST & 64											
East	From:	I-295-E028X TO RT												
295 Ramp	Henrico County	0.37 <b>1200</b>	<b>F</b> 92%	% 0%	6 2%	2%	4%	0%	С	0.142	F		1200	F
$\smile$	To:	US 60 FROM RTS 295	EAST & 64											
East	From:	I-295 E SB												
295 Ramp (New Flyover) From I-295 E (SB) to I-64 EB	Henrico County	0.77 <b>12000</b>	<b>F</b> 82%	% 1%	<u>6 1%</u>	0%	15%	0%	С	0.091	F		12000	F
$\smile$	To:	I-64 E												
East	From:	I-295-E028X TO I-6	64 WEST											
295) Ramp	Henrico County	0.33 <b>530</b>	<b>F</b> 72%	% 2%	6 1%	3%	22%	0%	С	0.095	F		530	F
	To:	I-64-W200X FROM R'	T 295 EAST											
East	From:	I-295-E028X TO I-	64 EAST											
Ramp (Old Loop) From I-295 E (SB) CD to I-64 EB	Henrico County	0.23 <b>90</b>	<b>F</b> 89%	% 19	6 3%	1%	7%	1%	С	0.17	F		90	F
	To:	I-64-E200X FROM R7	Γ 295 EAST											
East	From:	I-295-E COLLECTOR ROA	AD TO I-64 & 6	60	1									
Ramp	Henrico County	0.73 <b>4200</b>	<b>G</b> 90%		6 1%	2%	6%	0%	С	NA			4200	G
	To:	I-295-E028D TO RT	64 WEST											
East	From:										_			_
295 Ramp	Henrico County	0.23 <b>3400</b>	F							0.129	F		3400	F
East	To: From:	I-64-W200A FROM R	T 64 WEST		-									
(295) Ramp	Henrico County	0.19 <b>NA</b>								NA			NA	
290)	Tes		64 E 4 0E											
East	From:	I-295-E028E TO RT	64 EAST											
295) Ramp	Henrico County	0.20 <b>NA</b>								NA			NA	
	To:	I-64-E200A FROM R	T 64 EAST											
East	Hamina Carreti	I-64								0.100			10000	٨
295 Ramp	Henrico County	0.27 <b>9700</b> US 60	Α		1					0.123	Α		10000	Α
East	From:	I-295-E028B TO RT	60 WEST											
295) Ramp	Henrico County	0.17 <b>8700</b>	F		·					0.111	F		8700	F
233)	T									•				
East	From:	US 60-W200A FROM I	RT 60 WEST											
295) Ramp	Henrico County	0.17 <b>10000</b>	F							0.108	F		10000	F
$\smile$	To:	I-295-E028A TO RT	60 EAST											
East	From:									0.005	_		0400	_
295 Ramp	Henrico County	0.22 <b>6100</b>	F							0.095	F		6100	F
East	To: From:	US 60-E200A FROM F	RT 60 EAST											
295) Ramp	Henrico County	0.28 <b>NA</b>								NA			NA	
200)	To:	I-295-E COLLECTOR ROAD I	FROM RTS 60	& 64										
East	From:	I-295-E TO ROUTE 156 NORT			<del></del>									
295) Ramp	Henrico County	0.23 <b>1500</b>	<b>F</b>	DIVIA						0.132	F		1500	F
233)	To:	SR 156 FROM ROUTE 29		H						0.102	•		.500	•
	1	SK 130 FROM ROUTE 29	J 10100011											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction		Truck K Axle 3+Axle 1Trail 2Trail Factor	QK Dir Factor	AAWDT	QW
East 295 Ramp	Henrico County	I-295-E TO ROUTE 156 SOUTH-AIRPORT DRIV 0.28 <b>8100 F</b> SR 156 FROM ROUTE 295 EASTSOUTH	0.096	F	8100	F
East 295 Ramp	Hanover County	I-295 East 0.21 <b>1900 G</b> 42-615 Creighton Rd	0.179	F	1900	G
East 295 Ramp	Hanover County	I-295 East 0.26 <b>3400 G</b> 42-615 Creighton Rd	0.129	F	3400	G
East 295 Ramp	From Hanover County	I-295 East 0.25 <b>8900 G</b> US 360 Mechanicsville Tpke	0.114	F	8900	G
East 295 Ramp	Hanover County	I-295 East  0.31 <b>4600 G</b> US 360 Mechanicsville Tpke	0.114	F	4600	G
East 295 Ramp	Hanover County	I-295 East  0.18 <b>5300 G</b> 42-627 Meadowbridge Rd	0.161	F	5300	G
East 295 Ramp	Hanover County	I-295 East 0.19 <b>3400 G</b> 42-627 Meadowbridge Rd	0.111	F	3400	G
East 295 Ramp	From Hanover County	I-295 East 0.27 <b>5300 G</b> US 301 Chamberlayne Rd	0.145	F	5300	G
East 295 Ramp	Hanover County	I-295 East 0.46	0.134	F	1600	G
East 295 Ramp (Loop)	Henrico County	I-295 East Collector Road 0.24 <b>7900 F</b> I-95 North	0.117	F	7900	F
East 295 Ramp	Henrico County	I-295 East Collector Road 0.17 <b>6800 F</b> I-95 South	0.136	F	6800	F
East 295 Ramp	Henrico County	I-295 East Collector Road  0.16 4400 F  US 1 N, Brook Rd	0.112	F	4400	F
East 295 Ramp	Henrico County	I-295 E CD 0.30 <b>1500 A</b> US 1 S, Brook Rd	0.172	A	1700	Α
East 295 Collector Distributor East at US 1, I-95	Henrico County	I-295 E  0.16 16000 A  I-295 E043D, To US 1 S, Brook Rd	0.127	A	17000	Α

8/4/2014

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bu	usTruck 2Axle 3+Axle 1Trail 2	OC	QK Dir Factor	AAWDT
ast	From:	I-295 E043D, To US 1 S, Brook Rd			_	
Collector Distributor East at US 1, I-95	Henrico County	0.14 <b>14000 A</b>		0.123	Α	15000
st	To: From:	US 1 S, Ramp from US 1 S, Brook Rd				
Collector Distributor East at US 1, I-95	Henrico County	0.13 <b>NA</b>		NA		NA
<i></i>	To	I-295 E043C, To US 1 N, Brook Rd				
ST Collector Distributor Foot at US 1, 1,05	Henrico County	0.10 <b>NA</b>		NA		NA
Collector Distributor East at US 1, I-95	Herinco County			INA		INA
st	To: From:	US 1 N, Ramp from US 1 N, Brook Rd				
OS Collector Distributor East at US 1, I-95	Henrico County	0.25 <b>19000 A</b>		0.111	Α	20000
<u></u>	To:	I-295 E043B To I-95 S				
ıst 95) Collector Distributor East at US 1, I-95	Henrico County	0.18 <b>NA</b>		NA		NA
95) Concotor Distributor Last at CC 1, 1 00	Tiermoo County			107		1471
ast	From:	I-295 E043A To I-95 N				
Oollector Distributor East at US 1, I-95	Henrico County	0.18 <b>NA</b>		NA		NA
ast	To: From:	I-95 N084A From I-95 N				
Oollector Distributor East at US 1, I-95	Henrico County	0.26 <b>NA</b>		NA		NA
	To:	I-295 E				
ast	From:	I-295 East				
95)Ramp	Henrico County	0.19 <b>940 F</b>		0.174	F	940
<u> </u>	To:	43-7663 N, Woodman Rd				
ast	From:	I-295 East				
Ramp	Henrico County	0.28 <b>2000 F</b>		0.125	F	2000
	10:	43-7663 S, Woodman Rd				
ast Days	From:	I-295 East		0.400	_	4000
Ramp	Henrico County	0.20 <b>1900 F</b> US 33 W, Staples Mill Rd		0.138	F	1900
1	From:	I-295 East				
ast 95) Ramp	Henrico County	0.31 <b>3900 F</b>		0.134	F	3900
95)1141111	To:	US 33 E, Staples Mill Rd		0.104	•	0000
ast	From:	I-295 East				
95)Ramp	Henrico County	0.22 <b>6300 F</b>		0.184	F	6300
	To:	43-7706 W, Nuckols Rd				
ast	From:	I-295 East				
Ramp	Henrico County	0.47 <b>4300 F</b> 98% 09	<u>% 1%</u> 0% 0%	0% C 0.269	F	4300
	To:	43-7706 E, Nuckols Rd				
est	From:	I-64 W			_	
	Hanriaa Cauntu	0.43 <b>14000 A</b> 95% 19	% 1% 1% 3%	0% F 0.137	Α	15000
295 Ramp From I-295 N (W) to I-64 W	Henrico County stimates for 2 Parallel Roadway			0% F 0.131	A 0.513	31000

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	Dir	211	K			ck	Truc		_					5 .
AAWDT C	Factor	QK	Factor	QC				2Axle 3	Bus	4Tire	QA	AADT	Jurisdiction Length	Route
				_						2521		I-64	From	est
30000		Α	0.132	F	0%	3%	1%		1%	95%	Α	28000	Henrico County 1.79	15
62000	0.509	Α	0.131	F	0%	3%	1%	1%	1%	95%	Α		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	
										h I-295	s Norti	signed a	West I-295 is	
												Nuckols Rd	To: From:	net .
32000		Α	0.152	F	0%	3%	1%	1%	1%	95%	Α	29000	Henrico County 2.31	est 05
65000	0.597	Α	0.128	F	0%	3%	1%		1%	95%	Α		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	13)
00000	0.007		01.20	•	0,0	0,70	. , 0	. , 0	. , 0				West I-295 is	
								_						
											III Ka	Staples M	From:	st
32000		Α	0.143	С	0%	3%	1%	1%	1%	95%	Α	30000	Henrico County 3.22	5)
65000	0.561	Α	0.126	С	0%	3%	1%	1%	1%	95%	В		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	
										h I-295	s Norti	signed a	West I-295 is	
											d	Voodman R	To: From:	-1
35000		Α	0.140	F	0%	3%	1%	1%	1%	95%	Α	33000	Henrico County 0.91	st 5
72000	0.558	Α	0.126	F	0%	3%	1%		1%	95%	A		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	9)
72000	0.550	Α	0.120	•	0 70	<b>3</b> /8	1 /0	1 /0	1 /0				West I-295 is	
										77200				
											<u>kd</u>	S 1 Brook F	From:	st
19000		Α	0.167	F	0%	3%	1%	1%	1%	95%	Α	18000	Henrico County 1.83	5)
80000	0.567	Α	0.12								Α		Combined Traffic Estimates for 4 Parallel Roadways on this Route:	
										h I-295	s Norti	signed a	West I-295 is	
								$\neg$ —				I-95	To:	
49000		Α	0.109	F	0%	7%	1%	1%	1%	90%	Α	50000	Henrico County 0.29	st 5)
99000		^	NA	' 	0%	7%	1%		1%	91%	A		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	5)
99000			INA	'	0 /6	1 /0	1 /0	1 /0	1 /0				West I-295 is	
										11-233		ver County		
												ico County		est
49000		Α	0.109	F	0%	7%	1%	1%	1%	90%	Α	50000	Hanover County 1.55	95)
99000	0.583	Α	0.105	F	0%	7%	1%	1%	1%	91%	Α	101000	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	
										h I-295	s Norti	signed a	West I-295 is	
										Rd	erlavne F	R 2 Chambe	To: US 301, S	
F0000		^	0.115	_	00/	70/	10/	10/	10/				From:	est
52000	0.500	A	0.115	-	0%	7%	1%		1%	90%	A	52000	Hanover County 2.46	<del>1</del> 5
103000	0.592	Α	0.104	F	0%	/%	1%	1%	1%					-
-	0.592	Α	0.104	F	0%	7%	1%	1%	1%			signed a	Combined Traffic Estimates for 2 Parallel Roadways on this Route:  West I-295 is  To 42-627 Pole Gr	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction L	-ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
est		Pole Gree									_					
95)	Hanover County		49000	Α	90%	1%	1%	1%	7%	0%	С	0.109	Α		48000	/
	Combined Traffic Estimates for 2 Parallel Roadways on this I			A	91%	1%	1%	1%	7%	0%	С	0.101	Α	0.572	97000	1
	West	l-295 is s	igned a	s Nort	n I-295											
est	To: From:	US 360 Me	echanicsvi	ille Tpk	e											
est 95)	Hanover County	2.52	42000	Α	90%	1%	1%	1%	7%	0%	F	0.101	Α		41000	
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: 8	84000	Α	91%	1%	1%	1%	7%	0%	F	0.101	Α	0.558	81000	
	West I	l-295 is s	igned a	s Nort	h I-295											
	To	42-615	Creighton	n Rd												
est 95	Hanover County	1.99	39000	Α	90%	1%	1%	1%	7%	0%	F	0.106	Α		37000	
15)	Combined Traffic Estimates for 2 Parallel Roadways on this I			A	91%	1%	1%	1%	7%	0%	F	0.102	Α	0.552	74000	
	·	1-295 is s				1 /0	1 /0	1 /0	1 /0	0 70	'	0.102	^	0.552	74000	
	To:		o County		200											
est	From:		er County													
95)	,		39000	Α	90%	1%	1%	1%	7%	0%	F	0.106	Α		37000	
	Combined Traffic Estimates for 2 Parallel Roadways on this I			Α	91%	1%	1%	1%	7%	0%	F	NA			74000	
	West I	l-295 is s	igned a	s Nort	h I-295											
est	To: From:	SR 156 Ai	rport Driv	e North	l											_
95)	Henrico County	1.10	33000	Α	79%	1%	1%	1%	17%	0%	С	0.111	Α		30000	
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: (	65000	Α	79%	1%	1%	1%	17%	0%	С	0.106	Α	0.521	60000	
	•	l-295 is s		s Nort	h I-295											
	To: I-64: US	60 William	sburg Rd	Collect	or Rd End											
est	From:		12000	Α	68%	1%	1%	1%	29%	0%	С	0.122	Α		12000	
95	Henrico County  Combined Traffic Estimates for 2 Parallel Roadways on this I	-		A	70%	1%	1%	1%	29% 27%	0% 0%	С	0.122	A	0.523	24000	
	•	1-295 is s				1 70	170	170	2170	0%	C	0.111	A	0.523	24000	
est	From: 1-64; US 6	0 Williams	burg Rd (	Collecto	r Rd Begii	1										
95)	Henrico County	2.21	20000	Α	77%	1%	1%	1%	19%	0%	С	0.114	Α		19000	
	Combined Traffic Estimates for 2 Parallel Roadways on this I	Route: 3	39000	Α	78%	1%	2%	1%	19%	0%	С	0.106	Α	0.519	39000	
	West I	l-295 is s	igned a	s Nort	h I-295											
n a t	To: From:	SR 895 Po	cahontas l	Parkway	/											
est 95)	Henrico County	3.49	17000	Α	78%	1%	1%	1%	19%	0%	F	0.114	Α		17000	
33)	Combined Traffic Estimates for 2 Parallel Roadways on this I			A	79%	1%	1%	1%	19%	0%	F	0.106	Α	0.532	33000	
		1-295 is s				. /0	. 70	. /0	. 5 / 6	0 /0	•	000		0.002	22000	
	To:		ew Marke		200											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2ΔνΙο	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
West	From:	SR 5	New Market	Rd			27 (XIC	OTTINIC	TTTUI	ZIII		1 40101		1 dotor		
295)	Henrico Cour		17000	В	78%	1%	1%	1%	19%	0%	F	0.116	Α		18000	В
200)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	35000	В	79%	1%	1%	1%	19%	0%	F	0.105	Α	0.607	35000	В
		West I-295 is				.,.	.,.	.,.			•					_
	To:		field County													
West	From:	Henr	ico County Li	ine												
295)	Chesterfield County (	(Maint: 43) 2.64	17000	В	78%	1%	1%	1%	19%	0%	F	0.116	Α		18000	В
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	35000	В	79%	1%	1%	1%	19%	0%	F	NA			35000	В
		West I-295 is	signed as	Nort	h I-295											
	To:	SR 10 F	Hundred Road	d East												
Vest	Charterfield Co	0.11	16000	_	78%	1%	1%	1%	19%	00/	_	0.110	۸		16000	۸
295	Chesterfield Co	•	16000	A						0%	-	0.113	Α			A
	Combined Traffic Estimates for 2 Parallel F	•		Α	79%	1%	1%	1%	19%	0%	F	NA			32000	Α
		West I-295 is	signed as	Norti	h I-295											
Vest	To: From:	N	CL Hopewell	Į												
295)	City of Hopewell (M	Maint: 74) 3.30	16000	Α	78%	1%	1%	1%	19%	0%	F	0.113	Α		16000	Α
.93)	Combined Traffic Estimates for 2 Parallel F	,		Α	79%	1%	1%	1%	19%	0%	F	0.104	Α	0.577	32000	Α
	Combined Traine Estimates for ET drainer?	West I-295 is				1 /0	1 70	1 70	1070	0,0	•	0.101	,,	0.077	02000	
	тГ		_													
/est	From:	SR 36 Oaklay	vn Blvd; SCI	L Hope	ewell											
295)	Prince George C	County 7.38	12000	Α	78%	1%	1%	1%	19%	0%	F	0.126	Α		11000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	23000	Α	79%	1%	1%	1%	19%	0%	F	0.114	Α	0.544	21000	Α
		West I-295 is	signed as	Nort	h I-295											
	To:	US	460 County I	Dr												
Vest	Primas Casura C	Saah. 4.75	0700	_	700/	10/	10/	10/	100/	00/	_	0.400	۸		0000	
295	Prince George C	•	9700	Α	78%	1%	1%	1%	19%	0%	С	0.133	A	0.505	8800	A
	Combined Traffic Estimates for 2 Parallel F	•		Α	79%	1%	1%	1%	19%	0%	С	0.117	Α	0.525	17000	A
	_	West I-295 is	signed as	Norti	n I-295											
/est	To: From:	Ramp fron	ı I-95 South I	Exit 46	iΑ											
295)	Prince George C	County 0.57	8800	Α	78%	1%	1%	1%	19%	0%	F	0.14	Α		8000	Α
	Combined Traffic Estimates for 2 Parallel F	•	18000	N	79%	1%	1%	1%	19%	0%	N	NA			16000	Ν
	To:	,	I-95 North													
/est	From:		I-295 West													
Ramp	Prince George C		800	G								0.081	F		800	C
33) 4 1	To:		460 County I													
/est	From:		I-295 West				i									
Ramp	L Prince George C		350	G								0.232	F		350	G
200)	To:		460 County I									<b></b>	-		500	_
Vest	From:		I-295 West													
Ramp	L City of Hopewell (M		1500	G								0.104	F		1500	G
.50/	Sity of Hopowoii (iv	SR 3	.555									J J .	•		. 555	_

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Bus		Tru 3+Axle			QC	K	QK	Dir Factor	AAWDT	QV
West	From:	I-295 West		ZAXIE	3+Axie	TITAII	ZITali		Factor		-actor		
Ramp	City of Hopewell (Maint: 74)	0.12 <b>NA</b>							NA			NA	
	Tα	SR 36 Oaklawn Blvd											
Vest	From:	I-295 West											
Ramp	Chesterfield County	0.34 <b>1000 G</b>							0.13	F		1000	(
$\smile$	То:	SR 10 E, East Hundred Rd											
Vest	From:	I-295 West											
Ramp	Chesterfield County	0.29 <b>4200 G</b>							0.103	F		4200	(
<u> </u>	To:	SR 10 W, East Hundred Rd											
Vest	Fron:	I-295-W TO RT 5											
Ramp	Henrico County	0.33 <b>660 F</b>							0.143	F		660	
<u> </u>	Tα	SR 5 SR 05-W008B TO AND FROM RT											
Vest 295)Ramp	From:	I-295-W TO RT 5											
Ramp	Henrico County	0.22 <b>2500 F</b>							0.133	F		2500	
<u> </u>	Τα	SR 5 SR 05-E008B TO RT 295											
Vest	From:	I-295-W028X TO RT 60 EAST											
95 Ramp	Henrico County	0.44 <b>1800 F</b> 93%	1%	1%	1%	4%	0%	С	0.111	F		1700	
<u> </u>	To:	US 60 FROM RT 295 WEST											
Vest	From:	I-295-W028X TO RT 60 WEST											
Ramp	Henrico County	0.23 <b>820 F</b> 90%	0%	3%	2%	6%	0%	С	0.131	F		800	
<u> </u>	To:	US 60 FROM RT 295 WEST											_
Vest	From:	I-295-W028X TO I-64 EAST		<u>.                                    </u>				_		_			
Ramp	Henrico County	0.38 <b>3800 F</b> 87%	1%	2%	1%	9%	0%	С	0.102	F		3800	
	10.	I-64-E200X FROM RTS 295 WEST & 60											
<u>/est</u>	From:	I-295-W028X TO I-64 WEST						_		_			
Ramp	Henrico County	0.24 <b>3100</b> F 92%	1%	1%	1%	5%	0%	С	0.161	F		3000	
	10.	I-64-W200X FROM RTS 295 WEST & 60											_
Vest		295-W COLLECTOR ROAD TO RTS 60 & 2		10/	40/	00/	00/	_				7400	
95 Ramp	Henrico County	0.33 <b>7100 G</b> 88%	1%	1%	1%	9%	0%	С	NA			7100	•
Vest	To: From:	I-295-W028A TO RT 60 EAST											_
Ramp	Henrico County	0.22 <b>5400 F</b>							0.106	F		5400	
	·												
/est	To: From:	US 60-E200B FROM RT 60 EAST											
95)Ramp	Henrico County	0.16 <b>6400 F</b>							0.103	F		6400	
	To: From:	I-295-W028B TO RT 60 WEST											
Vest 295)Ramp	Henrico County	0.17 <b>5600 F</b>	_						0.099	F		5600	
290), 191116	To:	US 60-W200B FROM RT 60 WEST							0.000			3000	
Vest	From:	US 60											_
295)Ramp	Henrico County	0.27 <b>10000 A</b>							0.127	Α		11000	,
$\smile$	To:	I-64											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
West	From:	I-295-W028C TO RT	64 EAST					
295 Ramp	Henrico County	0.16 <b>NA</b>			NA		NA	
	To: Fron:	I-64-E200B FROM RT	CALEAST					
West			. 04 EAST					
(295) Ramp	Henrico County	0.21 <b>NA</b>			NA		NA	
	To: From:	I-295-W028D TO RT	64 WEST					
West				<u> </u>	0.104	F	3500	_
295 Ramp	Henrico County	0.27 <b>3500</b>	F		0.134	Г	3500	F
West	To: From:	I-64-W200B FROM RT	7 64 WEST					
(295) Ramp	Henrico County	0.46 <b>NA</b>			NA		NA	
(295) r. tamp	•	I-295-W COLLECTOR ROAD F	FROM RTS 295 & 6	$\neg$				
West	Henrico County	1-295-W TO ROUTE 156 NORT 0.32 <b>530</b>			0.173	F	530	F
295 Ramp	Terrico County		F		0.173	ŗ	550	Г
		SR 156 FROM ROUTE 295						
West	From:	I-295-W TO ROUTE 156 SOUT				_		_
(295) Ramp	Henrico County	0.26 <b>900</b>	F		0.120	F	900	F
	To:	SR 156 FROM ROUTE 295	WESTNORTH					
West	From:	I-295 West						
(295) Ramp	Hanover County	0.29 <b>2000</b>	G		0.139	F	2000	G
	To:	42-615 Creightor	n Rd					
West	From:	I-295 West						
(295) Ramp	Hanover County	0.20 <b>460</b>	G		0.138	F	460	G
	To:	42-615 Creightor	n Rd					
West	From:	I-295 West						
295 Ramp	Hanover County	0.37 <b>4900</b>	G	—	0.091	F	4900	G
293)	To:	US 360 Mechanicsvi		$\neg$				-
NA	From:			1				
West	Hanover County	I-295 West 0.24 <b>1800</b>	G		0.115	F	1800	G
295 Ramp	Tianover County	US 360 Mechanicsvi		<del></del>	0.113	1	1000	G
	From:							
West		I-295 West				_		_
295 Ramp	Hanover County	0.27 <b>1300</b>	G		0.120	F	1300	G
	16:	42-627 Pole Gree	n Rd					
West	From:	I-295 West						
(295) Ramp	Hanover County	0.28 <b>3300</b>	G		0.112	F	3300	G
$\overline{}$	To:	42-627 Meadowbrid	dge Rd					
West	From:	I-295 West						
(295)Ramp	Hanover County	0.38 <b>4500</b>	G	<u> </u>	0.118	F	4500	G
	To:	US 301 Chamberlay	yne Rd					
West	From:	I-295 West						
(295) Ramp	Hanover County	0.23 <b>5300</b>	G		0.18	F	5300	G
233)	To:	US 301 Chamberla			0.10	-	5500	<b>~</b>
		CS 301 Chamberlay	JIIC AU	1				

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Jurisdiction	Length AADT QA 4Tire Bus	Truck QC 2Axle 3+Axle 1Trail 2Trail	K Factor	QK Dir Factor	AAWDT	QW
Henrico County	I-295 West 1.53 <b>24000 A</b>				21000	Α
To:	I-95 North					
From:	I-295 West Collector Road		0.104	_	0000	F
Henrico County		$\neg$	0.164	F	3000	г
From:	I-295 West Collector Road					
Henrico County	0.22 <b>8400 F</b>		0.107	F	8400	F
l l	US 1 N, Brook Rd					
	I-295 West Collector Road		0.1.10	_	4700	_
			0.143	F	1/00	F
France						
Henrico County			NA		NA	
			1471		1471	
Henrico County	0.15 <b>NA</b>		NA		NA	
To: From:	I-295-W043B TO RT 95 SOUTH					
Henrico County	0.11 <b>NA</b>		NA		NA	
To	I-95-S084B FROM RT 95 SOUTH					
			0.117	٨	21000	Α
•			0.117	A	21000	А
To: From:	I-295-W043C TO RT 1 NORTH					
Henrico County	0.11 <b>NA</b>		NA		NA	
To: From:	US 01-N101B FROM RT 1 NORTH					
Henrico County	0.11 <b>NA</b>		NA		NA	
To	I-295-W043D TO RT 1 SOUTH					
Honrico County			NΙΛ		NΙΛ	
Ta Ta		$\neg$	INA		INA	
From:	Ramp from US 1 South					
Henrico County	0.23 <b>15000 A</b>		0.127	Α	16000	Α
To:						
From:						
			0.127	F	1000	F
100		<u> </u>				
Hanrian County			0.10	_	E400	_
Henrico County			0.13	r	5400	F
From						
			0 210	F	2800	F
Tierinico County	US 33 W, Staples Mill Rd	<del></del>	0.213	•	2000	'
	Henrico County To  From: Henrico County To  From: Henrico County To  From: Henrico County To  From: Henrico County To  From: Henrico County  From: Henrico County  From: Henrico County  From: Henrico County  Henrico County  From: Henrico County  From: Henrico County  From: Henrico County  From: Henrico County  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County  To  From: Henrico County	Henrico County	1-295 West	Henrico County	1.295 West	Henrico County

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4	Tire Bus				QC	K	QK	Dir	AAWDT	. OI
	From	I-295 West		2Axle 3+Ax	le 1Trail	2Trail		Factor		Factor		
Vest 195) Ramp	Henrico County	0.21 <b>3800 F</b>						0.216	F		3800	F
293)	To:	US 33 E, Staples Mill Rd						0.210	•		0000	
Vest	From:	I-295 West										
295) Ramp	Henrico County		94% 1%	1% 3%	1%	0%	С	0.11	F		5800	
1	To:	43-7706 W, Nuckols Rd										
Vest	From:	I-295 West										_
295)Ramp	Henrico County	0.25 <b>6200 F</b>						0.238	F		6200	
	To:	43-7706 E, Nuckols Rd										
Vest	From:	I-295 NB										_
295) Ramp From I-295 N (W) to I-64 E	Henrico County		95% 1%	1% 1%	3%	0%	F	NA			15000	
	To:	I-64 EB										
	From:	SR 30, SR 33										
Nirby St	Town of West Point (Maint: 50)		97% 1%	1% 0%	2%	0%	С	0.119	F	0.707	680	
	To:	50-1107; 50-1126, 10th St										
	From:	50-1107 Kirby St; 50-1126										
96)10th St	Town of West Point (Maint: 50)		7% 1%	1% 0%	2%	0%	F	0.136	F	0.661	210	
	To:	SR 298 Lee St										
	From:	Dead End										
298)5th St	Town of West Point (Maint: 50)		9% 0%	<u>1</u> % 0%	0%	0%	F	0.157	F	0.75	70	
<u> </u>	To:	50-1109 Lee St; 50-1128										
C	Town of Most Point (Maint 50)	50-1109; 50-1128, 5th St	00/	10/ 00/	00/	00/	_	0.1	F	0.500	1000	
298 Lee St	Town of West Point (Maint: 50)		99% 0%	1% 0%	0%	0%	С	0.1	г	0.588	1200	
	From:	SR 296, 10th St SR 296 10th St										
298)Lee St	Town of West Point (Maint: 50)		9% 0%	 1% 0%	0%	0%	F	0.103	F	0.562	1400	
130)	To:	SR 33 14th St										
	From:	US 15 James Madison Hwy										
299)Madison Rd	Culpeper County		98% 0%	1% 1%	1%	0%	С	0.092	F	0.639	4400	
299)	To:	US 29; Bus US 29 South of Culpeper		<u> </u>	.,.		_		•			
	From:	SR 13 Old Buckingham Rd										_
300 Courthouse Tavern Lane	Powhatan County		99% 0%	0% 0%	0%	0%	F	0.111	F	0.52	530	(
500) Southouse Tavoni Earle	To:	72-1004 Tilman Rd	70 70 0 70		0,70	0 70	•	0.111	•	0.02	000	
	From:	72-1004; Courthouse Tavern Lane										
300)Tilman Rd	Powhatan County	0.02 <b>870 N</b> 99	9% 0%	0% 0%	0%	0%	Ν	0.108	Ν	0.526	890	
	To:	SR 13 Wye; Scottsville Rd										
	From:	SR 13 Wye, Tilman Rd					_		_			
Scottsville Rd	Powhatan County		9% 0%	0% 0%	0%	0%	С	0.108	F	0.526	890	
<u> </u>	10:	US 60 James Anderson Rd										
Nye	From:	72-1001 Marion Harland Lane										
Tilman Rd	Powhatan County		99% 1%	<u>0%</u> 0%	0%	0%	С	0.113	F	0.549	420	(
$\smile$	To:	SR 300 Scottsville Rd										

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	North Carolina								_		_		.=	_
301 Skippers Rd	Greensville County	4.74 170 0	G	90%	1%	1%	0%	7%	0%	F	0.087	F	0.506	1700	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	40-629 Zion Church Rd										_			
301 Skippers Rd	Greensville County	2.80 <b>2200</b>	G	90%	1%	1%	0%	7%	0%	С	0.092	F	0.644	2200	G
~~	To: From:	Urban Bou													
301 Skippers Rd	Greensville County	1.17 <b>2200</b>	N	90%	1%	1%	0%	7%	0%	Ν	0.092	N	0.644	2200	Ν
~	To: From:	40-689 Old Halif													
301 Skippers Rd	Greensville County	0.39 <b>5400</b>	G	90%	1%	1%	0%	7%	0%	F	0.083	F	0.546	5500	C
<del>~</del>	To: From:	SCL Emp	oria												
301 South Main St	City of Emporia	0.45 <b>5600</b>	G	96%	1%	1%	0%	2%	0%	С	0.09	F	0.521	5900	(
<del>~</del>	To	Low Groun	nd Rd												
301 South Main St	City of Emporia	0.24 8700		96%	1%	1%	0%	2%	0%	F	0.089	F	0.581	9300	(
<del></del>	Toc	Jefferson	St												
301 South Main St	City of Emporia	0.36 9800		96%	1%	1%	0%	2%	0%	F	0.085	F	0.624	10000	(
501)	To	Brunswick													
301 South Main St	City of Emporia	0.49 <b>1400</b>		97%	1%	1%	0%	1%	0%	С	0.09	F	0.559	15000	(
301)					. , 0		0,70	. , 0	0,0	Ū	0.00	•	0.000		
301 South Main St	City of Emporia	0.20 Valley		97%	1%	1%	0%	1%	0%	F	0.087	F	0.525	14000	(
301 300til Mail 3t	Oity of Emporia			31 /6	1 /0	1 /0	0 /0	1 /0	0 /6	'	0.007	•	0.323	14000	,
~~~	To: From:	Atlantic A		000/	20/		40/	00/	201		0.005		0.5	0.1.0.0	
North Main St	City of Emporia	0.74 8600	G	96%	0%	2%	1%	2%	0%	С	0.095	F	0.5	9100	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	US 58													
North Main St	City of Emporia	0.34 <b>8900</b>	G	97%	0%	1%	0%	2%	0%	F	0.099	F	0.621	9400	(
	To: From:	Halifax	St												
North Main St	City of Emporia	0.16 <b>9300</b>	G	97%	0%	1%	0%	2%	0%	F	0.099	F	0.613	9900	(
~ <u></u>	To	NCL Emp	oria												
301	Greensville County	1.53 <b>6400</b>	G	97%	0%	1%	0%	2%	0%	С	0.094	F	0.569	6500	(
~	To	40-614 Otter	dam Rd												
301	Greensville County	2.77 <b>4200</b>		97%	0%	1%	0%	2%	0%	F	0.097	F	0.505	4200	(
<u></u>	To:	Sussex Coun	ty Line												
~~~	From:	Greensville Co													
Blue Star Hwy	Sussex County	0.78 4200) N	97%	0%	1%	0%	2%	0%	N	0.097	N	0.505	4200	ı
~	To: From:	I-95													
Blue Star Hwy	Sussex County	2.91 3900	G	97%	0%	1%	0%	2%	0%	F	0.097	F	0.67	4000	(
~	To: From:	SR 139 Ja	rratt												
301 ∖Blue Star Hwy	Sussex County	4.00 1200	G	89%	3%	1%	2%	5%	0%	С	0.103	F	0.555	1200	(
~	To	91-64:	5												
301 Blue Star Hwy	Sussex County	3.93 910	G	95%	1%	1%	1%	2%	0%	С	0.091	F	0.528	920	(
,	To:	91-734				j							_		

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Plus Ctar I have	From:	0.77	91-734		000/	00/	10/	00/	F0/	00/		0.007	_	0.011	1100	,
Blue Star Hwy	Sussex County	2.77	1100	G	89%	3%	1%	2%	5%	0%	F	0.087	F	0.611	1100	(
Bus	To: From:		SR 40													
301 (40) Blue Star Hwy	Sussex County	0.02	2500	G	91%	1%	1%	3%	4%	0%	С	0.081	F	0.581	2500	
Bus	To: From:	SCI	L Stony Cre	eek												
801 \ (40)	Town of Stony Creek (Maint: 91)	0.22	2500	N	91%	1%	1%	3%	4%	0%	Ν	0.081	Ν	0.581	2500	
	To	I	BUS SR 40)												
01 Blue Star Hwy	Sussex County	3.52	1900	G	89%	0%	2%	4%	5%	0%	С	0.090	F	0.540	2000	
	To:		eorge Cou													
O1 Crater Rd	Prince George County	2.69	ex County 820	Line G	92%	2%	1%	0%	5%	0%	С	0.110	F	0.510	840	
OT Orace Tid	- Timee desige county					2 70	170	0 70	370	0 70	O	0.110	'	0.510	040	
O1 Crater Rd	Prince George County	74-604; 7 3.86	74-623 Rov 1200	vanty Rd G	92%	2%	1%	0%	5%	0%	F	0.091	F	0.658	1300	
Of Crater Fid	Tax		5 Courtland		JZ /6	2 /0	1/8	0 /0	J /6	0 /6	'	0.031	'	0.000	1300	
~~ ~	From:	<< Inv	valid Overl	ap >>												
01 (35) Courtland Rd	Prince George County	0.72	890	G	86%	1%	1%	1%	12%	0%	F	0.098	F	0.701	910	
\smile	To: From:		valid Overland	-												
001 (156) Prince George Dr	Prince George County	0.17	1800	G	91%	3%	2%	1%	3%	0%	F	0.092	F	0.577	1800	
\sim	To	SR 156	Prince Geo	orge Dr												
Crater Rd	Prince George County	4.24	1600	G	97%	0%	1%	0%	1%	0%	С	0.103	F	0.706	1700	
	Tα		I-95													
Orater Rd	Prince George County	2.25	5800	G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.656	6000	
~	To	SC	L Petersbu	ırg			<u> </u>									
Orater Rd	City of Petersburg	0.21	8000	G	98%	0%	1%	0%	0%	0%	С	0.098	F	0.651	8500	
~	Τα		Rives Rd				<u> </u>									
Orater Rd	City of Petersburg	0.90	9100	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.612	9700	
~	To: From:	,	Wagner Rd	1			<u> </u>									
Orater Rd	City of Petersburg	0.43	21000	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.508	22000	
~	To: From:		Flank Rd													
Crater Rd	City of Petersburg	0.87	21000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.503	22000	
~	To: From	ALT US	S 301 Sycar	more St												
01 Crater Rd	City of Petersburg	0.26	15000	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.528	15000	
<i></i>	To From:		South Blvd													
Crater Rd	City of Petersburg	0.73	20000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.518	21000	
~	To- From:	I-95	5, Bus US 4	160												
Bus 301 (460 Crater Rd	City of Petersburg (Maint: 26)	0.09	9700	N	98%	1%	1%	0%	0%	0%	N	0.087	N	0.507	10000	
301)(400) 614(61) 116	Tre	I-95; Bus US				1 /0		0 /0	0 /0	0 /0	. •	3.007		5.557	10000	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					4.7"			Tru	ıck		00	K	014	Dir	4 4 1 4 / D.T.	- 01
Route	Jurisdictio	on Lengtr	n AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
Bus Crotor Pd	City of Peters		nce Jurisdict 9700	tion Cha	nge 98%	1%	 1%	0%	0%	0%	_	0.087	_	0.507	10000	
01 460 Crater Rd	,			G	90%	170	1%	0%	0%	0%	C	0.00.	F			,
	Combined Traffic Estimates for Parallel											0.087	Г	0.507	NA	
Bus	To: From:	SR 36,	Bus US 460	Wythe S	St											
301 (460) Crater Rd	City of Peters	sburg 0.10	6900	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.559	7300	(
~)(<u>+</u>)	Combined Traffic Estimates for Parallel	Roadways on this Route	: NA									0.09	F	0.559	NA	
	To	SR 36 Par, Bu	s US 460 Pa	r. Washi	ington St											
G01 (36) Crater Rd	City of Peters		3600	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.555	3800	(
	Combined Traffic Estimates for Parallel	Roadways on this Route	: NA									0.094	F	0.555	NA	
	Too			1- C4												
O1 (36) Crater Rd	From: City of Peters		301 Par, Ba 2600	G G	93%	0%	1%	4%	2%	0%	С	0.117	F	0.843	2700	(
01 Grater Rd	Combined Traffic Estimates for 2 Parallel	•		G	95%	0%	1%	2%	1%	0%	F	NA	•	0.040	6900	
	To:		Bollingbrook		33 /6	0 70	170	270	1 /0	0 70	•	INA			0300	
	From:	1	Crater Rd													
01 (36) Bollingbrook St	City of Peters	sburg 0.23	3500	G	98%	0%	1%	0%	0%	0%	С	0.107	F	0.811	3800	
~ P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	6100	G	97%	0%	1%	1%	0%	0%	С	NA			6500	
	To:		5th St													
01 (36) Bollingbrook St	City of Peters	sburg 0.15	4000	G	95%	0%	1%	2%	2%	0%	С	0.108	F	0.826	4200	
01) (30)	Combined Traffic Estimates for 2 Parallel	_		G	95%	0%	1%	1%	2%	0%	F	NA			6700	
	To:		3rd St							- , -						
ALT	From:		ALT US 30													
01 }{ 1 }{301}\36 Bollin	ngbrook St City of Peters	· ·	4200	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4400	(
~~~	Combined Traffic Estimates for Parallel											0.104	F	0.82	NA	
	To:	U	JS 1 Par, 2nd	d St												
01 1 2nd St	City of Peters	sburg 0.35	N RT 1 11000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.597	12000	
01 1 2nd St	To:		L Colonial H		33 76	0 70		0 70	0 /0	0 70	•	0.001		0.007	12000	
	From:		NCL Petersbi													
Boulevard	City of Colonial I	Heights 0.53	12000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.569	13000	(
$\sim$	To:		Dupuy Ave	e.												
01 1 Boulevard	City of Colonial I	Heights 0.40	21000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.508	23000	(
	To:	I	Lynchburg A	ve												
~~ ~~ .	From:		Westover A													
01)(1)Boulevard	City of Colonial I	Heights 0.33	22000	Α	99%	0%	0%	0%	0%	0%	С	0.105	Α	0.506	23000	
~ ~	To: From:	Bra	anders Bridg	ge Rd												
01 1 Boulevard	City of Colonial I	Heights 0.26	23000	G	99%	0%	0%	0%	0%	0%	F	NA			24000	
$\sim$	To:		Temple Av	e												
01 1 144 Boulevard	From: City of Colonial I	Heights 0.74	22000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.508	24000	
	To.															
	From:		Lakeview A	ve												
801 1 (144) Boulevard	City of Colonial I	Heights 0.17	18000	G	95%	0%	1%	3%	1%	0%	С	0.086	F	0.548	20000	(

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	Lucia ali asi a la	Laurath AADT		4T:	Dua		Tru	ıck		00	K	01/	Dir	A A \ A \ D T	. 01
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
Paulavard	From:	Ellerslie Ave		000/	00/	09/	00/	00/	00/	F	0.001	_	0.514	07000	_
01 1 144 Boulevard	City of Colonial Heights	0.19 <b>26000</b>	G	99%	0%	0%	0%	0%	0%	Г	0.091	F	0.514	27000	G
01 (1) (144) Boulevard	City of Colonial Heights	Sherwood Ave 0.62 <b>23000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	25000	(
101 1 (144) Boulevard	City of Colonial Heights			9970	076	0%	076	0%	0%	Г	0.093	Г	0.54	25000	•
01 (1) (144) Jefferson Davis Hwy	Chesterfield County	NCL Colonial Heig 0.22 <b>22000</b>	ghts <b>G</b>	99%	0%	0%	0%	0%	0%	F	0.090	F	0.532	24000	(
01 1 144 Jefferson Davis Hwy	Griesterneid County			33 70	0 70		0 70	0 70	0 70		0.000	'	0.552	24000	`
01 ) 1 Jefferson Davis Hwy	Chesterfield County	SR 144 Harrowgate 1.32 <b>17000</b>	G Rd	98%	0%	1%	0%	0%	0%	С	0.087	F	0.588	18000	(
01) (1) Jefferson Davis Hwy	Tag			0070	0 70		070	0 70	070	Ü	0.007	•	0.000	10000	
01 ( ) Jefferson Davis Hwy	Chesterfield County	20-620 Woods Edge 0.14 <b>15000</b>	G Rd	98%	0%	1%	0%	0%	0%	F	0.092	F	0.544	17000	(
01) (1) Jefferson Davis Hwy	Tag			0070	0 70		070	0 70	070	•	0.002	•	0.011	17000	
01 1 Jefferson Davis Hwy	Chesterfield County	20-619 Happy Hill 2.44 <b>16000</b>	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.532	17000	(
01) (1) concrete 2 and 1 mily	To				0,0		0,0	0,70	070	•	0.000	•	0.002		
01 1 Jefferson Davis Hwy	Chesterfield County	20-618 Old Bermuda Hu 0.90 <b>21000</b>	G G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.532	22000	(
01) (1) someton zamo mm,	To			0070	0,0		0,0	. , 0	070		0.000	•	0.002		
01 1 Jefferson Davis Hwy	Chesterfield County	SR 10 West Hundred 1.65 <b>22000</b>	G Ra	98%	0%	1%	0%	0%	0%	F	0.078	F	0.572	23000	(
() ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	To						0,0	0,70	070	•	0.0.0	•	0.07 =		
01 1 Jefferson Davis Hwy	Chesterfield County	SR 288 2.26 <b>15000</b>	G	96%	1%	1%	0%	2%	0%	F	0.082	F	0.584	17000	
	To	SR 145 Chester R													
01) (1) Jefferson Davis Hwy	Chesterfield County	2.41 <b>20000</b>	G	96%	1%	1%	0%	2%	0%	С	0.081	F	0.756	21000	(
	To:	SR 150 Chippenham													
01 (1) Jefferson Davis Hwy	Chesterfield County	1.17 <b>20000</b>	G	95%	1%	1%	1%	2%	0%	F	0.078	F	0.574	21000	(
	To:	SCL Richmond	ı												
01 1 Jefferson Davis Hwy	City of Richmond	2.13 <b>14000</b>	G	92%	0%	2%	1%	3%	0%	С	0.080	F	0.568	15000	(
,	To:	Bellmeade Rd													
01) 1 Jefferson Davis Hwy	City of Richmond	0.86 <b>12000</b>	Α	95%	1%	1%	1%	2%	0%	С	0.096	Α	0.500	13000	
	To	Hopkins Rd													
01 (1) Jefferson Davis Hwy	City of Richmond	1.01 18000	G	96%	1%	1%	1%	1%	0%	С	0.085	F	0.503	20000	(
	To	US 360 Hull St	1												
01 (1) Cowardin Ave	City of Richmond	0.39 <b>21000</b>	G	94%	1%	2%	2%	1%	0%	С	0.09	F	0.589	22000	
	To	Semmes Ave													
on (1) Lee Bridge	City of Richmond	0.76 <b>30000</b>	G	96%	1%	2%	0%	1%	0%	С	0.092	F	0.571	34000	
	Tα	2nd St													
01 1 Belvidere St	City of Richmond	0.92 <b>26000</b>	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.567	29000	(
	Too	Franklin St													
01 1 Belvidere St	City of Richmond	0.15 <b>30000</b>	G	97%	1%	1%	0%	1%	0%	F	0.084	F	0.505	34000	(
	To:	US 250 Broad S													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	US 250 Br		.=./			221		2-1	_		_		0.4000	
301) (1) Belvidere St	City of Richmond	0.40 3000		97%	1%	1%	0%	1%	0%	F	0.083	F	0.611	34000	G
*	From:	Chamberlay Belvider				-									
01 Chamberlayne Ave	City of Richmond	1.02 2200		97%	1%	1%	0%	1%	0%	С	0.081	F	0.661	25000	(
(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	-			0.70	. , ,		0,0	. , 0	0 / 0	Ū	0.00	•	0.00.		
~ Observations Asset	Trong From:	Edge Hil		070/	40/		00/	40/	00/	_	0.000		0.070	00000	,
01 1 Chamberlayne Ave	City of Richmond	0.31 2000	00 G	97%	1%	1%	0%	1%	0%	С	0.083	F	0.679	23000	(
	To: From:	Brookland P	ark Blvd												
01 (1) Chamberlayne Ave	City of Richmond	0.86 1600	0 G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.683	18000	(
\sim	To:	Laburnun	n Ave												
01) (1) Chamberlayne Ave	City of Richmond	0.26 1400		97%	1%	1%	0%	1%	0%	F	0.093	F	0.683	15000	(
	To:	Clauser	. A												
01 1 Chamberlayne Ave	City of Richmond	Claremon 0.94 1400		97%	1%	1%	0%	1%	0%	С	0.095	F	0.681	16000	(
Chamberlayne Ave	City of Hierimona	0.94 1400	, G	31 /6	1 /0	1 /6	0 /6	1 /0	0 /6	O	0.033	•	0.001	10000	•
~ _	To: From:	Azalea .													
O1 (2) Chamberlayne Ave	City of Richmond	0.04 1300	00 G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.567	14000	(
~ 	To:	NCL Rich	mond			<u> </u>									
01) 2 Chamberlayne Ave	Henrico County	0.55 150 0		97%	1%	1%	0%	1%	0%	С	0.096	F	0.563	15000	ı
	To:	I-95													
O1 Chamberlayne Ave NB	From: Henrico County	0.90 760		98%	0%	1%	0%	1%	0%	F	0.126	F		8100	F
	Estimates for 2 Parallel Roadways			98%	0%	1%	0%	1%	0%	F	0.117	F	0.784	18000	F
Combined Trainic	Listimates for 2 Faraller Hoadways (on this houte. 1700	о г	30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	'	0.117	'	0.764	10000	'
~ ~	To: From:	Upham				 									
01 Chamberlayne Ave	Henrico County	1.57 1800	00 F	98%	0%	1%	0%	1%	0%	С	0.119	F	0.667	19000	F
~ ~	To: From:	Parham	Rd			<u> </u>									
01) 2 Chamberlayne Ave	Henrico County	0.17 2900	0 F	98%	0%	1%	0%	1%	0%	С	0.11	F	0.677	31000	F
	To:	Hanover Cou	anty Line												
\sim	From:	Henrico Cou													
301 (2) Chamberlayne Rd	Hanover County	0.40 2600	00 G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.664	28000	(
~ ~	To:	I-295	5			<u> </u>									
01) 2 Chamberlayne Rd	Hanover County	1.87 2600	0 G	97%	1%	1%	1%	1%	0%	С	NA			28000	(
	To:	42-640 Shady	Cuorro Dd												
On Chamberlayne Rd	From: Hanover County	1.30 1400		97%	1%	1%	1%	1%	0%	F	0.104	F	0.577	15000	(
01 2 Chamberlayne Rd	Transver County				1 70		1 /0	1 /0	0 70	•	0.104	•	0.077	10000	`
~~	From:	42-643 New Ashcake l										_			
01 (2) Chamberlayne Rd	Hanover County	1.27 820	0 G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.506	8300	(
~ 	To: From:	42-653 Whipp	oorwill Rd												
001 2 Hanover Courthouse Rd	Hanover County	2.58 740	0 G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.552	7600	(
\sim	Tα	42-651 Georg	retown Dd												
101 2 Hanover Courthouse Rd	From: Hanover County	2.94 770		97%	0%	1%	1%	1%	0%	С	0.097	F	0.562	7900	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 54 P	atrick Henry Rd												
301 2 Hanover Courthouse Rd	Hanover County	1.64	5000 G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.585	5100	G
\sim	To:		ne County Line												
C Disharana d Talaa	From:		er County Line	0.40/	40/	10/	40/	00/	00/	_	0.000	_	0.047	4700	_
301 2 Richmond Tpke	Caroline County	3.16	4600 F	94%	1%	1%	1%	3%	0%	С	0.089	F	0.647	4700	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Dawn Boulevard												
301 (2) Richmond Tpke	Caroline County	4.44	3600 F	90%	1%	1%	2%	7%	0%	F	0.088	F	0.530	3700	F
<del>~</del> ~	To: From:	16-647 D	Ooggetts Fork Rd												
301 (2) Richmond Tpke	Caroline County	7.50	3000 F	90%	1%	1%	2%	7%	0%	С	0.094	F	0.575	3100	F
$\sim$	Too	16-721 N	Near De Jarnette			<u> </u>									
Richmond Tpke	Caroline County	2.46	5300 F	90%	1%	1%	2%	7%	0%	F	0.09	F	0.567	5500	F
	To	CCI D	Bowling Green												
301 2 Richmond Tpke	Town of Bowling Green (Maint: 16)	0.11	5300 N	90%	1%	1%	2%	7%	0%	Ν	0.09	Ν	0.567	5500	١
301) (2) Thermond Tpice				0070	1 70		270	1 /0	0 70	.,	0.00		0.007	0000	•
Diahmand Taka	Town of Douding Cropp (Maint, 16)		S 301 Main St	000/	10/	10/	20/	70/	00/	NI	0.00	NI	0.567	EEOO	
Richmond Tpke	Town of Bowling Green (Maint: 16)	0.23	5300 N	90%	1%	1%	2%	7%	0%	N	0.09	N	0.567	5500	١
~~	To: From:		SR 207												
Richmond Tpke	Town of Bowling Green (Maint: 16)	1.03	10000 F	93%	0%	1%	0%	5%	0%	F	0.081	F	0.583	9600	F
<del>~</del>	To From:	Bus US 301, Bu	s SR 207 Broadd	us Ave		<b>—</b> —									
A P Hill Blvd	Town of Bowling Green (Maint: 16)	0.98	11000 F	93%	0%	1%	0%	5%	0%	F	0.086	F	0.627	10000	F
~ <i>_</i>	To: NO		en; 16-608 Lake	wood Rd											
~~~ A B LUU BL L	From:		Lakewood Rd	700/	40/	20/	00/	400/	40/	_	0.000	_	0.570	7500	
A P Hill Blvd	Caroline County	9.90	7900 F	78%	1%	3%	2%	16%	1%	С	0.082	F	0.573	7500	F
~~	To: From:	US 17	Tidewater Trail												
A P Hill Blvd	Caroline County	0.39	12000 F	89%	1%	1%	1%	8%	1%	С	0.092	F	0.622	12000	F
~ <u> </u>	To: From:	SCL	Port Royal												
301 A P Hill Blvd	Town of Port Royal (Maint: 16)	0.47	12000 N	89%	1%	1%	1%	8%	1%	Ν	0.092	Ν	0.622	12000	١
	То	NCI	Port Royal												
301 A P Hill Blvd	Caroline County		12000 N	89%	1%	1%	1%	8%	1%	Ν	0.092	Ν	0.622	12000	١
501) 2	To:		orge County Line	0070	. , 0		. , ,	0,0	. , 0		0.002	•	0.022	000	•
	From:		ne County Line												
301 James Madison Pkwy	King George County	3.05	12000 F	93%	0%	1%	0%	5%	0%	F	0.088	F	0.583	12000	F
~ <i>_</i>	_та	48-67	23 Jersey Rd												
301 James Madison Pkwy	King George County		12000 F	93%	0%	1%	0%	5%	0%	F	0.089	F	0.597	12000	F
,	то														
James Madison Pkwy	King Goorge County		Kings Hwy 13000 F	93%	0%	1%	0%	5%	0%	F	0.087	F	0.609	13000	F
301 Julies Mauison Prwy	King George County			33 ⁻ /0	U 70	1 70	U 70	J 70	U 70	Г	0.007	Г	0.009	13000	
~	To: From:		05 Ridge Rd												
James Madison Pkwy	King George County	5.91	15000 A	93%	0%	1%	0%	5%	0%	С	0.128	Α	0.674	14000	F
~	To: From:	SR 21	8 Windsor Dr												
301 James Madison Pkwy	King George County	0.56	21000 F	93%	0%	1%	0%	5%	0%	F	0.095	F	0.760	20000	F
~	To:	SR 200	6 Dahlgren Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT QA	A 4Tire	Bus		Tru			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	SR 2	06 Dahlgren Rd			ZAXIE	3+AXIE	IIIali	ZIIdii		Factor		Factor		
(301) James Madison Pkwy	King George Cor		24000 F	93%	0%	1%	0%	5%	0%	F	0.091	F	0.696	23000	F
<u> </u>	To:	Mary	yland State Line												
~~~~_	From:		FROM RT 301												
(301) Ramp	Greensville Cou		1900 G								0.095	F		1900	G
<del></del>	To:		N FROM RT 301												
~~~	From:		FROM RT 301								0.000	_		4000	_
(301) Ramp	Greensville Cou		1000 G			_					0.099	F		1000	G
-	L		FROM RT 301												
Pomp	From: Sussex Count		1 Blue Star Hwy 570 G								0.001	F		570	G
301 Ramp	Sussex Count		570 G I-95 North								0.091	Г		570	G
	From:			7001105											
301 Ramp	Sussex Count		017A TO AND F 490 G								0.147	F		490	G
301 (Hallip	Jussex Count	•	FROM RT 301								0.147	'		430	G
	From:														
(301)Ramp	Prince George Co		301 Crater Rd 490 G								0.108	F		490	G
(301) (1011)	To:		I-95 South								0.100	•		400	ŭ
	From:		301 TO RT 95												
(301) Ramp	Prince George Co		2000 G								0.146	F		2000	G
(301)	To:		N FROM RT 301									-			-
	From:		301 TO RT 95			i									
(301) Ramp	Prince George Co		660 G								0.098	F		660	G
(301)	To:		5-S FR RT 301												
	From:		US 301												
301 Ramp	City of Petersburg (M	Maint: 74) 0.19	6900 G								0.077	F		6900	G
	To:		5 Collector Rd												
North	From:	US 301; 123-9012	GRAHAM RD	& RO RT 95	i										
301 Ramp	City of Petersburg (M		1800 G								0.081	F		1800	G
	To:		OM ROUTE 301	NORTH											
North	From:	US 301	Chamberlayne A	ve											
301 Ramp	Henrico Count	ity 0.03	3900 F								0.105	F		3900	F
	To:		I-95 North												
North	From:	US 301 TO RT 9:	5 SOUTH VIA 3	01 SOUTH											
(301)Ramp	Henrico Count		NA								NA			NA	
	To:	2US 301-P F	FROM RT 301 N	ORTH											
North	From:		Chamberlayne R	Rd											
(301) Ramp	Hanover Coun		5600 G								0.146	F		5600	G
<u> </u>	To:		I-295 East												
North	From:		301 TO RT 295												
(301) Ramp	Hanover Coun		NA								NA			NA	
<u> </u>	To:	I-295-W	FR RT 301 & 20	OL											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								_		Tru	ıck			K		Dir		
Route		Jurisdiction	Ler	ngth	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
outh Bus	1.05.0 at Evit 222	From:	Animata 7.4)		301 Crater		070/	10/	10/	10/	10/	00/		0.114	_		000	G
Ramp US 301 S to) 1-95 S at Exit ???	City of Petersburg (M	//aint: /4) 0.	.20	620 -95, US 460	G	97%	1%	1%	1%	1%	0%	F	0.114	F		660	(
outh		From:			301 TO RT													
South 301 Ramp		L Hanover Cour	ntv 0.	.26	3800	<u> </u>								0.095	F		3800	(
301)		To:			FROM RT 3		<u>,</u>											
outh		From:		US 3	301 TO RT	295												
Ramp		Hanover Cour	nty 0.	.40	NA									NA			NA	
~		To:	I-2	295-W	FR RT 301	& 20L	,											
~~		From:			301 Crater													
βρ1 (36) Bank St		City of Petersb	•	.24	2500	G	97%	0%	1%	1%	1%	0%	С	0.100	F	0.631	2700	•
~ ~	Combined Traffic Es	timates for 2 Parallel R	loadways on this Ro	oute:	6100	G	97%	0%	1%	1%	0%	0%	С	NA			6500	•
~		To: From:			5th St													
3ρ1 (3 ₆) Bank St		City of Petersb	-	.15	2300	G	97%	0%	1%	1%	1%	0%	F	0.096	F		2500	
~ ~	Combined Traffic Es	timates for 2 Parallel R	loadways on this Ro	oute:	6300	G	95%	0%	1%	1%	2%	0%	F	NA			6700	
ALT		To: From:			3rd St													
(301) (301) (36) Bank (36)	St	City of Petersb	urg 0.	.09	2300	G	97%	0%	1%	1%	1%	0%	F	0.093	F		2400	
	Combined Traffic Es	timates for 2 Parallel R	loadways on this Ro	ute:	6500	G	97%	0%	1%	0%	0%	0%	F	NA			6800	
		To:	A	ALT U	IS 301 Par, 2	2nd St												
~		From:			from I-95 N								_					
(2) Chamberlayne Ave		Henrico Coun	•	.90	9700	F	98%	0%	1%	0%	1%	0%	F -	0.149	F -	0.706	10000	
~ ~	Combined Traffic Es	timates for 2 Parallel R	loadways on this Ro		17000 Upham Dr	F	98%	0%	1%	0%	1%	0%	F	0.117	F	0.784	18000	
		F			•													
Ramp		Henrico Coun	nty 0	.19	2US 301-P 7200	F								0.143	F		7200	
301 1 1911		To:	ity 0.		I-95 South	•								0.140	'		7200	
		From:	2US	S 301-F	P TO RT 95	NORT	Н											
Ramp		Henrico Coun		.16	180	F								0.155	F		180	
\$.)		To:	I-95-	-N FR	OM RT 301	SOUT	Ή											
ALT		From:		US	301 Crater	Rd												
Sycamore St		City of Petersb	urg 0.	.30	7200	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.576	7600	
ALT		To- From:		1	South Blvd													
Sycamore St		City of Petersb	urg 0.	.95	5800	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.597	6100	
301) 7		To:											_					
ALT		From:			North Blvd		0000	061		0.51	001	061	_	0.000	_	0.015	0000	
Sycamore St		City of Petersb	urg 0.	.42	8600	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.642	9200	•
ALT		To: From:		(Graham Rd													
301 Sycamore St		City of Petersb	urg 0.	.56	9500	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.572	10000	(
		To:		U	S 1 Wythe S	St												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT Bus	From:		US 1		.=.					2-1	_		_			
301 1 460 (36) Wythe S		•	12000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
— — — — —	Combined Traffic Estimates for Parallel Ro		NA NA									NA			NA	
ALT	From:		S 460 Jeffer JS 460 Wyt													
301 1 Jefferson St	City of Petersbur		2900	G	97%	1%	1%	1%	1%	0%	F	0.129	F	0.624	3100	G
301) (1)	Combined Traffic Estimates for Parallel Ro	-	NA	-								0.129	F	0.624	NA	
	To	Bus US 46		hington	Ct Ct											
ALT Ct	From:					10/	10/	10/	10/	00/	_	0.110	_	0.701	000	_
301 1 Jefferson St	City of Petersbur	•	920	G	97%	1%	1%	1%	1%	0%	F	0.119	-	0.701	980	G
	Combined Traffic Estimates for Parallel Ro	adways on this Route:	NA									0.119	F	0.701	NA	
ALT	To: From:		Henry St													
301 1 3rd St	City of Petersbur	rg 0.05	320	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.632	330	G
	Combined Traffic Estimates for Parallel Ro	adways on this Route:	NA									0.104	F	0.632	NA	
	To	LIS 3	01 Par, Bar	nk St			_									
ALT 301 (1) 3rd St	City of Deterohy				97%	1%	10/	10/	10/	00/	_	0.107	_	0.500	400	G
00.)(.)	City of Petersbur	•	400	G	97%	170	1%	1%	1%	0%	Г	0.107	F	0.569	420	G
	Combined Traffic Estimates for Parallel Ro	<u> </u>	NA 1 Bollingbro	ook St								0.107	г	0.569	NA	
ALT	From:		LT US 301													
301 (301) (1) (36) Bollingbr	rook St City of Petersbur	rg 0.08	4200	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4400	G
	Combined Traffic Estimates for Parallel Ro	adways on this Route:	NA									0.104	F	0.82	NA	
	To:		US 301													
ALT	From:	US	S 1 Wythe S													
301 Sycamore St	City of Petersbur	rg 0.09	6600	G	98%	0%	1%	0%	0%	0%	F	0.158	F	0.617	7000	G
	Combined Traffic Estimates for Parallel Ro	<u> </u>	NA									NA			NA	
ALT. Due Due	To: From:		460 Washii s US 460 P													
ALT Bus Bus 301 (460) 460 (36) Washing	ton St City of Petersbu		14000 P	G G	97%	1%	1%	1%	1%	0%	F	0.083	F		15000	G
0g1)(1 g0)(1 00) (00)	combined Traffic Estimates for 2 Parallel Ro	•		G	97%	1%	1%	1%	1%	0%	F	NA	•		27000	G
S	Tarano Estimatos foi 2 i arano interes	<u> </u>			01 70	1 /0		1 70	1 /0	0 70	•	1471			27000	u
ALT	From:		460 Washii													
301 Adams St	City of Petersbur	•	9200	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.59	9700	G
	Combined Traffic Estimates for Parallel Ro	adways on this Route:	NA									NA			NA	
ALT	To: From:]	Franklin St													
301 Adams St	City of Petersbur	rg 0.16	8100	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.583	8600	G
<u> </u>	Combined Traffic Estimates for Parallel Ro	0	NA	-			.,,	- / -	- / -	- / -	-	NA			NA	-
	To:		Henry St													
Bus	From:		US 301													
301 2 Main St	Caroline County	y 0.22	4600	F	97%	0%	1%	1%	1%	0%	F	0.089	F	0.531	4800	F
	To:	SCL	Bowling G	reen												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
Bus	From:	SCL Bowling Green						_					
301 (2) Main St	Town of Bowling Green (Maint: 16)		F 97%	0%	1% 1%	1%	0%	С	0.090	F	0.531	4700	F
Pura .	To: From:	Bus SR 207 SR 2 Main St											
Bus	Town of Bowling Green (Maint: 16)		F 97%	0%	_ 1% 1%	1%	0%	F	0.09	F	0.633	2700	
301)	Town of Bowning Green (Maint: 10)			0 70		1 /0	0 /0	•	0.00	•	0.000	2700	
Bus	To: From:	ECL Bowling Green	n										
301)	Caroline County	0.27 2000 I	F 97%	1%	1% 1%	1%	0%	С	0.089	F	0.520	2000	
	To:	US 301 North of Bowling	Green										
	From:	US 501 P; Main St											
304)Seymour Dr	Town of South Boston		G 97%	1%	1% 1%	1%	0%	F	NA			2700	(
,	To												
Seymour Dr	Town of South Boston	US 501 Broad St 0.38 3000 (G 97%	1%	1% 1%	1%	0%	С	0.091	F	0.585	3200	
304 / Seymour Di	Town or South Boston	0.38 3000 (G 97 /0	1 /0	1/6 1/6	1 /0	0 /6	C	0.091	'	0.363	3200	
	To: From:	Marshall St											
Seymour Dr	Town of South Boston		G 97%	1%	<u>1</u> % 1%	1%	0%	F	NA			2800	(
<u> </u>	To:	US 360 John Randolph I	Blvd										
	From:	SR 211 W Old Cross I											
George Collins Parkway	Town of New Market (Maint: 85)	1.79 190 (G 98%	0%	0% 2%	0%	0%	С	0.188	F	0.535	200	
<u> </u>	To:	Battlefield Park Entrar	nce										
	From:	US 60 Warwick Blv	d										
Harpersville Rd	City of Newport News	0.88 9600 I	F 98%	1%	1% 0%	0%	0%	С	0.092	F	0.568	10000	
	To:	US 17, SR 143 Jefferson	ı Ave										
	From:	US 460											
307)	Prince Edward County	2.83 5300	A 91%	1%	1% 1%	6%	1%	С	0.116	Α	0.535	5100	
	To:	Nottoway County Lin	ne										
	From:	Prince Edward County I											
Holly Farm Rd	Nottoway County		G 91%	1%	<u>1</u> % 1%	6%	1%	F	NA			5200	
<u> </u>	To:	Amelia County Line											
Holly Farms Rd	Amelia County	Nottoway County Lin	G 91%	1%	1% 1%	6%	1%	F	0.081	F	0.511	5200	(
1011y Familia Nu	To:	US 360 Patrick Henry I		1 /0	176 176	0 /6	1 /0	•	0.001	'	0.511	3200	
	From:												
Couthhampton Correctional Contar		US 58 Southampton Pk 3.65 490 (G 90%	1%	 0% 1%	70/	0%	_	0.100	F	0.582	500	
Southhampton Correctional Center	Southampton County	3.65 490 (170	0% 1%	7%	0%	С	0.122	Г	0.582	500	
Old Description Do	From:	SR 123 Dolley Madison		40/	10/ 00/	00/	00/	_	0.004	_	0.50	00000	
Old Dominion Dr	Fairfax County		G 97%	1%	1% 0%	0%	0%	F	0.094	F	0.56	20000	(
	From:	Arlington County Line Fairfax County Line											
Old Dominion Dr	Arlington County		F 97%	1%	1% 0%	0%	0%	F	0.107	F	0.524	16000	
509 500 500000000	7 timigion County		. 51/6	1 /0	1/5 0/6	J /0	0 /0	'	0.107	•	0.024	10000	
	To: From:	SR 120 Glebe Rd											
Old Dominion Dr	Arlington County		F 97%	1%	<u>1</u> % 0%	0%	0%	С	0.123	F	0.66	14000	
\smile	To:	US 29 Lee Hwy											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Truck			K		Dir		
Route	Jurisdiction	Length AADT QA	4 4Tire	Bus	2Axle 3+	-Axle 1Tr	ail 2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 29 Lee Hwy	222/	40/	101	201			0.400	_	0.004	22222	
309) (29) Old Dominion Dr	Arlington County	0.05 34000 F	98%	1%	1%	0% 0%	5 0%	F	0.103	F	0.634	38000	F
Las Belance	To: From:	US 29 Old Dominion Dr, Wake		40/	10/	20/ 00	00/		0.440		0.000	0000	_
Lee Highway	Arlington County	0.70 5900 F		1%	1%	0% 0%	0%	F	0.110	F	0.638	6300	F
	From:	US 29 Lee Hwy, Quincy	St										
311)Thompson Memorial Dr	City of Salem	College Ave 0.17 6800 G	98%	0%	_ 1%	0% 1%	0%	F	0.105	F	0.603	7200	(
311) Monipson Memorial Di	City of Salem		90 /6	0 /6	1 /0	J/0 I/	0 /0	'	0.103	•	0.003	7200	•
	To- From:	Main St	000/	00/		201 10	00/		0.400		0.555	10000	
Thompson Memorial Dr	City of Salem	0.94 11000 G	98%	0%	1%	0% 1%	0%	С	0.108	F	0.555	12000	(
	To: From:	Rose Ln											
311)Thompson Memorial Dr	City of Salem	0.55 11000 G	98%	0%	1%	0% 1%	0%	F	0.107	F	0.545	12000	(
<u> </u>	To: From:	NCL Salem			\neg —								
311)Thompson Memorial Dr	Roanoke County	1.27 5600 G	98%	0%	1%	0% 1%	0%	F	0.139	F	0.71	6000	(
\smile	Too	SR 419 Electric Rd											
311)Catawba Valley Dr	Roanoke County	6.70 9100 G	97%	0%	1%	1% 1%	0%	С	0.096	F	0.692	9700	(
,	To												
311)Catawba Valley Dr	Roanoke County	80-779 Catawba Creek F 0.52 4800 G		0%	1%	1% 1%	0%	С	0.104	F	0.744	4900	(
311) Calawba Valley Bi	Hoanoice County			0 70	1 /0	170 17	0 /0	O	0.104	•	0.744	+300	
Ostavita Vallavi Dir	From	80-785 Blacksburg Rd		00/	10/	10/ 10	00/		0.000	F	0.740	4000	
Catawba Valley Dr	Roanoke County	2.54 4500 G	96%	0%	1%	1% 1%	0%	F	0.098	г	0.742	4600	(
	From:	Craig County Line Roanoke County Line											
311)Craig Valley Dr	Craig County	9.38 3700 G	96%	0%	1%	1% 1%	0%	F	0.092	F	0.716	3800	(
3 ,	Tec												
311)Salem Ave	Town of New Castle (Maint: 22)	SCL New Castle 0.18 3700 N	96%	0%	1%	1% 1%	0%	N	0.092	N	0.716	3800	1
311) Saloiii 7100	Town of New Gastle (Maint: 22)		3070	0 70		170 17	0 /0		0.002	.,	0.710	0000	
O a Laura Aver	To From (Mariata CO)	SR 42 New Castle	050/	40/	10/	10/ 00	00/		0.000		0.70	4700	
Salem Ave	Town of New Castle (Maint: 22)	0.18 1600 G	95%	1%	1%	1% 2%	0%	F	0.086	F	0.73	1700	(
	To: From:	NCL New Castle											
311)	Craig County	5.02 1600 N		1%	1%	1% 2%	0%	N	0.086	Ν	0.73	1700	1
<u> </u>	To: From:	22-658 Near Craig Spring											
311)Paint Bank Rd	Craig County	22-658 Johns Creek Rd 7.40 310 G		1%	1%	1% 2%	0%	F	0.104	F	0.5	320	(
311) Tallit Ballit Ha	Graig County			1 70	1 70	1/0 2/	0 /0	'	0.104	•	0.0	320	`
Delat Death Del	To:	22-602 Back Valley Rd		40/	10/	10/ 00	00/		0.404	_	0.574	0.40	
Paint Bank Rd	Craig County	3.66 330 G	95%	1%	1%	1% 2%	0%	С	0.131	F	0.571	340	(
	T _{CC} From:	SR 18 Paint Bank Rd											
Potts Creek Rd	Craig County	3.39 250 G	95%	1%	1%	1% 2%	0%	F	0.114	F	0.542	260	(
<u> </u>	To:	West Virginia State Lin	e										
311 Kanawha Trail	Alleghany County	6.62 660 G		1%	1%	1% 8%	0%	С	0.104	F	0.778	690	(
\smile	To	SR 159 Dunlap Creek R	d										
311)Kanawha Trail	Alleghany County	5.87 530 G		2%	2%	1% 0%	0%	С	0.122	F	0.576	550	(
011)	Tac	West Virginia State Lin				.,0 0/	0,0	J	J	•	0.07.0	500	`

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			_		_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	SR 311													
311 Ramp to I-81 N at Exit 128	Roanoke County	0.14 4100	G								0.112	F		4100	G
	10.	I-81 N													
	From:	SR 311									0.407	_		0000	_
Ramp to I-81 S at Exit 128	Roanoke County	0.15 3000	G								0.107	F		3000	G
<u> </u>	10:	I-81 S													
	From:	US 60 Warwick								_		_			_
312 J Clyde Morris Blvd	City of Newport News	1.11 36000	F	98%	1%	1%	0%	0%	0%	С	0.085	F	0.526	38000	F
<u> </u>	10:	US 17; SR14	13												
	From:	US 460													
314)Southgate Dr	Town of Blacksburg (Maint: 60)	0.15 10000	F	98%	0%	0%	1%	0%	0%	С	0.120	F	0.769	11000	F
	To:	0.15 Mile E US	460												
	From:	SR 126 Fairgroun	ds Rd												
316)Greenbush Rd	Accomack County	2.58 4100	G	97%	1%	1%	1%	1%	0%	F	0.100	F	0.527	4300	C
\smile	Τα	01-764 Parsons	Rd			\neg \vdash									
316)Greenbush Rd	Accomack County	3.16 3800	G	97%	1%	1%	1%	1%	0%	С	0.096	F	0.597	4000	(
919	To														
316 Cossatt Ave	Town of Parksley (Maint: 01)	SCL Parksley 0.07 3800	N N	97%	1%	1%	1%	1%	0%	N	0.096	N	0.597	4000	١
316 Oossall Ave	Town of Farksley (Maint. 01)			31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	IN	0.030	IN	0.557	4000	,
	To: From:	SR 176 Parkesle													_
316 Cossatt Ave	Town of Parksley (Maint: 01)	0.61 2800	G	97%	1%	1%	1%	1%	0%	F	0.102	F	0.607	3000	G
<u> </u>	To: From:	NCL Parksle	у												
316) Hopeton Rd	Accomack County	2.68 2800	N	97%	1%	1%	1%	1%	0%	Ν	0.102	Ν	0.607	3000	Ν
\smile	To	SCL Bloxon	1												
316)Bayside Dr	Town of Bloxom (Maint: 01)	0.39 2800	N	97%	1%	1%	1%	1%	0%	Ν	0.102	Ν	0.607	3000	Ν
310) = 3,5123 = 1	То:	SR 187 Shorema		, .											
	From:	US 11 Greenville													
317)Staunton Correctional Facility	City of Staunton (Maint: 07)	0.26 NA	Ave								NA			NA	
317 Stadillon Concollonary admity	To:	West Village 1	Dr								1471			1471	
	From:	**													
320 Catawba Hospital Dr	Roanoke County	80-779 Catawba Ci	G Ra	98%	1%	0%	0%	0%	0%	С	0.148	F	0.807	210	(
320 Catawba Hospitai Di	To:	80-698 Keffer		90 /6	1 /0	0 /0	0 /6	0 /6	0 /6	C	0.140	'	0.007	210	
			Nu												_
Manticella Ave	From:	SR 199		000/	00/		00/	00/	00/	0	0.007	F	0.505	0.4000	-
321 Monticello Ave	James City County	0.92 23000	F	99%	0%	0%	0%	0%	0%	С	0.087	г	0.595	24000	F
	To: From:	47-615 Ironboun													
321 Monticello Ave	City of Williamsburg (Maint: 47)	0.77 17000	F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.541	17000	F
\smile	To:	Compton Dr	r	-	-										
	From:	Bus US 58 Constan	nce Rd												
337)Washington St	City of Suffolk	0.34 7500	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.595	8000	G
\smile	To:	Broad St													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	Broad St													
Washington St	City of Suffolk	0.59 9000	G	98%	1%	1%	0%	0%	0%	С	NA			9700	(
<u> </u>	To: From:	SR 32 Main	St												
Washington St	City of Suffolk	0.20 9400	G	98%	1%	1%	0%	0%	0%	С	NA			10000	
<u></u>	To: From	Pinner St													
Washington St	City of Suffolk	0.49 12000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.53	13000	
<u> </u>	To: From:	Old ECL Suff	olk			\Box \vdash									
Washington St	City of Suffolk	2.38 12000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.607	12000	
<u> </u>	To: From:	Bus US 58 Portsmo	uth Blvd	l											
Nansemond Parkway	City of Suffolk	3.03 4200	G	96%	2%	1%	1%	0%	0%	С	0.093	F	0.576	4500	
	To: From:	133-642 Wilrov	/ Rd			\neg \vdash									
Nansemond Parkway	City of Suffolk	1.40 11000	G	96%	2%	1%	1%	0%	0%	F	0.109	F	0.592	11000	
<u> </u>	To	Whitley Lan	e.												
Nansemond Parkway	City of Suffolk	2.01 7800	G	88%	1%	2%	2%	7%	0%	С	NA			8400	
	To	SR 125 Kings l													
Nansemond Parkway	City of Suffolk	2.52 12000	G	93%	1%	1%	4%	1%	0%	С	NA			13000	
31)	To:	WCL Chesape				Ť			- , -						
	From:	ECL Suffoll	ζ.												
Portsmouth Blvd	City of Chesapeake	0.72 13000	G	95%	0%	1%	1%	2%	0%	С	0.083	F	0.553	14000	
	To: From:	SR 191 Joliff	Rd												
Portsmouth Blvd	City of Chesapeake	0.68 20000	G	95%	0%	1%	1%	2%	0%	F	0.083	F	0.581	21000	
<u> </u>	To: From:	I-664				\neg \vdash									
Portsmouth Blvd	City of Chesapeake	0.60 31000	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.544	33000	
	To:	Capri Circle W	/est			\neg \vdash									
Portsmouth Blvd	City of Chesapeake	0.67 21000	G	98%	0%	0%	0%	1%	0%	С	0.085	F	0.514	22000	
	Tor	Taylor Rd													
Portsmouth Blvd	City of Chesapeake	0.24 26000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.519	27000	
<u> </u>	To:	Dock Landing	Rd												
Portsmouth Blvd	City of Chesapeake	0.49 27000	G	98%	0%	0%	0%	1%	0%	F	0.096	F	0.564	29000	
	To:	WCL Portsmo	uth												
	From:	ECL Chesape		25.					•						
Portsmouth Blvd	City of Portsmouth	0.34 25000	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.541	27000	
	To: From:	Hodges Ferry													
Portsmouth Blvd	City of Portsmouth	0.60 22000	F	99%	0%	0%	0%	0%	0%	F	0.095	F	0.574	24000	
<u> </u>	To: From:	Elmhurst La	ne												
Portsmouth Blvd	City of Portsmouth	1.17 20000	F	99%	0%	0%	0%	0%	0%	С	0.085	F	0.611	21000	
<u> </u>	To:	SR 239 Victory	Blvd			\lnot \vdash									
Portsmouth Blvd	City of Portsmouth	0.23 13000	F	99%	0%	0%	0%	0%	0%	F	0.082	F	0.617	14000	
	To:	US 58, ALT US 460 A	Airline B	lvd											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_						Tru	ıck		_	K		Dir		
Route	Jurisdiction	Length AADT	QA 4	Tire Bus	\$	3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q
ALT	From:	US 58, ALT US 460	Airline Blvd	-										
337)(460)Portsmouth Blvd	City of Portsmouth	0.10 14000	F 9	99% 0%	0%	0%	0%	0%	F	0.080	F	0.581	15000	
	Too	ALT SR 337 Turn	nike Rd											
ALT	From:								_		_			
337 (460) Portsmouth Blvd	City of Portsmouth	0.16 11000		99% 0%	0%	0%	0%	0%	F	0.083	F	0.616	12000	
<u> </u>	To:	Ramp to I-26												
ALT De steure existe Divid		Ramp to I-264 E; Function				00/	00/	00/	N.I.	0.000	N.I	0.010	10000	
Portsmouth Blvd	City of Portsmouth	0.29 11000	N 9	99% 0%	0%	0%	0%	0%	N	0.083	N	0.616	12000	
	To- From:	Ramp From I-264 F	i, US 460		<u> </u>									
Portsmouth Blvd	City of Portsmouth	0.98 11000	F 9	96% 1%	0%	1%	1%	0%	F	0.087	F	0.542	11000	
	To	Deep Creek F	Dlv.4											
Portsmouth Blvd	City of Portsmouth	0.17 6300		96% 1%	0%	1%	1%	0%	F	0.083	F	0.625	6800	
337 Fortsmodin biva	City of Fortsmouth	0.17 6300	Гэ)O /o I /o	. 0/0	1 /0	1 /0	0 /6		0.003		0.023	0000	
	To: From:	ALT US 17 Freder	ick Blvd											
Portsmouth Blvd	City of Portsmouth	0.79 8300	F 9	96% 1%	0%	1%	1%	0%	С	0.122	F	0.763	8900	
\mathcal{L}	То:	US 17 Elm A	ve											
	From:	US 17 Portsmout												
Elm Ave	City of Portsmouth	0.32 5900	F 9	96% 1%	0%	1%	1%	0%	F	0.104	F	0.522	6200	
	То:	US 17 George Washingto	n Hwy; SR 1	141										
		US 17 George Washington												
Elm Ave	City of Portsmouth	0.72 6500	F 9	96% 1%	0%	1%	1%	0%	F	0.121	F	0.616	6900	
\smile	Tox	SR 239 Victory	Blvd											
337)Elm Ave	City of Portsmouth	0.23 8100		93% 0%	1%	3%	2%	0%	F	0.149	F	0.546	8700	
537)=7113						0 / 0	_,,	0 / 0	•	011.10	•	0.0.0	0.00	
	To: From:	Burtons Point							_					
B337 Elm Ave	City of Portsmouth	0.32 6400		93% 0%	1%	3%	2%	0%	С	0.16	F	0.533	6800	
<u> </u>	To:	WCL Chesape												
	From:	ECL Portsmo												
337)Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39 6400	N 9	93% 0%	1%	3%	2%	0%	N	0.16	Ν	0.533	6800	
<u> </u>	To	Toll Authority Bo	oundary		\neg \vdash									
Poindexter St	City of Chesapeake	0.11 6400		93% 0%	1%	3%	2%	0%	С	0.16	F	0.533	6800	
507)	-													
	From:	I-464												
Poindexter St	City of Chesapeake	0.56 9700		96% 1%	0%	1%	1%	0%	F	0.079	F	0.589	10000	
<u> </u>	To:	US 460 Bainbridg												
	C': (C)	US 460; Poinde:		200/ 10		40/	40/	00/	_	0.404	_	0.570	4000	
Bainbridge Blvd	City of Chesapeake	0.74 1600		96% 1%	0%	1%	1%	0%	F	0.104	F	0.579	1600	
<u> </u>	To:	SCL Norfol												
Defeliation Dhad	O'the of North	NCL Chesape		200/ 40		00/	00/	00/	_	0.440	_	0.005	4500	
Bainbridge Blvd	City of Norfolk	0.28 1500	G 9	93% 1%	2%	2%	3%	0%	С	0.113	F	0.835	1500	
<u> </u>	To: From:	Main St	11		$-\!\!+\!\!$									
Main Ct	City of Norfally	Bainbridge B		200/ 10		00/	00/	00/	_	0.110	_	0.700	0000	
337) Main St	City of Norfolk	0.21 8300		93% 1%	2%	2%	3%	0%	F	0.119	F	0.703	8900	
<u> </u>	To: From:	Liberty St												
	TOIL.	Main St												
337)Liberty St	City of Norfolk	0.11 3800	G 9	93% 1%	2%	2%	3%	0%	F	0.091	F	0.643	4000	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
State St	From: City of Norfo	lk 0.05	Liberty St 3800	N	93%	1%	2%	2%	3%	0%	N	0.091	N	0.643	4000	N
State St	Combined Traffic Estimates for Parallel R			N	93%	170	2%	2%	3%	0%	IN	NA	IN	0.643	4000 NA	יו
	Combined Trailic Estimates for Parallel H	<u> </u>	NA									INA			INA	
	To: From:		Berkley Ave		070/	40/	10/	401	00/	001		0.070		0.540	10000	
State St	City of Norfo	lk 0.07	12000	N	97%	1%	1%	1%	0%	0%	N	0.078	N	0.548	13000	١
	From:	S	I-464 R 337 State	St												
337)(337)Ramp	L City of Norfolk (Ma		NA	51								NA			NA	
37/337/14	То:	31.	I-464 NB													
	From:		State St													
337)(464)	City of Norfolk (Ma	int: 64) 0.16			Se	e I-464	for dire	ctional t	raffic vo	olume e	stimat	es for thi	is seç	gment.		
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	44000	N	95%	0%	1%	1%	2%	0%	Ν	NA			50000	١
	To:		I-264													
ALT	From:		I-464						•							
337 264 460 Berkley Brid		•										es for th	•	•		
\sim \sim	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:		G	97%	0%	1%	1%	1%	0%	F	0.086	Α	0.662	107000	(
ALT	To:		EndLabel State St													
	L City of Norfolk (Ma	int: 64) 0.65	state st		Se	e I-264	for dire	ctional t	raffic v	olume e	stimat	es for th	is ser	ment		
337 264 460	Combined Traffic Estimates for 2 Parallel R	,	95000	G	97%	0%	1%	1%	1%	0%	F	NA	300	jiiioiit.	103000	(
	Tar		S 460 St Pau		31 /6	0 /6		1 /0	1 /0	0 /6	•	INA			103000	•
ALT	From:	ALTO	I-264	ns Divu												
337)(460)	City of Norfolk (Ma	int: 64) 0.22	30000	N	98%	1%	1%	0%	0%	0%	Ν	0.086	Ν	0.757	32000	١
	To:	,	Tidewater D	Ī												
	From:		S 460 St Pau	ıls Blvd												
337 264	City of Norfolk (Ma	•									stimat	es for th	is seg	gment.		
	Combined Traffic Estimates for 2 Parallel P			N	97%	0%	1%	1%	1%	0%	Ν	NA			105000	١
	To:		Fidewater D													
Tidowator Dr	City of Norfo		S 460 St Pau 19000	Ils Blvd G	96%	0%	0%	1%	2%	0%	_	0.086	F	0.531	22000	
Tidewater Dr	Ta T	US 460 Brai				0 /6	0 /0	1 /0	2/0	0 /6		0.000	'	0.551	22000	
	From:		Brambleton													
337) (460) Brambleton Ave	City of Norfo		25000	G	94%	1%	1%	1%	3%	0%	С	0.084	F	0.602	27000	G
301) (400)	Ter		Characte Ct													
337) (460) Brambleton Ave	From:L City of Norfo	lk 0.31	Church St 18000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.594	19000	(
Brambleton Ave	Ta Ta		S 460 St Pau		33 /6	1 /0		1 /0	2 /0	0 /6	•	0.000	'	0.554	13000	•
	From:		O Saint Paul													
Brambleton Ave	City of Norfo		26000	G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.629	30000	(
		-		-												
337)Brambleton Ave	From: City of Norfo	lk 0.07	Boush St 34000	N	96%	0%	0%	1%	2%	0%	N	0.072	N	0.638	39000	١
337 Diambielon Ave	City of Norio				30%	U 70	U 7/0	1 70	∠70	U 70	IN	0.072	IN	0.030	39000	ľ
	To: From:		337 Par Duk													
337) (58) Brambleton Ave	City of Norfo	lk 0.83	34000	G	96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	39000	C
\sim	To:	-	Colley Ave													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		i iiiiai y ai						Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:		Colley Ave							221	_		_			_
337) (58) Brambleton Ave	City of Norfo	olk 0.26	27000	G	96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	32000	G
<u> </u>	To: From:		US 58													
337)Brambleton Ave	City of Norfo	olk 0.22	US 58 . 27000	N	96%	0%	0%	1%	2%	0%	Ν	0.075	N	0.567	32000	N
337 Brainbleton Ave	-				30 /6	0 /6	0 /6	1 /0	2/0	0 /6	IN		IN	0.307		IN
	Combined Traffic Estimates for 2 Parallel I	·		N								NA			NA	
	From:		Hampton Blv 8 Brambleto													
(337) Hampton Blvd	L City of Norfo		30000	G	96%	0%	0%	1%	2%	0%	F	0.069	F	0.580	34000	G
337) Hampton Biva	Oity of Noric	5IK 0.50	30000	u	30 70	0 70	0 70	1 /0	2 /0	0 70		0.000	•	0.500	04000	ч
	To: From:		21st Street													
(337) Hampton Blvd	City of Norfo	olk 0.22	34000	G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.515	39000	G
\smile	Tα	9	R 247, 26th	St												
337 Hampton Blvd	City of Norfo		35000	G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.542	40000	G
337)	ency en ment							. , 0	_,,	0 / 0	•	0.07	•	0.0		<u> </u>
	To: From:		ld Dominion													
(337) Hampton Blvd	City of Norfo	olk 2.07	34000	Α	96%	0%	0%	1%	2%	0%	С	0.096	Α	0.582	39000	Α
<u> </u>	To	SR 10	65 Little Cre	ek Rd			\neg \vdash									
337 Hampton Blvd	City of Norfo		34000	G	96%	0%	0%	1%	2%	0%	F	0.077	F	0.609	39000	G
337	. r															
	From		06 Terminal		000/	201		40/	00/	00/	_				07000	
337 Hampton Blvd	City of Norfo		23000	G	96%	0%	0%	1%	2%	0%	F	NA			27000	G
<u> </u>	To:		niral Taussig													
Admiral Tayania Plyd	City of Norf		Blvd; Mary			0%	00/	10/	20/	09/	F	0.006	F	0.967	20000	G
337 Admiral Taussig Blvd	City of Norfo	olk 0.91	24000	G	96%	0%	0%	1%	2%	0%	Г	0.096	Г	0.867	28000	G
	10.		I-564													
	From:		R 337 State	St												
(337) Ramp	City of Norfolk (Ma	aint: 64) 0.12	NA									NA			NA	
$\overline{}$	To:		I-464 NB													
East	From:	SF	R 337 TO I-6	664												
337 Ramp	City of Chesapeake	(Maint: 64) 0.29	NA									NA			NA	
	To:		-E FROM R	T 337												
East	From:	SR 337 I-664-	WOLLA TO	I 664 A	NID ED		1									
Ramp	L City of Chesapeake		NA	1-004 A	NDTK							NA			NA	
337/1141119	Oity of Offesapearce	·	-W FROM R	т 227			_					14/3			INA	
East ALT _	From:		337 TO RT										_			_
337 (460) Ramp	City of Portsmouth (3600	G								0.077	F		3600	G
\sim	To:	I-264	-E FROM R	T 337												
East	From:	SR 337 TRUXTON	N STREET T	O ROU	TE 464 S	0										
337 Ramp	City of Chesapeake		800	G								0.17	F		800	G
	To:	I-464-S004X FROM	A RT 337 E	AST00-	POINDEX	T										
East	From:		337 TO RT				i									
337 Ramp	City of Chesapeake		610	464 G								0.142	F		610	G
337/1141111	Oity of Offesapeake						_					0.142	'		010	u
-	10.	1-464	-N FROM R	1 35/												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	OC OK	AAWDT Q\
West 337)Ramp	City of Chesapeake (Maint: 6			NA	NA
<u> </u>	To	I-664-E FROM RT 337			
Vest	From:	SR 337 TO I-664		NIA	NIA
Ramp	City of Chesapeake (Maint: 6	4) 0.24 NA I-664-W FROM RT 337		NA	NA
M 1	From:	SR 337 TO RT 264			
West 337)Ramp	City of Portsmouth (Maint: 64			0.099 F	1400 G
337)	To:	I-264-W RAMP FROM RT 337 FROM RT 337			
West	From:	SR 337 TO RT 464 SOUTH			
Ramp	City of Chesapeake (Maint: 6			0.112 F	1800 G
	To:	I-464-S004X FROM ROUTE 337 WEST00- POIND			
West	From:	SR 337 TO ROUTE 464 NORTH			
(337) Ramp	City of Chesapeake (Maint: 6			0.082 F	3100 G
<u> </u>	To:	-464-N FROM ROUTE 337 WEST00- POINDEXTE			
West	From:	1SR-00337-P(B)/TO WATERSIDE DRIVE			
337)	City of Norfolk (Maint: 64)	0.08 NA		NA	NA
<u> </u>	To:	IS-00264-W010B(B)/FROM TIDEWATER DRIVE			
		S-00264-E008A(L)/IS-00264-W008A(U)/TO BERKLE			
337 264	City of Norfolk (Maint: 64)	0.18 NA		NA	NA
<u> </u>		1SR-00337-P(L)/122-08592- 000A(U)/TO RT 464 S IS-00264-W(B)/IS-00464-S(L)/464-W IN MEDIAN			
337)(264)	City of Norfolk (Maint: 64)		for directional traffic volume	estimates for this segment.	
397/204/		S-00264-E008A(L)/IS-00264- 008A(U)/TO BERKLE			
	From:	I-264 W			
Ramp From Tidewater Dr to I-264 W	City of Norfolk	0.13 NA		NA	NA
<u> </u>	From:	Tidewater Dr Ramp to I-264 W			
7337)Tidewater Dr	City of Norfolk	0.12 NA		NA	NA
387)	To				
337 Tidewater Dr	City of Norfolk	East City Hall Ave 0.15 NA		NA	NA
337) Huewater Di	To:	Charlotte St		INA	INA
AI T	From:	SR 337 Portsmouth Blvd			
ALT 337)Turnpike Rd	City of Portsmouth	1.05 3900 F 85% 1%	 1% 3% 10% 0%	F 0.085 F 0.513	4100 F
337) 14	2.i, 2			. 0.000	
ALT	From:	US 17 Frederick Blvd			
337)Turnpike Rd	City of Portsmouth	0.30 11000 F 85% 1%	1% 3% 10% 0%	F 0.083 F 0.623	11000 F
ALT.	To: From:	Howard St			
ALT 337)Turnpike Rd	City of Portsmouth	0.54 9000 F 85% 1%	 1% 3% 10% 0%	C 0.083 F 0.603	9500 F
337) Turripine Fid	To:	Harbor Dr	1/0 0/0 10/0 0/0	J 0.000 1 0.000	3300 I
ALT	From:	Cassell Ave			
337)Harbor Dr	City of Portsmouth	0.05 4400 F 85% 1%	1% 3% 10% 0%	F 0.097 F 0.552	4700 F
<u> </u>	То:	County St			

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	la contra distributa di	1	4407		4	D		Tru	ck			K	01/	Dir	AAMADT	014
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		County St								_		_			_
337 Harbor Dr	City of Portsmou	uth 0.11	5600	F	85%	1%	1%	3%	10%	0%	F	0.086	F	0.583	5900	F
ALT	To: From:		High St													
337) Harbor Dr	City of Portsmou	uth 0.24	13000	F	85%	1%	1%	3%	10%	0%	F	0.087	F	0.587	14000	F
\smile	To:		US 58													
ALT 337 Waterside Dr/Boush St	City of Norfolk	ALT US 460 (k 0.72	Overpass; B 29000	Gerkley I	Bridge 98%	0%	1%	1%	0%	0%	_	NA			31000	G
33/ Waterside Di/Dousil St	Combined Traffic Estimates for 2 Parallel Ro			G	98%	0%	1%	1%	0%	0%	· -	NA			33000	G
	Combined Trainic Estimates for 2 Parallel No.				90 /6	0 /0	1 /0	1 /0	0 /0	0 /6	1	INA			33000	G
ALT	To: From:		City Hall Av	e												
Waterside Dr/Boush St	City of Norfolk		23000	G	98%	0%	1%	1%	0%	0%	F	0.094	F	0.53	24000	G
	Combined Traffic Estimates for 2 Parallel Ro	-		G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.503	27000	G
	Tα:	N SR 33	37 Bramblet	ton Ave												
ALT	From:		7 I-264-W0	10B Ga	р											
Ramp	City of Norfolk (Main	,	NA									NA			NA	
<u> </u>	100	I-264-E FROI			RIVE											
1 1211	From:		9 Washingto		000/	00/	10/	00/	00/	00/	_	0.00	_	0.547	44000	_
Hillwood Ave	City of Falls Chu	urch 0.10	10000	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.517	11000	G
	To: From:		609 Annanda													
Hillwood Ave	City of Falls Chu	urch 0.36	10000	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.529	11000	G
<u> </u>	To: From:	110-	6799 Cherr													
Hillwood Ave	City of Falls Chu	urch 0.45	9000	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.513	9600	G
<u> </u>	Too From:	110	-6792 South	h St												
338 Hillwood Ave	City of Falls Chu	urch 0.11	11000	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.649	12000	G
<u> </u>	Toc	EC	L Falls Chu	rch												
Hillwood Ave	Fairfax County		11000	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.658	11000	G
	To:	SR 7	7 Leesburg l	Pike												
	From:	US 11	Lee Jackson	n Hwy												
Stuarts Draft Hwy	Augusta Count	ty 5.84	5500	F	96%	0%	1%	1%	2%	0%	С	0.093	F	0.663	5800	F
<i>~</i>	Too	07-65	54 White Hi	11 Rd												
Stuarts Draft Hwy	Augusta Count		14000	F	96%	0%	1%	1%	2%	0%	С	0.088	F	0.52	15000	F
	To	07-608 Tink	ling Spring	Rd: Mai	in St											
Stuarts Draft Hwy	From:— Augusta Count		15000	F	97%	0%	0%	0%	2%	0%	С	0.090	F	0.55	16000	F
,	To	•														
Stuarts Draft Hwy	From: Augusta Count		32 Shalom F 14000	Road F	96%	0%	0%	0%	2%	0%	С	0.086	F	0.676	15000	F
540 State Francisco	Augusta Odulit	<u>* </u>			JJ /0	0 70		0 /0	_ /0	0 /0	5	0.000	•	0.070	10000	
Popper Ave	To:		L Waynesb		079/	0%	00/	00/	20/	00/		NIA			20000	
Rosser Ave	City of Waynesb	ooro 0.34	18000	G	97%	υ%	0%	0%	2%	0%	С	NA			20000	G
~~_ ·	To: From:		I-64													_
Rosser Ave	City of Waynesb		28000	F	98%	0%	0%	0%	1%	0%	С	0.091	F	0.558	30000	F
~	To:	Le	w Dewitt Bl	lvd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:	Lew Dewitt Blvd	- 2004	00/	10/ 00/	00/	00/	_	0.000	_	0.500	10000	
Rosser Ave	City of Waynesboro	0.71 17000 I	F 99%	0%	1% 0%	0%	0%	С	0.089	F	0.532	18000	F
~~~	From	Northgate Ave											
Rosser Ave	City of Waynesboro	0.61 <b>12000 I</b>	F 99%	0%	1% 0%	0%	0%	С	0.083	F	0.503	13000	F
~~-	To: From:	Forrest Dr											
Rosser Ave	City of Waynesboro		F 99%	0%	1% 0%	0%	0%	F	0.085	F	0.521	13000	F
•	From:	US 250 Main St Rosser Ave											
340 Main St	City of Waynesboro		F 99%	0%	0% 0%	0%	0%	С	0.090	F	0.518	8200	F
	To	New Hope Rd											
340 Main St	City of Waynesboro	•	<b>G</b> 99%	0%	1% 0%	0%	0%	F	NA			7200	G
<u></u>	To	Wayne Ave											
Main St	City of Waynesboro		<b>G</b> 98%	1%	1% 0%	0%	0%	С	NA			4800	G
	To	Arch Ave											
340 Main St	City of Waynesboro		F 97%	1%	2% 0%	0%	0%	С	0.090	F	0.565	6500	F
	To	US 250 Broad St											
340 (250 Main St	City of Waynesboro		F 97%	0%	1% 0%	1%	0%	С	0.095	F	0.573	12000	F
340/230	To	Main St											
340 Delphine Ave	City of Waynesboro		F 97%	0%	1% 1%	1%	0%	F	0.095	F	0.575	11000	F
340)	To	7th St											
340 Delphine Ave	City of Waynesboro		F 97%	0%	1% 1%	1%	0%	F	0.092	F	0.588	10000	F
340)	Tool												
340 Delphine Ave	City of Waynesboro	Second St 0.81 <b>7700</b> I	F 93%	1%	3% 1%	2%	0%	С	0.094	F	0.578	8200	F
340)	To:			.,,			-,-						
340 Delphine Ave	City of Waynesboro	Hopeman Pkwy 0.25 <b>9500</b> I	F 97%	0%	1% 1%	1%	0%	С	0.097	F	0.651	10000	F
340)20.0	To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Taylor To Tay		07.70	0 / 0		1 /0	0 70	Ū	0.007	•	0.001	10000	•
340 East Side Hwy	Augusta County	NCL Waynesboro 4.69 <b>7600</b> I	F 97%	0%	1% 1%	1%	0%	F	0.094	F	0.611	8000	F
340) Last Side 1 Wy	Augusta Sounty			0 / 0	170 170	1 /0	0 70	•	0.004	•	0.011	0000	•
340 East Side Hwy	Augusta County	07-612 Crimora Mine Rd; Cr 4.66 <b>4500</b>	mora Rd F 95%	1%	1% 1%	2%	0%	С	0.097	F	0.574	4800	F
240 Last Side Tiwy	Augusta County			1 /0	1/6 1/6	2/0	0 /6	O	0.037	'	0.574	4000	
340 East Side Hwy	Augusta County	07-778 N, Patterson Mil 2.69 <b>5300</b>	1 Rd <b>F</b> 95%	1%	1% 1%	2%	0%	F	0.1	F	0.543	5500	F
2340 Last Side Hwy	Augusta County		95/6	1 /0	1/0 1/0	2/0	0 /6	•	0.1	'	0.545	3300	
Fact Cide I have	Town of Crottons (Maint, 07)	SCL Grottoes 0.05 <b>5300</b>	N 95%	10/	10/ 10/	00/	0%	N	0.1	N.I.	0.540	EE00	N
East Side Hwy	Town of Grottoes (Maint: 07)	0.05 <b>5300</b> Rockingham County L		1%	1% 1%	2%	0%	IN	0.1	N	0.543	5500	IN
	From:	Augusta County Line	e										
340 East Side Hwy	Town of Grottoes (Maint: 82)		<b>G</b> 95%	0%	1% 1%	3%	0%	С	0.098	F	0.577	5300	G
<i></i>	To	Cary St											
340 East Side Hwy	Town of Grottoes (Maint: 82)		<b>G</b> 95%	0%	1% 1%	3%	0%	F	0.098	F	0.523	5800	G
	To:	NCL Grottoes											

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		·					Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
340 East Side Hwy	Rockingham County	NCL Grott 1.39 <b>5000</b>	tes <b>G</b>	93%	1%	1%	1%	4%	0%	С	0.100	F	0.536	5100	G
2340 Last Side Hwy	nocking nam County			30 /0	1 /0	1 /0	1 /0	4 /0	0 /6	C	0.100	'	0.550	3100	G
Foot Side Lluny	Poolsingham County	SR 253 Port Rep		93%	1%	10/	10/	40/	0%	F	0.000	F	0.510	2500	
East Side Hwy	Rockingham County	8.27 <b>3400</b>	G		170	1%	1%	4%	0%	Г	0.099	Г	0.512	3500	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	82-649 Island Ford Rd;			10/	10/	10/	40/	00/		0.105		0.000	4000	_
East Side Hwy	Rockingham County	2.97 3800	G	93%	1%	1%	1%	4%	0%	F	0.105	F	0.626	4000	G
~	To: From:	82-754 South Br										_			
East Side Hwy	Rockingham County	2.36 5000	G	93%	0%	3%	1%	2%	0%	С	0.098	F	0.654	5200	G
	To: From:	82-634 Sapling R													
East Side Hwy	Rockingham County	0.52 6200	G	93%	1%	1%	1%	4%	0%	F	0.099	F	0.539	6400	C
~	To: From:	SCL Elkto	on												
S Stuart Ave	Town of Elkton (Maint: 82)	0.03 9200	G	96%	1%	1%	1%	1%	0%	С	0.089	F	0.631	9500	(
~	To	US 33													
Bus 340 (33) S Stuart Ave	Town of Elkton (Maint: 82)	0.08 9200	N	96%	1%	1%	1%	1%	0%	N	0.089	N	0.631	9500	١
340 (33) S Stuart Ave	10WIT OF EIRCOIT (Warnt. 02)			30 /6	1 /0	1 /6	1 /0	1 /0	0 /6	IN	0.003	IN	0.051	3300	
NI Church Aug	Town of Flitter (Mainta 00)	Bus US 3:		97%	0%	10/	10/	10/	00/	N.I	0.000	N.I.	0.001	0100	_
N Stuart Ave	Town of Elkton (Maint: 82)	0.19 8800	N	97%	0%	1%	1%	1%	0%	N	0.088	N	0.601	9100	١
~	Te: From:	Spottswood										_			
N Stuart Ave	Town of Elkton (Maint: 82)	0.59 8800	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.601	9100	C
	To: From:	NCL Elkton, 82-1706 S	henandoa												
Stuart Ave	Rockingham County	3.30 5700	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.542	5900	C
~	To:	Page County													
Third St	Page County	Rockingham Cou 1.02 5900	G Inty Line	97%	0%	1%	1%	1%	0%	F	0.087	F	0.516	6100	
340) 3	- ago ocanty			0.70	0 70		1 70	1 /0	0 70	•	0.007	•	0.010	0100	`
	Town of Changedock (Mainty CO)	SCL Shenand	doah N	97%	00/	10/	10/	10/	00/	NI.	0.007	N.I.	0.510	6100	
340)	Town of Shenandoah (Maint: 69)	1.22 5900	IN	97%	0%	1%	1%	1%	0%	N	0.087	N	0.516	6100	١
~~	To: From:	69-706 Junior													_
Fifth St	Town of Shenandoah (Maint: 69)	0.65 6200	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.581	6500	C
~	To: From:	NCL Shenano													
340	Page County	2.57 6200	N	96%	1%	1%	1%	2%	0%	N	0.087	N	0.581	6500	١
	To: From:	69-650 River	Road			\Box \vdash									
340)	Page County	4.32 5200	G	96%	1%	1%	1%	2%	0%	С	0.09	F	0.531	5400	(
	To:	Bus US 34	10			<u> </u>									
340)	Page County	3.16 4600	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.627	4800	C
	To:	US 211 Lee Hi	ghway												
~~~·	From:	US 211				$\Box$									
211 Lee Highway	Page County	5.46 <b>7700</b>	G	96%	0%	1%	1%	2%	0%	С	0.088	F	0.524	8000	(
~ ~	To: From:	WCL Lura													
340 (211) Lee Highway	Town of Luray (Maint: 69)	0.36 <b>14000</b>	G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.514	14000	G
	То:	BUS US 2	11												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~\\\\	From:		S US 211	050/	40/	10/	40/	00/	00/	_	0.000	F	0.500	0000	
340 211 Lee Highway	Town of Luray (Maint: 69)		6700 G	95%	1%	1%	1%	2%	0%	С	0.089	۲	0.502	6900	G
and and I on Highway	Page County		L Luray 6700 N	95%	1%	1%	1%	2%	0%	N	0.089	N	0.502	6900	N
211 Lee Highway	rage County			33 /6	1 /0	1 /0	1 /0	2/0	0 /6	IN	0.009	IN	0.502	0900	IN
340 (211) Lee Highway	Town of Luray (Maint: 69)		L Luray 6700 N	95%	1%	1%	1%	2%	0%	N	0.089	N	0.502	6900	N
340 (211) Lee riighway	To:		RT 211	33 /0	1 /0		1 /0	270	0 70	14	0.000	14	0.502	0300	14
~~~~	From:		JS 211												
N Broad St	Town of Luray	0.30	5700 G	95%	0%	1%	2%	2%	0%	С	0.089	F	0.515	5900	G
~~~	To: From:		L Luray			=									
Stonewall Jackson Memorial Hwy	Page County	0.21	5100 G	95%	0%	1%	2%	2%	0%	F	0.089	N	0.515	5500	G
~~~	From:		Collins Rd	.=-/								_			
340 Stonewall Jackson Memorial Hwy	Page County	1.03	6000 G	95%	0%	1%	2%	2%	0%	F	0.086	F	0.594	6200	G
~~~	From:		ndy Hook Road	2=2/		<u> </u>						_			
Stonewall Jackson Memorial Hwy	Page County	5.93	5100 G	95%	0%	1%	2%	2%	0%	F	0.087	F	0.606	5300	G
~~~	From:		Rileyville Rd	2221		<u> </u>				_		_			
Stonewall Jackson Memorial Hwy	Page County		County Line	96%	1%	1%	1%	2%	0%	С	0.087	F	0.681	4600	G
	From:		County Line County Line												
340 Stonewall Jackson Hwy	Warren County	2.46	4000 G	96%	1%	1%	1%	1%	0%	С	0.092	F	0.676	4200	G
<u> </u>	To: From:	93-613 N, Bento	nville Browntov	vn Rd		$\neg$ $\vdash$									
340 Stonewall Jackson Hwy	Warren County	5.30 <b>6</b>	6100 G	96%	1%	1%	2%	1%	0%	С	0.088	F	0.712	6300	G
<del></del>	To: From:	93-607	Rocky Lane			<u> </u>									
340 Stonewall Jackson Hwy	Warren County	2.78	7600 G	94%	1%	1%	2%	2%	0%	С	0.087	F	0.673	7900	G
<i></i>	To: From:	93-619 I	Rivermont Dr												
340 Stonewall Jackson Hwy	Warren County	0.83 <b>1</b>	3000 G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.651	14000	G
<del></del>	To: From:	SCL F	Front Royal			<u> </u>									
340 South Royal Ave	Town of Front Royal	0.31 <b>1</b>	5000 G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.666	16000	G
	To: From:	SR 5:	5 South St												
340 55 South Royal Ave	Town of Front Royal	0.40 <b>1</b>	3000 G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.56	14000	G
<u> </u>	To: From:	EI	Main St												
340 (55) North Royal Ave	Town of Front Royal	0.57 <b>1</b>	6000 G	99%	1%	1%	0%	0%	0%	С	0.088	F	0.504	17000	G
<del></del>	To: From:	(	6th St												
340 (55) North Royal Ave	Town of Front Royal	0.25 <b>1</b>	2000 G	99%	1%	1%	0%	0%	0%	F	0.091	F	0.533	13000	G
~ ~	To: From:	US 5	522, 8th St												
340 (522) (55) North Royal Ave	Town of Front Royal		3000 G	97%	1%	1%	1%	1%	0%	С	0.088	F	0.540	24000	G
<del></del>	To: From:		4th St Royal Ave												
340)(522) (55) 14th St	L Town of Front Royal		3000 G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.545	24000	G
0.000	To:		ndoah Ave										-		

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Changedock Ave	From:		th St	070/	10/	10/	10/	10/	00/	_	0.00		0.510	01000	
(340) (522) (55) Shenandoah Ave	Town of Front Royal		000 G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.518	31000	G
Chanandash Ava	Warran Causty		ont Royal	000/	1%	10/	10/	10/	00/		0.09	N	0.510	21000	
(340) (522) (55) Shenandoah Ave	Warren County		000 G	96%	170	1%	1%	1%	0%	С	0.09	IN	0.518	31000	G
Shonandoah Avo	Warren County		5 West	97%	0%	1%	1%	1%	0%	F	0.086	F	0.546	30000	G
340 522 Shenandoah Ave	warren County			9170	0%	1 70	1 70	1 70	0%	Г	0.000	Г	0.546	30000	G
Minahaatau Dd	To: From:		Front Royal	070/	00/	10/	10/	10/	00/		0.007		0.540	01000	
340 522 Winchester Rd	Warren County	0.83 <b>30</b>	000 G	97%	0%	1%	1%	1%	0%	С	0.087	F	0.549	31000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		-66	000/	10/		00/	100/	00/		2.00		0.545	00000	
340 522 Winchester Rd	Warren County	1.28 22	000 G	86%	1%	1%	2%	10%	0%	С	0.08	F	0.515	23000	G
Windhastar Dd	From		Reliance Rd	050/	10/	10/	00/	110/	00/		0.000		0.500	17000	
340 522 Winchester Rd	Warren County	2.81 16	000 G	85%	1%	1%	2%	11%	0%	С	0.080	F	0.509	17000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		-802	050/	10/		00/	100/	00/		0.004		0.500	47000	
340 522 Winchester Rd	Warren County		County Line	85%	1%	1%	2%	12%	0%	С	0.081	F	0.503	17000	G
<u> </u>	From:		County Line			_									
340 (522) Winchester Rd	Frederick County (Maint: 93)	0.53 17		85%	1%	1%	2%	12%	0%	С	0.081	F	0.503	17000	G
	To:		County Line												
340 (522 Winchester Rd	Warren County		County Line 000 G	85%	1%	1%	2%	12%	0%	С	0.081	F	0.503	17000	G
340 522 Willchester Ad	warren County		County Line	03%	1 70	1 70	2%	1270	0%	C	0.061	Г	0.503	17000	G
	From:		County Line												
340 (522) Winchester Rd	Frederick County (Maint: 93)	0.30 <b>17</b>	'000 G	85%	1%	1%	2%	12%	0%	С	0.081	F	0.503	17000	G
<u> </u>	To:		County Line												
340 (522 Winchester Rd	Warren County	0.16 <b>17</b>	County Line 000 G	85%	1%	1%	2%	12%	0%	С	0.081	F	0.503	17000	G
(340) (522) Willemedier Ha	To:		ounty Line	0070	1 70	$\overline{}$	270	1270	0 70	Ü	0.001	•	0.000	17000	u
	From:	Warren C	County Line												
340 (522) Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79 <b>17</b>	000 G	85%	1%	1%	2%	12%	0%	С	0.081	F	0.503	17000	G
<del>\</del>	To: From:	US 522 Doc	uble Toll Gate												
340 Lord Fairfax Hwy	Clarke County	2.09 <b>7</b> 2	200 G	93%	0%	1%	1%	5%	0%	С	0.1	F	0.717	7500	G
<u> </u>	To: From:	21-658 V	White Post			$\Box$ $\vdash$									
340 Lord Fairfax Hwy	Clarke County	1.83 <b>7</b> 4	400 G	88%	1%	1%	3%	7%	0%	С	0.101	F	0.714	7700	G
<u> </u>	To: From:	US 50 Sou	ath of Boyce			_									
340 Lord Fairfax Hwy	Clarke County	1.19 <b>8</b> 0	000 G	92%	1%	1%	1%	5%	0%	С	0.095	F	0.625	8300	G
<u> </u>	To: Econol	SCL	Boyce			<u> </u>									
340 Lord Fairfax Hwy	Town of Boyce (Maint: 21)		000 N	92%	1%	1%	1%	5%	0%	Ν	0.095	Ν	0.625	8300	Ν
<u> </u>	To	NCL	Boyce			<u> </u>									
340 Lord Fairfax Hwy	Clarke County		000 N	92%	1%	1%	1%	5%	0%	Ν	0.095	Ν	0.625	8300	Ν
-	To:	SR 255 (	Old Chapel												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~	From:	SR 255 Old 0													_
Lord Fairfax Hwy	Clarke County	2.99 <b>9200</b>	G	92%	1%	1%	1%	5%	0%	F	0.094	F	0.610	9500	G
<u> </u>	To: From:	SCL Berry													
340)S Buckmarsh St	Town of Berryville (Maint: 21)	0.51 <b>9200</b>	N	92%	1%	1%	1%	5%	0%	N	0.094	Ν	0.610	9500	N
	To: From:	Bus SR 7 M	ain St												
N Buckmarsh St	Town of Berryville (Maint: 21)	0.45 <b>9300</b>	G	91%	1%	1%	1%	6%	0%	С	0.085	F	0.554	9600	G
<del></del>	To: From:	NCL Berry	ville			$\neg$ $\vdash$									
340 Lord Fairfax Highway	Clarke County	0.24 9300	N	91%	1%	1%	1%	6%	0%	Ν	0.085	Ν	0.554	9600	Ν
<del>~</del>	To:	SR 7				<u> </u>									
340 Lord Fairfax Hwy	Clarke County	1.29 15000	G	85%	1%	3%	1%	10%	0%	С	0.086	F	0.541	14000	G
	To:	21-611 Summit	Point Rd												
340 Lord Fairfax Highway	Clarke County	2.82 11000		91%	1%	1%	1%	7%	0%	С	0.1	Α	0.581	11000	Α
3,	To:	West Virginia S	tate Line												
~~~	From:	Maryland Sta													
340 Jefferson Pike	Loudoun County	0.57 26000		91%	0%	3%	0%	5%	0%	С	0.083	F	0.682	25000	G
~	To:	West Virginia S	tate Line												
	From:	US 340-N012A US 340-S		OM RT 3											
Ramp	Augusta County	0.30 5600	F								0.099	F	0.569	5600	F
<u> </u>	10:	I-64-E FROM RT 340SC													
~~~_	From:	US 340-S012B US 340-N		OM RT 3											_
Ramp	Augusta County	0.19 <b>5600</b>	G								NA			5600	G
<u> </u>	10.	I-64-W FROM RT 340S		NORTH											
North	From:	US 340 TO I-6												2222	_
Ramp	Augusta County	0.03 3000	F								NA			3000	F
~	10.	US 340-S012A US 340-													
North	From:	US 340 I-64-W094A FF		O IS 64								_			_
Ramp	Augusta County	0.04 5700	F	( D.T. 2							0.095	F	0.593	5700	F
	10.	US 340-S012B US 340-													
South	From:	US 340 I-64-E094A FR		IS 64										0000	_
Ramp	Augusta County	0.04 <b>2600</b>	F	L DE 2							NA			2600	F
<u> </u>	10.	US 340-N012A US 340-		MRI3											
South	From:	US 340 TO I-6										_			_
Ramp	Augusta County	0.06 <b>3600</b>	F								0.091	F		3600	F
	10.	US 340-N012B US 340-		m RT3											
Bus	From:	US 340													
340)	Page County	0.20 <b>4100</b>	N	94%	1%	1%	1%	3%	0%	N	0.085	N	0.567	4200	N
Puo	To: From:	69-615													
Bus 340 Stonewall Jackson Memorial Highway	Page County	69-615 Riverb 3.80 <b>4100</b>	end Rd <b>G</b>	94%	1%	1%	1%	3%	0%	С	0.085	F	0.567	4200	G
340 Jotonewan Jackson Wemonai riignway	rage County	3.00 4100	u	J+ /0	1 /0	1 /0	1 /0	J /0	U /0	U	0.003		0.507	7200	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route   Bus   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route   Route	4200 4200 5600 5500	4200 4200	4200	4200	Factor			QC						Bus	4Tire	QA	AADT	Length	Jurisdiction	Route
Town of Stanley (Maint: 69)  2.08 4100 N 94% 1% 1% 1% 3% 0% N 0.085 N 0.567    Bus 340   Page County   1.99 4100 N 94% 1% 1% 1% 3% 0% N 0.085 N 0.567    Bus 340   Stonewall Jackson Memorial Highway   Page County   3.73 5400 G 98% 0% 1% 0% 1% 0% C 0.084 F 0.601    Bus 340   Virginia Ave   Town of Luray   0.09 5300 G 97% 1% 1% 0% C 0.089 F 0.605    Bus 340   Virginia Ave   Town of Luray   0.52 4600 G 97% 0% 1% 1% 1% 0% C 0.09 F 0.592    Bus 340   Bus 340   Bus US 211   Stonewall Jackson Memorial Highway   Page County   1.99 4100 N 94% 1% 1% 1% 0% C 0.092 F 0.541	4200 5600 5500	4200			0.567	N					FAXIE	IE 3+	2AXI							
NCL Stanley   1.99   4100   N   94%   1%   1%   3%   0%   N   0.085   N   0.567	4200 5600 5500	4200			0.567	N									2.427				From:	
NCL Stanley   1.99   4100   N   94%   1%   1%   3%   0%   N   0.085   N   0.567	5600 5500		4200				0.085	N	0%	3%	1%	b 1	1%	1%	94%	N	4100	nt: 69) 2.08	Town of Stanley (Maint	)}
Stonewall Jackson Memorial Highway   Page County   3.73   5400   G   98%   0%   1%   0%   C   0.084   F   0.601	5600 5500		4200														CL Stanley	N	To: From:	
Stonewall Jackson Memorial Highway   Page County   3.73   5400   G   98%   0%   1%   0%   C   0.084   F   0.601	5500	5600		4200	0.567	Ν	0.085	Ν	0%	3%	1%	₆ 1	1%	1%	94%	N	4100	1.99	Page County	$\mathfrak{d}$
Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   Scheme   S	5500	5600											-			У	-632 Stanley	69	To: From:	
SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL Luray   SCL		0000	5600	560	0.601	F	0.084	С	0%	1%	0%	<b>6</b> C	1%	0%	98%	G	5400	3.73	Page County	
Town of Luray 0.09 5300 G 97% 1% 1% 0% C 0.089 F 0.605  Linden Ave  Town of Luray 0.52 4600 G 97% 0% 1% 1% 0% C 0.09 F 0.592  Bus US 211  Town of Luray 0.54 4400 G 97% 0% 1% 1% 1% 0% C 0.092 F 0.541													<u> </u>				SCL Luray		To	
Sus   Free   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Linden Ave   Lin		5500	5500	550	0.605	F	0.089	С	0%	1%	0%	, (	1%	1%	97%	G	_		Town of Luray	າ ວິVirginia Ave
Town of Luray 0.52 4600 G 97% 0% 1% 1% 0% C 0.09 F 0.592  Bus US 211  Town of Luray 0.54 4400 G 97% 0% 1% 1% 1% 0% C 0.092 F 0.541	4800		-	-		•	0.000		0,0	. , 0	0 70			. , ,	0.70				To To	Jg
Bus US 211  Bus US 211  Broad St  Town of Luray  0.54 4400 G 97% 0% 1% 1% 1% 0% C 0.092 F 0.541	4800	4000	4000	400	0.500	_	0.00	0	00/	10/	10/		10/	00/	070/				From:	
Bus   1% 1% 0% C 0.092 F 0.541   3400 S 97% 0% 1% 1% 1% 0% C 0.092 F 0.541		4800	4800	480	0.592	г	0.09	C	0%	1%	1%	o I	1%	0%	97%	G			Town of Luray	Virginia Ave
																	Bus US 211	F	To: From:	
102 US 211	4600	4600	4600	460	0.541	F	0.092	С	0%	1%	1%	6 1	1%	0%	97%	G		0.54	Town of Luray	Broad St
																			10:	
SR 360 Bethel Rd	1100	1100	1100	110	0 576	F	0.084	F	0%	6%	2%	<u>.</u> 2	1%	0%	91%				Halifax County	Scottsburg Rd
	1100	1100	1100	110	0.070		0.004	•	0 /0	070	270	_		0 70	0170				To To	1)00011000119 110
NCL Scottsburg  Town of Scottsburg (Maint: 41)  NCL Scottsburg  NCL Scottsburg  NOW 100 100 100 100 100 100 100 100 100 10	1100	1100	1100	110	0.576	N	0.084	N	0%	6%	2%	, 2	1%	0%	91%	_			Town of Scottsburg (Mai	1)
41-720 Green Level Rd																		,	Too	9
Rome   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   1972 Green Even Rd   19	720	720	720	720	0.625	F	0.090	С	0%	6%	2%	6 2	1%	0%	91%				Town of Scottsburg (Mair	McDonald Rd
Too ECL Scottsburg																g	L Scottsbur	EC	To	<u> </u>
Halifax County 7.35 <b>700 N</b> 91% 0% 1% 2% 6% 0% N 0.090 N 0.625	720	720	720	720	0.625	Ν	0.090	Ν	0%	6%	2%	6 2	1%	0%	91%				Halifax County	1)
To Staunton River State Park													<u> </u>			e Park	n River Stat	Staunto	To: From:	,
McDonald Rd Halifax County 2.18 <b>200 G</b> 91% 0% 1% 2% 6% 0% F 0.125 F 0.698	210	210	210	210	0.698	F	0.125	F	0%	6%	2%	6 2	1%	0%	91%	G	200	2.18	Halifax County	McDonald Rd
Tag End of Route																	nd of Route	Е	To:	<u></u>
SR 360 Mountain Rd	700	700	700	700	0.001	_	0.105	0	00/	00/	00/	, ,	10/	00/	000/				From:	Tedescondo Blod
Edmunds Blvd Town of Halifax (Maint: 41) 0.12 <b>690 G</b> 96% 2% 1% 0% 0% 0 C 0.135 F 0.631	700	700	700	700	0.631	г	0.135	C	0%	0%	0%	o (	1%	2%	96%				Town of Hailtax (Maint:	) Edmunds Bivd
From: US 60 Huntington Ave													1						From:	
251 39th St City of Newport News 0.64 4600 F 96% 2% 1% 1% 0% 0% F 0.185 F 0.893	4900	4900	4900	490	0.893	F	0.185	F	0%	0%	1%	₆ 1	1%	2%	96%				City of Newport New	1)39th St
To Marshall Ave																	Iarshall Ave	M	To:	/
(151) 39th St City of Newport News 0.87 <b>7500 F</b> 96% 2% 1% 1% 0% 0% C 0.120 F 0.737	8000	8000	8000	800	0.737	F	0.120	С	0%	0%	1%	₆ 1	1%	2%	96%				City of Newport New	) 39th St
To WCL Hampton																n	CL Hampton	W	To: From	/
Ocity of Hampton 0.36 <b>7500 N</b> 96% 2% 1% 1% 0% 0% N 0.120 N 0.737	8000	8000	8000	800	0.737	Ν	0.120	Ν	0%	0%	1%	₆ 1	1%	2%	96%	N	7500	0.36	City of Hampton	Pembroke Ave
Trop From: 114-7025 Aberdeen Rd													}			n Rd	25 Aberdee	114-70	To: From:	<u></u>
Dembroke Ave City of Hampton 1.17 <b>9200 F</b> 96% 2% 1% 1% 0% 0% F 0.094 F 0.614		9800	9800	980	0.614	F	0.094	F	0%	0%	1%	<b>6</b> 1	1%	2%	96%	F	9200	1.17	City of Hampton	Pembroke Ave
To: Powhatan Pkwy	980		_													v	whatan Pkw			/

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and interstate no	Jules			-	1 .			1/		Б:		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q
	From:	Powhatan Pkwy			ZAXIE	3+Axle	TTrail	21raii		Factor		Factor		
351) Pembroke Ave	City of Hampton	1.52 <b>10000 F</b>	96%	1%	1%	2%	1%	0%	С	0.107	F	0.724	11000	-
331)	To													
351) Pembroke Ave	City of Hampton	Settlers Landing Rd 0.14 <b>10000 F</b>	96%	1%	1%	2%	1%	0%	F	0.099	F	0.681	11000	
331). embrene 7.00	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s			170		270	1 /0	0,0	•	0.000	·	0.001	11000	
351)Pembroke Ave	City of Hampton	<u>Lasalle Ave</u> 0.73 <b>8300 F</b>	96%	2%	1%	1%	0%	0%	С	0.101	F	0.626	8800	
351 Fellibloke Ave	City of Hampton		90 /6	2 /0	1 /0	1 /0	0 /6	0 /6	C	0.101	•	0.020	0000	
Damburdo Ave	From:	SR 134 Armistead Ave	070/	10/	10/	00/	00/	00/		0.007	F	0.00	0000	
Pembroke Ave	City of Hampton	1.41 <b>9100 F</b>	97%	1%	1%	0%	0%	0%	С	0.097	г	0.68	9600	
	To: From:	US 258 Mercury Blvd			<del> </del>									
Pembroke Ave	City of Hampton	0.20 <b>11000 F</b>	97%	1%	1%	0%	0%	0%	F	0.098	F	0.661	12000	
	To: From:	Woodland Rd												
351)Pembroke Ave	City of Hampton	1.10 <b>12000 F</b>	98%	1%	1%	0%	0%	0%	С	0.089	F	0.603	13000	
	To:	SR 169 W, Old Buckroe R	d		$\neg$ $\vdash$									
351)(169)Pembroke Ave	City of Hampton	0.60 <b>3400 F</b>	98%	1%	1%	0%	0%	0%	F	0.091	F	0.606	3600	
	To:	SR 169 E, Mallory St			$ \vdash$									
351)Pembroke Ave	City of Hampton	0.07 <b>3400 N</b>	98%	1%	1%	0%	0%	0%	Ν	0.091	Ν	0.606	3600	
	To:	Second St												
	From:	US 421												
352)St Charles Rd	Lee County	2.13 <b>1700 F</b>	96%	0%	1%	1%	1%	0%	С	0.121	F	0.571	1800	
	To	SCL Saint Charles			<u> </u>									
352	Town of St. Charles (Maint: 52)	0.27 <b>1700 N</b>	96%	0%	1%	1%	1%	0%	Ν	0.121	Ν	0.571	1800	
<u> </u>	To:	52-634 Bunny Blue Rd												
	From:	Parking Lot; 13th St												
353 Duvall St	City of Richmond (Maint: 43)	0.38 <b>NA</b>								NA			NA	
$\smile$	To:	8th Street												
	From:	End of Route												
River Rd	Lancaster County	3.64 <b>420 G</b>	98%	0%	1%	1%	1%	0%	F	NA			450	
	To:	51-604 Ottoman Ferry Roa	d		$\Box$ $\vdash$									
River Rd	Lancaster County	3.62 <b>1900 G</b>	98%	0%	1%	1%	1%	0%	F	0.084	F	0.581	1900	
$\smile$	To	SR 201 White Chapel Rd			<b>—</b> [									
River Rd	Lancaster County	4.10 <b>820 G</b>	98%	0%	1%	1%	1%	0%	С	0.103	F	0.621	840	
	Та	51-622 Morattico Rd												
River Rd	Lancaster County	2.17 <b>770 G</b>	98%	0%	1%	1%	1%	0%	F	0.096	F	0.503	790	
334)	To:	SR 3 Historyland Hwy												
	From:	US 33; Staples Mill Rd											,	
Hilliard Rd	Henrico County	0.67 <b>16000</b> F	98%	0%	1%	0%	1%	0%	F	0.103	F	0.633	17000	
	To:													
356)Hilliard Rd	Henrico County	7 Thornrose Ave	98%	0%	1%	0%	1%	0%	С	0.107	F	0.613	15000	
330)	To:	Hermitage Rd	JJ /0	J /0	1 /0	0 /0	1 /0	0 /0	5	0.107	•	0.010	13000	
		Herminge Ru												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Pouto	Jurisdiction	Longth AADT OA	ATiro	Puo	T	ruck		QC	K	ΟK	Dir	AAWDT	
Route	Junsaiction	Length AADT QA	41116	bus	2Axle 3+Axl	e 1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	C
Hilliard Rd	Henrico County	Hermitage Rd 0.16 <b>18000 F</b>	98%	0%	 1% 0%	1%	0%	F	0.093	F	0.531	19000	
156 I IIIIaid Nu	To:	SR 161; Lakeside Ave	90 /6	0 /0	1/6 0/6	1 /0	0 /6	'	0.093	'	0.551	19000	
	From:	<u> </u>											
359 Jamestown Festival Parkway	James City County	Colonial Pkwy 0.34 <b>1600 F</b>	97%	2%	0% 0%	0%	0%	С	0.115	F	0.518	1700	
359 Jamestown Festival Parkway	To:	SR 31 Jamestown Rd	37 76	2 /0	078 078	0 70	0 70	O	0.115	'	0.510	1700	
D	From	N Main St											
Bus 360 (58) River St	City of Danville	0.64 <b>18000 G</b>	93%	1%	1% 0%	5%	0%	F	0.079	F	0.535	18000	
360 (38) 1.1101 31	any or Barrymo		0070	1 /0		070	0 70	•	0.070	•	0.000	10000	
Bus	To: From:	Old Halifax Rd											
360 58 South Boston Rd	City of Danville	1.24 <b>17000 G</b>	96%	1%	1% 1%	1%	0%	С	0.081	F	0.517	17000	
~~	To:	US 29 Danville Expressw	av										
360 58 South Boston Rd	City of Danville	0.90 <b>27000 F</b>	_	0%	1% 1%	6%	0%	С	0.076	F	0.510	27000	
	To	Kentuck Rd											
360 (58) South Boston Rd	City of Danville	1.98 <b>20000 G</b>	85%	1%	1% 1%	13%	0%	F	0.077	F	0.558	20000	
380) (38) 664 266	5.ty 6. 24			. , ,		.0,0	0,70	•	0.07.	•	0.000		
360 (58) Philpott Rd	Pittsylvania County	ECL Danville 2.37 <b>13000 G</b>	85%	1%	1% 1%	13%	0%	F	0.072	F	0.54	12000	
Philpott Rd	Filisylvania County		05 /6	1 /0	1/6 1/6	13 /6	0 /6	'	0.072	'	0.54	12000	
~~~~~	From:	SR 62											
Philpott Rd	Pittsylvania County	3.32 7400 B	85%	1%	1% 1%	13%	0%	С	0.101	Α	0.514	7400	
~ ~	From:	Halifax County Line Pittsylvania County Line	3										
360 (58) Philpott Rd	Halifax County	3.48 8500 G		1%	1% 1%	13%	0%	F	0.071	F	0.514	8400	
300)(30)	Ter												
360 (58) Philpott Rd	Halifax County	SR 119 Delila 6.58 8800 G	85%	1%	1% 1%	13%	0%	F	0.069	F	0.605	8800	
Philpott Rd	To:	41-658 Turbeville Rd; Melo		1 /0	176 178	10 /0	0 70	'	0.003	'	0.003	0000	
	From:	41-658	ii ita										
360 58 Philpott Rd	Halifax County	9.25 8200 A	85%	1%	1% 1%	12%	0%	С	0.1	Α	0.57	8300	
	To:	US 501 Huell Mathews H	wy										
~~~~ P''' T	From:	US 501 Riverdale	050/	40/	10/ 10/	400/	00/	_		_	0.55	10000	
360 (58) Bill Tuck Hwy	Town of South Boston	0.18 <b>13000 G</b>	85%	1%	1% 1%	12%	0%	F	0.082	F	0.55	13000	
	To: From:	CL South Boston											
360) (58) Bill Tuck Hwy	Halifax County	0.52 <b>13000 N</b>	85%	1%	<u>1</u> % 1%	12%	0%	Ν	0.082	Ν	0.55	13000	
<del>~</del> ~	To: From:	E US 58											
360 John Randolph Blvd	Halifax County	US 58 E, Bill Tuck Hwy 0.45 <b>10000 G</b>		1%	 1% 1%	12%	0%	F	0.082	F	0.516	10000	
360 Joonn Handolph Biva	Tiamax Gounty		0070	1 /0		1270	0 /0		0.002		0.010	10000	
Labor Developed Blood	From:	SCL South Boston	050/	40/	10/ 10/	4.00/	00/	_	0.000	_	0.540	40000	
John Randolph Blvd	Town of South Boston (Maint: 41)	0.16 <b>10000 G</b>	85%	1%	1% 1%	12%	0%	F	0.082	F	0.516	10000	
· · · · · · · · · · · · · · · · · · ·	To: From:	SR 304 Seymour Dr											
John Randolph Blvd	Town of South Boston	0.52 <b>11000 G</b>	85%	1%	1% 1%	12%	0%	F	0.081	F	0.539	10000	
<del>~</del>	To: From:	SR 34 Hodges St											
360 John Randolph Blvd	Town of South Boston	0.44 <b>12000 G</b>	85%	1%	1% 1%	12%	0%	F	80.0	F	0.585	12000	
~	To:	Hamilton Blvd											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:		amilton Blv													
360 John Randolph Blvd	Town of South Boston (Maint: 41)	0.09	8300	G	85%	1%	1%	1%	12%	0%	F	0.082	F	0.560	8100	G
	To: From:	ECI	South Bos	ston												
360 James D Hagood Hwy	Halifax County	1.43	7500	G	85%	1%	1%	1%	12%	0%	F	0.079	F	0.595	7300	G
<u>~</u>	To	41-716 W	Pan River (Church R	Rd											
360 James D Hagood Hwy	Halifax County	5.28	5900	G	85%	1%	1%	1%	12%	0%	F	NA			5800	G
	To	CD	360 Bethel	Dd												
360 James D Hagood Hwy	From: Halifax County	2.40	7800	G	85%	1%	1%	1%	12%	0%	F	0.078	F	0.586	7600	G
300) - I I I I I I I I I I I I I I I I I I	T-															
360 James D Hagood Hwy	Holifox County	2.79	odgers Cha 6100	apel Road G	85%	1%	1%	1%	12%	0%	F	0.08	F	0.560	5900	G
360 James D Hagood Hwy	Halifax County		2 South of C		00%	I 70	170	170	1270	0%	Г	0.06	Г	0.560	3900	
	From:	SR 92 Sout			Rd											
360 James D Hagood Hwy	Halifax County	2.73	5400	G	85%	1%	1%	1%	12%	0%	F	0.078	F	0.522	5300	C
	То:	Charle	otte County	y Line												
~~	From:		fax County								_		_			_
Kings Hwy	Charlotte County	1.73	5800	G	85%	1%	1%	1%	12%	0%	F	0.081	F	0.516	5600	G
	To: From:	SR 92	JEB Stuar	t Hwy												
Kings Hwy	Charlotte County	4.64	4300	G	85%	1%	1%	1%	12%	0%	F	0.086	F	0.516	4200	(
~ <u></u>	Τα		W US 15				<u> </u>									
360 (15) Kings Hwy	Charlotte County	3.88	5200	G	80%	1%	1%	1%	16%	1%	F	0.079	F	0.502	5300	C
	To	CD A	17 Krafton (Coto												
360 (15) Kings Hwy	Charlotte County	6.60	5100	G	75%	1%	2%	1%	20%	2%	С	0.081	F	0.523	5200	G
13)90	- Total of the state of the sta					.,,		. , 0	_0 /0	_,,	Ū	0.00	·	0.020	0200	
// Kinga Llun	Charlette County		US 15 BU		000/	10/	10/	10/	160/	10/	С	0.000	F	0.507	4600	G
360 (15) Kings Hwy	Charlotte County	3.36	4500	G	80%	1%	1%	1%	16%	1%	C	0.083	Г	0.507	4600	Ċ
→	To: From:		40 Keysvi													
360) (15) Kings Hwy	Charlotte County	2.10	5400	G	84%	1%	1%	1%	13%	0%	С	0.082	F	0.524	5600	C
~ ~	To: From:		E US 15													
Kings Hwy	Charlotte County	1.69	5800	G	85%	1%	1%	1%	12%	0%	F	0.076	F	0.531	5700	C
~	Τα:		dward Cou													
Win and I have	Prince Edward County		otte County		050/	10/	10/	10/	100/	00/	_	0.070	_	0.505	F000	,
Kings Hwy	Prince Edward County	2.23	5100	G	85%	1%	1%	1%	12%	0%	F	0.072	F	0.585	5000	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		55-701													
Kings Hwy	Prince Edward County	3.13	5000	G	85%	1%	1%	1%	12%	0%	F	0.071	F	0.601	4900	C
<del>~~</del>	To: From	73-728 N	Aoores Ord	linary Rd												
Kings Hwy	Prince Edward County	0.26	4800	G	85%	1%	1%	1%	12%	0%	F	0.072	F	0.569	4700	G
~	Tα	73-63	30 Free Stat	te Rd			<u> </u>									
360 Kings Hwy	Prince Edward County	3.09	4900	G	85%	1%	1%	1%	12%	0%	F	0.076	F	0.618	4700	G
555	To To							,-			•					-
200	Prince Edward County	73-69 5.56	6 Green Ba		<b>95</b> 0/	1%	10/	10/	100/	0%	С	0.106	Α	0.555	4300	۸
360 }	Prince Edward County	ე.ენ	4400	Α	85%	170	1%	1%	12%	U%	C	0.106	А	0.555	4300	Α

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4T	ire Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
(200)	Nottoway County	Prince Edward Cou 1.12 <b>5100</b>		5% 1%	1%	1%	12%	0%	F	0.085	F	0.523	4900	G
(360)	To To			0 /6 1 /6	1 /0	1 /0	12/0	0 /6	'	0.005	'	0.525	4300	u
360	Nottoway County	67-621 Burkes Ta 0.39 <b>4800</b>		5% 1%	1%	1%	12%	0%	F	0.075	F	0.667	4700	G
300)	To	US 460												
360 (460)	Nottoway County	0.19 <b>11000</b>	<b>G</b> 84	l% 1%	1%	2%	12%	1%	С	0.085	F	0.598	11000	G
	To: From:	WCL Burkey	ille											
360 (460)	Town of Burkeville (Maint: 67)	1.06 <b>11000</b>	<b>N</b> 84	l% 1%	1%	2%	12%	1%	N	0.085	N	0.598	11000	N
<del>~ ~</del>	To: From:	Bus US 460												
360 (460)	Town of Burkeville (Maint: 67)	0.08 <b>13000</b>	<b>G</b> 85	5% 1%	1%	1%	12%	0%	F	0.083	F	0.567	13000	G
~~~	From:	ECL Burkevi		-0/ 40/		40/	4.00/	00/		0.000		0.507	10000	
360 460	Nottoway County	0.35 13000		5% 1%	1%	1%	12%	0%	N	0.083	N	0.567	13000	N
360 East Patrick Henry Hwy	Nottoway County	US 460 East Colonial 0.23 4900		3% 1%	1%	1%	5%	0%	F	0.084	F	0.570	4900	G
East Fattick Helliy Hwy	Notioway County			070 170	1 70	170	3%	0%	Г	0.064	Г	0.570	4900	G
360 East Patrick Henry Hwy	Nottoway County	67-723 Lewiston P 2.46 5200		3% 1%	1%	1%	5%	0%	F	0.083	F	0.542	5200	G
360) Last ramor richly rwy	Tolloway County			7,0 1,0		1 /0	0 /0	0 / 0	•	0.000	•	0.042	0200	ŭ
360 East Patrick Henry Hwy	Nottoway County	SR 49 Watsons W 4.17 7000		3% 1%	1%	1%	5%	0%	F	0.081	F	0.564	6900	G
, ,	To:	Amelia County	Line											
~~~	From:	Nottoway Count					==/		_		_		.=	_
Patrick Henry Hwy	Amelia County	0.49 <b>6800</b>	<b>G</b> 93	3% 1%	1%	1%	5%	0%	F	0.078	F	0.571	6700	G
360 Patrick Henry Hwy	Amelia County	SR 307 Holly Far 8.55 <b>13000</b>		3% 1%	1%	1%	5%	0%	F	0.083	F	0.561	13000	G
360 Patrick Herity Hwy	Amelia County			370 I70	1%	170	5%	0%	Г	0.063	Г	0.561	13000	G
360 Patrick Henry Hwy	Amelia County	04-681 Pridesvil 2.64 <b>15000</b>		3% 1%	1%	1%	5%	0%	С	0.104	Α	0.526	15000	Α
360 Tallick Herry Hwy	Amena County			0 /0 1 /0	1 /6	1 /0	J /6	0 /6	O	0.104	^	0.520	13000	^
360 Patrick Henry Hwy	Amelia County	Bus US 360 Goodes 2.77 <b>16000</b>		3% 1%	1%	1%	5%	0%	F	0.085	F	0.568	16000	G
360). amor nom, my	Tel	04-604 Chula		7,0 1,0		170	070	070		0.000		0.000	10000	
360 Patrick Henry Hwy	Amelia County	3.37 <b>17000</b>		3% 1%	1%	1%	5%	0%	F	0.087	F	0.584	17000	G
300) 44 4 7 7	To:	Chesterfield County Line; A	ppomattox Ri											
Livil Stroot Dd	Charterfield County	Amelia County Line; App			10/	10/	E0/	00/	F	0.000	_	0.60	17000	_
360 Hull Street Rd	Chesterfield County	5.16 17000		3% 1%	1%	1%	5%	0%	Г	0.083	٢	0.62	17000	G
360 Hull Street Rd	Chesterfield County	20-603 W, Skinqui 2.84 <b>18000</b>		3% 1%	1%	1%	5%	0%	F	NA			18000	G
360). 1411 311301 114	To To			,,0 1/0		1 /0	J /0	0 /0	'	14/7			10000	u
360 Hull Street Rd	Chesterfield County	20-730 Baldwin C 1.31 <b>21000</b>	reek Rd <b>G</b> 93	3% 1%	1%	1%	5%	0%	F	0.08	F	0.61	21000	G
	To:	20-667 Otterdal				. , •	- / 0	- / 0						
360 Hull Street Rd	Chesterfield County	1.48 <b>33000</b>		3% 1%	1%	1%	5%	0%	F	0.084	F	0.607	33000	G
	To:	20-3600 Woodlake V										-		

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	li inia ali ati a ia	Lawarda AADT		4Tire	Dua		Tru	ıck		QC	K	ΟK	Dir	AAWDT	. 014
Route	Jurisdiction	Length <b>AADT</b>			bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
A Livil Chroat Dd	From:	20-3600 Woodlake V			00/		00/	00/	00/	0	NIA			40000	_
360 Hull Street Rd	Chesterfield County	0.99 <b>43000</b>		100%	0%	0%	0%	0%	0%	С	NA			43000	G
~~~ I bull Ober at Dal	From:	20-702 Spring		000/	40/		40/	5%	00/		0.000	F	0.004	77000	
Hull Street Rd	Chesterfield County	2.19 77000	G	93%	1%	1%	1%	5%	0%	F	0.088	Г	0.604	77000	G
~~~\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	To- From:	SR 288		070/	201		10/	40/	00/		0.005		0.500	22222	
Hull Street Rd	Chesterfield County	3.20 <b>38000</b>	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.530	38000	G
~~	Too From:	20-653 Courtho										_			
Hull Street Rd	Chesterfield County	2.21 <b>40000</b>	G	93%	1%	1%	1%	5%	0%	F	0.098	F	0.635	40000	G
~~~	To: From:	20-647 Walmsle													
(360) Hull Street Rd	Chesterfield County	2.25 38000	G	93%	1%	1%	1%	5%	0%	F	NA			37000	G
~	To: From:	SR 150 Chippenham Pkwy	; WCL R	ichmond											
(360) Hull Street Rd	City of Richmond	0.61 26000	G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.572	27000	G
<u> </u>	To- From:	Hey Rd				<u> </u>									
360 Hull Street Rd	City of Richmond	2.18 24000	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.621	26000	G
<u> </u>	To	SR 161 Belt 1	Blvd			\neg \vdash									
(360) Hull St	City of Richmond	0.18 18000	G	97%	2%	1%	0%	0%	0%	F	0.092	F	0.662	19000	G
	Tα	McGuire I)r												
360 Hull St	City of Richmond	1.05 16000		97%	2%	1%	0%	0%	0%	F	0.086	F	0.670	17000	G
(000)	To	Midlothian T	nke.												
(360) Hull St	City of Richmond	0.54 21000	В	97%	2%	1%	0%	0%	0%	С	0.090	Α	0.582	22000	В
(666)	Too	US 1 Jefferson Da	aria Harr												
(360) Hull St	City of Richmond	0.55 13000		97%	2%	1%	0%	0%	0%	F	0.080	F	0.551	14000	G
(360) 31					_,,		0,0	0,70	0 / 0	•	0.000	•	0.00		•
360 Hull St	City of Richmond	0.37 19000	F F	96%	2%	1%	1%	0%	0%	С	0.090	F	0.531	20000	F
360 11011 31	Oity of Filenmond			30 /6	2 /0	1 /0	1 /0	0 /6	0 /6	O	0.030	'	0.551	20000	•
Mayo Dridge	City of Diahmand	1st St		070/	20/	10/	00/	00/	00/	F	0.005	F	0.507	01000	
360 Mayo Bridge	City of Richmond	0.51 20000	G	97%	2%	1%	0%	0%	0%	Г	0.095	Г	0.527	21000	G
~~~	To From:	Dock St													
360 14th St	City of Richmond	0.08 <b>14000</b>	G	97%	2%	1%	0%	0%	0%	F	0.096	F	0.670	15000	G
~~~	To: From:	US 60 Cary													
(360) (60) 14th St	City of Richmond	0.08 14000	N	97%	2%	1%	0%	0%	0%	N	0.096	Ν	0.670	15000	N
* *	To: From:	US 60 Par, Ma	ain St												
(360) (60) Main St	City of Richmond	0.30 21000	G	97%	2%	1%	0%	0%	0%	F	0.079	F	0.560	22000	G
360 (60) Wall St	Ta:	18th St		01 70	270		0 70	0 /0	0 70	•	0.070	•	0.000	22000	u
	From:	US 60 Main	ı St												
(360) 18th St	City of Richmond	0.14 7400	G	97%	2%	1%	0%	0%	0%	F	0.099	F	0.785	7900	G
	To:	Grace St													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	City of Dialogoup	0.00	Grace St		070/	00/	10/	00/	00/	00/		0.000	_		0000	
360 18th St	City of Richmond	0.06	8700	G	97%	2%	1%	0%	0%	0%	F	0.096	F	0.700	9300	G
	Combined Traffic Estimates for 2 Parallel Road			G	97%	2%	1%	0%	0%	0%	F	0.096	F	0.733	13000	G
10th Ct	City of Richmond		\$ 250 Broad		97%	1%	1%	0%	0%	0%		0.115	F		6900	G
360 18th St	Combined Traffic Estimates for 2 Parallel Road	0.19	6500	G							C F	0.115	F	0.67		
	Combined Traffic Estimates for 2 Parallel Road	iways on this Route:		G	97%	1%	1%	0%	0%	0%	г	0.095	г	0.67	23000	G
10th Ct	City of Richmond	0.50	Venable St 3900	G	97%	2%	10/	0%	0%	0%	F	0.119	F		4200	G
360 18th St	•		8800	G	97%	2% 2%	1%		0%	0%			F	0.534		G
	Combined Traffic Estimates for 2 Parallel Road	iways on this houte.	Balding St	G	97%	2%	1%	0%	0%	0%	Г	0.101	Г	0.534	9400	G
	From:		18th St													
360 Balding St	City of Richmond	0.03	3900	N	97%	2%	1%	0%	0%	0%	Ν	0.119	Ν		4200	Ν
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	8800	N	97%	2%	1%	0%	0%	0%	Ν	NA			9400	Ν
	To:		17th St													
	From:	0.10	Balding St		070/	00/	10/	00/	00/	00/	_	0.405	_	0.500	0400	_
360 17th St	City of Richmond	0.19	7600	G	97%	2%	1%	0%	0%	0%	F	0.105	F	0.589	8100	G
	From:	r	Fairfield Wa 17th St	. <u>y</u>			-									
(360) Fairfield Way	City of Richmond	0.54	6400	G	97%	2%	1%	0%	0%	0%	F	0.119	F	0.842	6800	G
	To:	Mec	hanicsville '	Tpke												
~~~ <u>-</u>	From:		airfield Wa								_		_			_
(360) Mechanicsville Tpke	City of Richmond	0.44	13000	G	96%	1%	1%	1%	1%	0%	С	0.100	F	0.671	14000	G
~	To: From:		I-64													
(360) Mechanicsville Tpke	City of Richmond	0.25	33000	G	95%	0%	2%	2%	1%	0%	С	0.092	F	0.659	36000	G
$\stackrel{\smile}{\smile}$	T _{cc} From:	E	CL Richmon	nd			_									
(360) Mechanicsville Tpke	Henrico County	1.53	36000	F	98%	0%	1%	0%	1%	0%	F	0.092	F	0.635	38000	F
$\subseteq$	Tæ	Ţ	aburnum Av	ve.												
Mechanicsville Tpke	Henrico County	1.34	33000	F	97%	0%	1%	0%	1%	0%	С	0.094	F	0.609	36000	F
	To:	Hand	over County	Line												
~~~	From:		rico County													
(360) Mechanicsville Tpke	Hanover County	0.47	32000	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.615	34000	G
	To: From:	Bus US 36	0, Mechanic	sville T _l	pke											
Mechanicsville Bypass	Hanover County	0.60	24000	В	98%	0%	1%	0%	1%	0%	С	0.106	Α	0.604	25000	В
<u> </u>	To	SR 15	6 Cold Hart	bor Rd			_									
Mechanicsville Bypass	Hanover County	0.13	24000	N	98%	0%	1%	0%	1%	0%	Ν	0.106	Ν	0.604	25000	Ν
	To	Due HC 26	0, Mechanic	ovilla T	alza											
360 Mechanicsville Tpke	From: Hanover County	0.33	24000	N	98%	0%	1%	0%	1%	0%	N	0.106	N	0.604	25000	N
300							 -			- / -						
360 Mechanicsville Tpke	Hanover County	1.30	I-295 37000	G	96%	0%	1%	1%	2%	0%	С	0.088	F	0.637	39000	G
360 Injectiallicatille Three	i lanover county				JU /0	U /0	1 /0	1 /0	∠ /0	U /0	J	0.000	'	0.037	33000	G
Manhaul W. T.	To: From:		3 Lee Davis		0001	001		001	401	00′		0.001	_	0.000	04000	
Mechanicsville Tpke	Hanover County	1.19	30000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.633	31000	G
	10:	42-101	5 Creightor	1 Pkwy												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				Jules			Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC		QK	Factor	AAWDT	QV
	From:	42 1015	Ci.l.t			ZAXIE	3+Axie	TITAL	ZITali		Factor		Factor		
360 Mechanicsville Tpke	Hanover County		Creighton Pkwy 20000 G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.662	21000	G
360 Wechanicsville Tpke	Transver County	1.37 4	20000 G	90 /6	0 /6	1 /0	0 /6	1 /0	0 /6	'	0.005	'	0.002	21000	G
~~	To: From:		Valnut Grove Rd									_			
360 Mechanicsville Tpke	Hanover County	3.23	21000 G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.711	22000	G
<u> </u>	To	42-606 Old Ch	hurch Rd; Studle	y Rd		\neg \vdash									
360 Mechanicsville Tpke	Hanover County	4.35 1	18000 G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.736	18000	G
	To:	King Will	liam County Line)											
	From:	Hanove	er County Line												
360 Richmond Tappahannock Hwy	King William County	2.32	18000 F	95%	0%	1%	1%	4%	0%	F	0.096	F	0.724	19000	F
	To	50-605 O	ld Newcastle Rd	1											
360 Richmond Tappahannock Hwy	King William County		16000 F	95%	0%	1%	1%	4%	0%	С	0.097	F	0.527	17000	F
360)							. , 0	.,0	0,0	•	0.007	•	0.02.		•
~~~	From:		ing William Rd									_			
360 Richmond Tappahannock Hwy	King William County		12000 F	95%	0%	1%	1%	4%	0%	F	0.088	F	0.583	12000	F
<del></del>	Τα		ueen County Lin												
Pickers and I have	Vince 9 Over an County		liam County Line		00/	10/	10/	40/	00/	_	0.000	_	0.500	11000	_
Richmond Hwy	King & Queen County	2.91 1	10000 G	95%	0%	1%	1%	4%	0%	F	0.086	F	0.599	11000	G
	To: From:	SR 1	14 The Trail												
360 Richmond Hwy	King & Queen County	6.29	8200 G	92%	1%	1%	2%	4%	0%	С	0.089	F	0.584	8400	G
	To:	Essex	County Line												
~~	From:	King & Qı	ueen County Lin	e											
360 Richmond Hwy	Essex County	0.45	9600 G	92%	1%	1%	2%	4%	0%	F	0.083	F	0.591	9800	G
<i></i>	To	28-620 Dunbro	ooke Rd; Powca	n Rd											
360 Richmond Hwy	Essex County		8700 G	92%	1%	1%	2%	4%	0%	F	0.082	F	0.523	8900	G
360)	Eddox dounty			0270	1 70		_ /0	170	0 70	•	0.002	•	0.020	0000	·
~~~~	To: From:		W US 17												
360 (17) Tappahannock Blvd	Essex County	0.20	22000 G	94%	0%	1%	1%	4%	0%	F	0.08	F	0.533	19000	G
* *	To	CL Ta	appahannock												
360 (17)	Town of Tappahannock (Maint: 28)		22000 N	94%	0%	1%	1%	4%	0%	Ν	0.08	Ν	0.533	19000	N
300) (17)															
~~~	From:		E US 17	050/	00/	10/	40/	00/	00/	_	0.070	_	0.504	40000	_
360 Queen St	Town of Tappahannock (Maint: 28)		12000 G	95%	0%	1%	1%	2%	0%	F	0.079	F	0.521	13000	G
<del>~</del>	From:		nd County Line County Line												
360 Richmond Rd	Richmond County		13000 F	94%	0%	1%	2%	3%	0%	С	0.082	F	0.603	13000	F
360 Aichinona Aa	To:		W; Newland Rd	94%	076	1 70	270	3%	0%	C	0.062	Г	0.603	13000	-
*	From:		W, Newland Rd												
360 Richmond Rd	Richmond County		13000 A	95%	0%	1%	1%	2%	0%	С	0.102	Α	0.555	13000	Δ
360) 1 11011110114 1 14	Thorntona County			00 70	0 70	1 /0	1 /0	270	0 70	Ü	0.102	, ,	0.000	10000	,
~~~	To: From:		CL Warsaw												
360 Richmond Rd	Town of Warsaw (Maint: 79)	2.02	13000 N	95%	0%	1%	1%	2%	0%	Ν	0.102	Ν	0.555	13000	Ν
<i></i>	To	W	SR 3 Bus												
Bus	From:									_		_			
360 (3) Richmond Rd	Town of Warsaw (Maint: 79)	0.78 1	13000 F	95%	0%	1%	1%	2%	0%	F	0.081	F	0.607	13000	F
<u> </u>	To:	E SR	3 Bus, SR 3												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

-		Filliary and interstal	10 1100	100				-			17		D:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trι			QC	_ K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
Dishmand Dd	Town of Warsaw (Maint: 79)	E SR 3 Bus, SR 0.37 7700	F	95%	0%	1%	10/	2%	0%	F	0.092	F	0.607	7900	F
Richmond Rd	Town of Warsaw (Maint. 79)	0.37 7700	Г	95%	0%	1%	1%	2%	0%	Г	0.092	Г	0.607	7900	Г
~~~	To: From:	ECL Warsaw													
(360) Richmond Rd	Richmond County	4.59 <b>7700</b>	N	95%	0%	1%	1%	2%	0%	N	0.092	Ν	0.607	7900	N
	To: From:	79-661 Totuskey Chu	ırch Rd												
(360) Richmond Rd	Richmond County	2.97 <b>5600</b>	F	95%	0%	1%	1%	2%	0%	F	0.086	F	0.614	5700	F
	To:	Northumberland Cour													
~~~ B: 1	From:	Richmond County		050/	00/		40/	00/	00/	_				5000	_
Richmond Rd	Northumberland County	3.19 5600	G	95%	0%	1%	1%	2%	0%	F	NA			5900	G
	To: From:	SR 202 Hampton Ha													
(360) Northumberland Hwy	Northumberland County	0.39 8400	G	95%	1%	1%	2%	2%	0%	F	0.085	F	0.53	8600	G
<u> </u>	To:	66-750 Supply La	ane			<u> </u>									
(360) Northumberland Hwy	Northumberland County	6.74 7400	G	95%	1%	1%	2%	2%	0%	F	0.087	F	0.545	7600	G
,	Ted	GD 201 G . d													
Northumberland Hwy	Northumberland County	SR 201 Courthous 7.91 5500	G G	95%	1%	1%	2%	2%	0%	С	0.083	F	0.508	5600	G
360 Northamberiand Twy	Northamberiana County				1 /0	1 /0	2/0	Z /0	0 /6	C	0.003	'	0.506	3000	G
~~	To: From:	SR 200 Jesse DuPont Me		_		—├				_					
(360) Northumberland Hwy	Northumberland County	3.05 4700	G	95%	1%	1%	2%	2%	0%	F	0.085	F	0.514	4900	G
	To: From:	66-646 E, Fairport	t Rd												
(360) Northumberland Hwy	Northumberland County	2.14 2700	G	95%	1%	1%	2%	2%	0%	F	0.082	F	0.556	2800	G
	Τα	66-657 Fleeton I	Rd												
(360) Main St	Northumberland County	0.45 840	G	95%	1%	1%	2%	2%	0%	F	0.13	F	0.564	880	G
(300)	To:	66-644 Reed Ave; Ma													
	From:	US 360-E143B US 360-W143	R FRO	M RT 3											
(360)Ramp	City of Richmond (Maint: 43)	0.11 14000	F	WIKI 5							0.091	F		14000	F
(300)	To:	I-64-W FROM RT 360WE	EST & E	AST								-			•
East	From	US 360													
360 Ramp	City of Richmond (Maint: 43)	0.15 1100	F								0.114	F		1100	F
300)	,	64-E192X FROM RT 360EAS		HANICS	S						•	•			•
East	From:	US 360 TO I-64 W													
360 Ramp	City of Richmond (Maint: 43)	0.03 NA	LAI								NA			NA	
300)	To:	US 360-W143B US 360- 143	B FROM	M RT 3										107	
Foot	From:														
East 360 Ramp	Hanover County	US 360 TO ROUTE 295 E 0.43 1900	G	UIH							0.115	F		1900	G
360 Hamp		0.43 1300 05-E FROM ROUTE 360 EAS		HANICS	VI						0.113	•		1300	u
	1-25			IIAINICO	V 1										
East	Hanover County	US 360 TO RT 2 0.23 4100	295 G								0.135	F		4100	G
360 Ramp	nanover County	0.23 4100 I-295-W FROM RT									0.135			4100	G
West	From:	US 360 TO I-64 E.									0.004	_		0000	_
(360) Ramp	Henrico County	0.19 2800	F	****	~	 1					0.094	F		2800	F
-	I-0	64-E192X FROM RT 360WE	ST-MEC	HANICS	S										

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	Lucka disatan	1	***		4	D		Tru	ck			K	-014	Dir		
Route	Jurisdiction	Length	AADT	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
/est	From:		0 TO I-64 W	/EST								NIA			NIA	
60 Ramp	City of Richmond (Mair	nt: 43) 0.04 US 360-E143B U	NA	D EDO	M DT 2							NA			NA	
	F				WIKI 3											
Vest Ramp	Hanover County	0.20	360 TO RT 2 4100	295 G								0.091	F		4100	(
Ramp	Tariover County		E FROM RT									0.091	'		4100	,
	From				OMART											_
Vest 160 Ramp	Hanover County	US 360 I-295-W 0.37	9200	G RD FR	OM RI							0.119	F		9200	(
60 Tramp	Tariover County		W FROM RT									0.113	'		3200	
	From		360; 18th S													_
Grace St	City of Richmond		3500; 18th S	G	97%	2%	1%	0%	0%	0%	F	0.119	F	0.896	3800	
30) Grace or	Combined Traffic Estimates for Parallel Roa		NA	u	07 70	270	1 /0	0 70	0 /0	0 70	•	NA	•	0.000	NA	
	Tax	aways on this rioute.	17th St									INA			INA	
	From:		Grace St													_
)17th St	City of Richmond	0.08	3700	G	97%	2%	1%	0%	0%	0%	F	0.114	F		3900	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	12000	G	97%	2%	1%	0%	0%	0%	F	0.096	F	0.733	13000	
	To	IIS	250 Broad S	St												
30 17th St	From: City of Richmond		15000	G G	97%	2%	1%	0%	0%	0%	F	0.106	F		16000	
90) 1711 01	Combined Traffic Estimates for 2 Parallel Roa			G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.67	23000	
	Combined Trainic Estimates for 21 drailer float					1 /0	1 /0	0 /6	0 /6	0 /6	'	0.033	'	0.07	23000	
~	To From		om I-95; Ver			00/		00/	00/	00/	_	0.445			5000	
60 17th St	City of Richmond		4900	G	97%	2%	1%	0%	0%	0%	-	0.115	F		5200	
	Combined Traffic Estimates for 2 Parallel Roa			G	97%	2%	1%	0%	0%	0%	F	0.101	F	0.534	9400	
	10.		Balding St													_
Sus	From:		est of Mecha			40/		00/	00/	00/	_	0.004	_	0.544	0000	
Mechanicsville Tpke	Hanover County	0.49	6200	G	97%	1%	1%	0%	0%	0%	С	0.094	F	0.544	6600	
us	To: From:	SR 156 Cold Ha	arbor Rd; 42	-638 A	tlee Rd											
60 Mechanicsville Tpke	Hanover County	0.29	5700	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.967	6100	
30)	To:		ast of Mecha													
us	From:	US 36	0 West of Aı	melia												_
Goodes Bridge Rd	Amelia County	2.94	4800	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.611	4900	
00)	To:	US 36	0 East of An													
us Bus	From:		US 460				i									_
60 (460)	Nottoway County	0.18	880	G	95%	0%	2%	1%	2%	0%	С	NA			940	
30 (400)	Totterray eearry					0,0		. 70	_,,	0,0	Ū				0.0	
us Bus	To: From:		CL Burkevill	le												_
60 (460)	Town of Burkeville (Mai	int: 67) 0.30	880	N	95%	0%	2%	1%	2%	0%	Ν	NA			940	
<i></i>	Tox	67-724	Harris Sprin	ng Rd												
Bus Bus	From:		- mirio Opini	-p - tu												
60 (460)	Town of Burkeville (Mai	int: 67) 0.21	1800	G	95%	0%	2%	1%	2%	0%	_	0.103	F	0.507	1900	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Б.,	1			4.T.			Tru	ıck		00	K	01/	Dir	A A14/DT	- 01
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:	67-628 Agn								_		_			_
360 (460)	Town of Burkeville (Maint: 67)	0.44 1800	G	95%	0%	2%	1%	2%	0%	F	0.096	F	0.508	1900	G
<u> </u>	10.	US 460 East of l													
Bus Bus	From:	US 15 S OF KE		000/	00/	10/	40/	40/	00/	_	0.400	_	0.504	4000	_
Olds Kings Hwy	Charlotte County	2.93 1300	G	93%	0%	1%	1%	4%	0%	С	0.100	F	0.504	1300	G
Bus Bus	To: From:	CL Keysv	ille												
360 (15)	Town of Keysville (Maint: 19)	0.73 1300	N	93%	0%	1%	1%	4%	0%	Ν	0.100	Ν	0.504	1300	١
	Too	S SR 40	`												
Bus Bus	From:														
(60) (15) (40) McDonald Rd	Town of Keysville (Maint: 19)	0.56 4600	G	93%	0%	1%	1%	4%	0%	F	0.110	F	0.539	4800	(
Due Bue	To: From:	N SR 4)												
Bus Bus (15) Four Locust Hwy	Town of Keysville (Maint: 19)	0.37 4000	G	93%	0%	1%	1%	4%	0%	F	0.085	F	0.591	4100	(
(15) 1 our 2000st 1 wy	rown of Reysvine (Maint: 10)			0070	0 70	170	1 /0	470	0 70	•	0.000	•	0.001	4100	`
Bus Bus	From:	CL Keysv	ille												
60 (15)	Charlotte County	1.34 4000	N	93%	0%	1%	1%	4%	0%	Ν	0.085	Ν	0.591	4100	1
~~ <u></u>	То:	US 15 N OF KE	YSVILLE												
	From:	Riverside	Dr												
60)(293)North Main St	City of Danville	0.37 9300	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.528	9900	(
	To:	Worsham	St												
60)(293)North Main St	City of Danville	0.33 13000		98%	0%	1%	0%	0%	0%	F	NA			14000	(
30) 230)	To:	North Mai	n St												
_	From:	SR 293 North													
60 Richmond Blvd	City of Danville	1.36 3000	G	99%	1%	0%	0%	0%	0%	С	0.098	F	0.582	3200	(
<u> </u>	To: From:	ECL Dany	rille												
Old Richmond Rd	Pittsylvania County	0.36 3300	G	99%	1%	0%	0%	0%	0%	F	0.095	F	0.552	3400	(
<u> </u>	To: From:	US 29													
Old Richmond Rd	Pittsylvania County	5.79 1900	G	99%	1%	0%	0%	0%	0%	F	0.096	F	0.594	1900	(
00)															
Old Richmond Rd	Pittsylvania County	1-726 Malmaison Road; K 3.66 540	entuck Chi G	99%	1%	0%	0%	0%	0%	F	0.115	F	0.664	550	(
60 Old Alcilliona Ad	Filisylvania County			99 /0	1 /0	0 /6	0 /6	0 /0	0 /6	'	0.115	'	0.004	330	•
	To: From:	71-716 Keelin										_			
Old Richmond Rd	Pittsylvania County	7.32 990	G	99%	1%	0%	0%	0%	0%	F	0.087	F	0.627	1000	(
<u> </u>	From:	Halifax Coun Pittsylvania Cou													
Mountain Rd	Halifax County	5.11 1000	G	95%	1%	1%	1%	3%	0%	С	0.096	F	0.505	1000	(
60) Wodinam Fid	riamax oddriy			0070	1 /0		1 /0	0 /0	0 70	O	0.000	•	0.000	1000	`
Manustain Dd	From	41-683 Oak Le		050/	40/	10/	40/	00/	00/	_	0.000	_	0.500	0000	,
60 Mountain Rd	Halifax County	5.65 2000	G	95%	1%	1%	1%	3%	0%	F	0.088	F	0.582	2000	(
	To: From:		urch Road												
Mountain Rd	Halifax County	2.57 5000	G	95%	1%	1%	1%	3%	0%	F	0.084	F	0.626	5100	(
<u> </u>	To: Ground	41-654 Sing	gi Rd			<u> </u>									
Mountain Rd	Halifax County	0.30 2000	N	94%	0%	1%	1%	4%	0%	Ν	0.087	Ν	0.640	2000	1
	To:	WCL Hali													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA 4	Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		WCL Halifax													
360 Mountain Rd	Town of Halifax (I		2000	G 9	94%	0%	1%	1%	4%	0%	С	0.087	F	0.640	2000	G
	To: From:	·	US 501 South US 501 S													
360)(501) Main St	Town of Halifax (I	Maint: 41) 0.78	8500	G 9	94%	1%	1%	1%	2%	0%	F	0.082	F	0.625	8700	G
360/501/144111 01	To	: 0.70	US 501 N	u	7-70	1 70	170	1 /0	270	0 70	•	0.002	•	0.020	0700	ď
	From:	US 501 N, L	P Bailey Mer	morial Hw	/у											
360 Bethel Rd	Town of Halifax (I	Maint: 41) 0.26	4100	G 9	92%	0%	1%	1%	6%	0%	С	NA			4400	G
\smile	To		ECL Halifax													
360)Bethel Rd	Halifax Cou		2600	G 8	39%	0%	1%	2%	7%	0%	С	0.083	F	0.63	2600	G
300)	To		ames D Hago													
North	From	SR 381	Commonweal	lth Ave												
381)	City of Bristol (M		7500		96%	0%	1%	0%	2%	0%	С	0.105	Α		7900	Α
301)	Combined Traffic Estimates for 2 Parallel	*			96%	0%	1%	0%	2%	0%	С	0.105	Α	0.518	15000	Α
	To:	·	I-81		70 70	0 70	Ť	0 70	_,0	0 70	Ŭ	0.100	,,	0.010	10000	, ,
North	From		amp to I-81 S													
381 I-381 N Ramp	City of Bristol (M	faint: 95) 0.25	6700	G 9	96%	0%	1%	0%	2%	0%	F	0.105	Ν		7100	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G 9	96%	0%	1%	0%	2%	0%	F	NA			14000	G
	To:		I-81 N													
North	From:	c.	I-381 N													
381 Ramp I-381 N to I-81 S	City of Bristol (M	faint: 95) 0.31	680	G 9	96%	0%	1%	0%	2%	0%	F	NA			720	G
	To	c	I-81 S													
South	From	SR 381	Commonweal	lth Ave												
381)	City of Bristol (M	laint: 95) 1.06	7100	A 9	96%	0%	1%	0%	2%	0%	С	0.111	Α		7500	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	A 9	96%	0%	1%	0%	2%	0%	С	0.105	Α	0.518	15000	Α
	To:	c .	I-81													
South	From:		From I-81 N													
381)I-381 S Ramp	City of Bristol (M		6300	F 9	96%	0%	1%	0%	2%	0%	F	0.111	N		6700	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G 9	96%	0%	1%	0%	2%	0%	F	NA			14000	G
	To:		I-81 South													
	From:		Tennessee Sta	ate Line												
381) (19) (421) Commonwe	alth Ave City of Bris	stol 0.07	15000	N 9	95%	1%	1%	1%	3%	0%	Ν	0.085	Ν	0.521	16000	Ν
	To	US	421 Goode S	St												
381) (19) (421) Commonwe	alth Ave City of Bris	·	15000		95%	1%	1%	1%	3%	0%	F	0.085	F	0.521	16000	F
301) (3) (421)	Te	CD 1	12.6 1 1	1.0:												
381) (19) (421) Commonwe	alth Ave City of Bris		13 Cumberlan 17000		96%	0%	1%	0%	2%	0%	F	0.087	F	0.529	18000	F
381 (19) (421 Commonwe	ann Ave Only Of Blis	_			/0	U /0	1 /0	U /0	∠ /0	U /0	'	0.007	'	0.528	10000	
	To:		3 Par; Sycamo							•						
381) (19) (421) Commonwe	alth Ave City of Bris	stol 0.19	18000	F 9	96%	0%	1%	0%	2%	0%	F	0.088	F	0.542	19000	F
	To: From:	US	11 Euclid Av	ve												
381 Commonwealth Ave	City of Bris	stol 0.63	18000	F 9	96%	0%	1%	0%	2%	0%	F	0.093	F	0.516	19000	F
\smile	To:	· K	Ceys St; I-381													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT C	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
_	From:		S001B TO RT 4	495												
95)	Fairfax Cou		NA									NA			NA	
<u> </u>	10:	I-495-N	FROM 395 N	1 & S												
xpN	From:	<u> </u>	ersible Lane Spl													
Northbound Express La		•		G	98%	1%	0%	0%	0%	0%	F	NA			29000	
	Combined Traffic Estimates for 4 Parallel	_		G	98%	1%	1%	1%	1%	0%	F	NA			150000	
	To:	Distric	t of Columbia L	Line												
φN	From:	I-395-1 TO PENTA		ST-B	USES ON	N L										
95 Ramp	Arlington Co		NA									NA			NA	
<u> </u>	To:	00-6723; 00-672	23- 1A FROM 8	& TO	RT 39											
xpS	From:		ersible Lane Spl													
95 Southbound Express La		-		F	98%	1%	0%	0%	0%	0%	F	NA			19000	
	Combined Traffic Estimates for 4 Parallel			G	98%	1%	1%	1%	1%	0%	F	NA			150000	
	To:		t of Columbia L				ļ									
xpS	From:		TO RT 395 SO	UTH												
Ramp	Arlington Co		NA									NA			NA	
<u> </u>	Τα	I-395-S FRO	M RT 395 SO E	EXPR	ESS											
xpS	From:	I-395-3 TO PENTA		ST-B	USES ON	NL										
Ramp	Arlington Co		NA									NA			NA	
<u> </u>	To:	00-6723 PENTAGON	ROTARY ROA	ADW.	AY FRO	M R										
lorth	From:		Franconia Sprin													
395)	Fairfax Cou	•		N	94%	1%	1%	1%	4%	0%	N	NA			80000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	185000	N	96%	1%	1%	0%	2%	0%	N	NA			200000	
- 44-	To: From:	I-495	Capital Beltwa	ay												
lorth 395	Fairfax Cou	nty 1.11	78000	G	94%	1%	1%	1%	4%	0%	С	NA			80000	(
395)	Combined Traffic Estimates for 3 Parallel	=		G	96%	1%	1%	0%	2%	0%	F	NA			200000	(
	Combined Traine Estimates for 31 araner				30 /6	1 /0	1 /0	0 /6	2/0	0 /6	•	INA			200000	,
orth	To: From:	29	-648 Edsall Rd													
395)	Fairfax Cou	nty 0.91	78000	G	97%	1%	1%	1%	1%	0%	F	NA			81000	(
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	177000	G	98%	1%	1%	1%	1%	0%	F	NA			192000	(
	Tœ	Turkevcock	Reversible Lan	ne Ran	nns											
orth	From:					40/	40/	40/	40/	00/	_	0.070			77000	
395	Fairfax Cou	•		Α_	97%	1%	1%	1%	1%	0%	С	0.078	A	0.004	77000	,
	Combined Traffic Estimates for 3 Parallel			F	98%	1%	1%	1%	1%	0%	С	0.083	Α	0.601	192000	
orth	From:		CL Alexandria fax County Line													
95)	City of Alexandria (A	97%	1%	1%	1%	1%	0%	С	0.078	Α		77000	
	Combined Traffic Estimates for 3 Parallel	,		F	98%	1%	1%	1%	1%	0%	С	NA			192000	
					/-	. , •		. , •	. , •	- / 0	-					
orth	From:		R 236 Duke St													
395)	City of Alexandria ((Maint: 29) 1.64	79000	G	97%	1%	1%	1%	1%	0%	F	NA			81000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	185000	G	98%	1%	1%	1%	1%	0%	F	NA			199000	(
	To:		Seminary Rd													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		Seminary Ro	i			1	01717110	TTTGII	Liian		1 40101		1 40101		
395)	City of Alexandria (M		79000	G	97%	1%	1%	1%	1%	0%	F	NA			82000	G
	Combined Traffic Estimates for 3 Parallel R	Roadways on this Route:	187000	G	97%	1%	1%	1%	1%	0%	F	NA			202000	G
North	To: From:	SR 7 King S	t, Arlington	County	Line											
395)	Arlington Cour	nty 0.77	85000	F	97%	1%	1%	1%	1%	0%	F	0.084	F		87000	F
000)	Combined Traffic Estimates for 3 Parallel R	•		G	97%	1%	1%	1%	1%	0%	F	NA			212000	G
	Τα		ane, WCL A	Alexandr	ia											
North	From:	Quaker Lan		_												
395	City of Alexandria (M		85000	F	97%	1%	1%	1%	1%	0%	F	0.084	F		87000	F
\smile	Combined Traffic Estimates for 3 Parallel R	•		G	98%	1%	1%	1%	1%	0%	F	NA			217000	G
North	10: From:		gton County CL Alexand				-									
395)	Arlington Cou		85000	F	97%	1%	1%	1%	1%	0%	F	0.084	F		87000	F
333)	Combined Traffic Estimates for 3 Parallel R	,	201000	G	98%	1%	1%	1%	1%	0%	F	NA			217000	G
	Ta		120 Glebe	Rd												
North	Arlington Cour		90000	F	97%	1%	1%	1%	1%	0%	F	0.085	F		92000	F
395	Combined Traffic Estimates for 3 Parallel R	,		G	98%	1%	1%	1%	1%	0%	, E	NA	'		218000	-
	Combined Trainic Estimates for 3 Faraller in	<u> </u>				1 /0	1 /0	1 /0	1 /0	0 /6	•	INA			210000	G
North	From:		ashington B	oulevar	d											
395)	Arlington Cou		49000	F	97%	1%	1%	1%	1%	0%	F	0.087	F		51000	F
\bigcirc	Combined Traffic Estimates for 4 Parallel R	Roadways on this Route:	135000	G	98%	1%	1%	1%	1%	0%	F	NA			150000	G
North	To: From:	US 1 Jo	efferson Day	is Hwy												
(395) 1	Arlington Cour	nty 0.55	64000	F	97%	1%	1%	1%	1%	0%	F	0.073	F		66000	F
	Combined Traffic Estimates for 4 Parallel R	Roadways on this Route:	182000	G	98%	1%	1%	1%	1%	0%	F	NA			198000	G
North	To: From:	George '	Washington	Parkwa	y											
395) 1	Arlington Cour	nty 0.02	64000	N	97%	1%	1%	1%	1%	0%	Ν	0.073	Ν		66000	N
000 (1)	Combined Traffic Estimates for 4 Parallel R	•	182000	N	98%	1%	1%	1%	1%	0%	Ν	NA			198000	N
	Tα	-	t of Columb	ia Line												
North	From:	I-395-1	N TO 495 N	ORTH												
395	Fairfax Coun	ty 0.10	NA									NA			NA	
<u> </u>	To: From:	29-789-N003A FROM	RT 78900-	COMN	IERCE RO	OAD										
North 395	Fairfax Coun	ty 0.09	NA									NA			NA	
	T _O From	29-644-W006	C FROM R	T 644 V	VEST											
North 395	Fairfax Coun	ty 0.60	NA									NA			NA	
	To:	I-395-	S001B TO R	RT 495												
North	From:	I-395-N TO RT 6	48 EAST00-	EDSA	LL ROAD)										
(395) Ramp	Fairfax Coun	ty 0.16	NA									NA			NA	
\smile	To:	I-395-N TO RT 6	48 EAST00-	EDSA	LL ROAD)										

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck	$\Delta \Delta M/DT = \Omega M$
North 395 Ramp	Fairfax County	I-395-N TO RT 648 WEST00- EDSALL ROAD 0.12 NA 29-648 BREN MAR DRIVE FROM RT 395 NOR	NA	NA
North 395 Ramp	Fairfax County	I-395-N TO REVERSIBLE LANE 0.24 NA I-395-R FROM RT 395 NORTH	NA NA	NA
North 395	Fairfax County	S-00395-N002A(B)/SPLIT OF RAMP FROM IS-395N 0.05 NA FR-00320(R)/29-01292(U)/RAMP FROM IS 395N	NA NA	NA
North 395 Ramp	Front: City of Alexandria (Maint: 29	I-395-N TO RT 236 EAST00- DUKE ST 0.20 NA I-395-N TO RT 236 EAST00- DUKE ST	NA NA	NA
North 395 Ramp	City of Alexandria (Maint: 29	1-395-N TO RT 236 WEST00- DUKE ST 0) 0.13 NA 1-395-N TO RT 236 WEST00- DUKE ST	NA NA	NA
North 395 Ramp	City of Alexandria (Maint: 29	I-395-N TO RT 42000- SEMINARY ROAD) 0.18 NA SR 420-E000X RT 395 N & RT 420 EAST COLL	NA	NA
North 395 Ramp	City of Alexandria (Maint: 29		NA	NA
North 395 Ramp	City of Alexandria (Maint: 29		NA	NA
North 395 Ramp	City of Alexandria (Maint: 00	I-395-N TO RT 7 EAST & WEST00- KING ST 0) 0.30 NA I-395-N005B TO RT EAST & WEST00- KING ST	NA NA	NA
North 395 Ramp	City of Alexandria (Maint: 00	1-395-N005A TO RT EAST & WEST00- KING ST 0) 0.27 NA 1-395-N005A TO RT EAST & WEST00- KING ST	NA NA	NA
North 395 Ramp	City of Alexandria (Maint: 00		NA	NA
North 395 Ramp	City of Alexandria (Maint: 00	I-395-N006B TO RT 402 NORTH00- QUAKER LA) 0.14 NA SR 402; ISR 402-P FROM RT 395 NORTH	NA NA	NA
North 395 Ramp	City of Alexandria (Maint: 00	1-395-N006A TO RT 402 NORTH00- QUAKER Lane 1) 0.30 NA SR 402 JB100 BUS RAMP TO&FROM REV. L	NA NA	NA
North 395 Ramp	Arlington County	I-395-N TO RT 12000- GLEBE ROAD 0.12 NA SR 120; 27TH STREET FROM RT 395 NORTH	NA NA	NA

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Jurisdiction		Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK	Dir AAWDT QW
From		ZAXIE 3+AXIE 11rali 21rali	Factor	Factor
Arlington County	I-395-N TO RT 120 WEST00- GLEBE ROAD 0.11 NA		NA	NA
Te Front Arlington County	SR 120 FROM RT 395 NORTH I-395-N TO RT 27 WEST & ARMY NAVY DRIVE 0.17 NA		NA	NA
To: From:	00-6624-N000A FROM ARLINGTON RIDGE ROAD	<u> </u>		
Arlington County	0.12 NA I-395-N008D TO ARMY NAVY DRIVE		NA	NA
Arlington County	0.17 NA	_ ¬	NA	NA
Arlington County	N ROLFE STREET	j	NA	NA
To:	SR 27-E FROM RT 395 NORTH	<u> </u>	-	
Arlington County	0.14 9600 F	→ ¬	NA	9600 F
Arlington County	0.18 NA	→	NA	NA
From:	I-395-N008A TO ARMY NAVY DRIVE		ΝΔ	NA
To:	SR 27-E001B FROM RT 395 NORTH & ARLINGT		IVA	IVA
Arlington County	0.11 NA	⊣ ¬	NA	NA
Arlington County	I-395-N TO BNDY CHAN & GW MEM PKWY & BU 0.01 NA		NA	NA
Arlington County	I-395-N010D BUS RAMPBARRICADED 0.01 NA	<u> </u>	NA	NA
	I-395-N010B TO GEORGE WASHNGTN MEM PKWY 0.09 NA		NA	NA
To: BOU				
Arlington County	0.11 NA		NA	NA
From Arlington County	I-395-N TO GEO WASH MEM PKWY NORTH 0.07 NA		NA	NA
	Arlington County Too From: Arlington County From: Arlington County From: From: Arlington County From: From	1-395-N TO RT 27 WEST & ARMY NAVY DRIVE	Arlington County	Arlington County

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
orth	From:	I-395-N010A E		BARRIO	CADED											
Ramp	Arlington Cou	,	NA									NA			NA	
<u> </u>	To:	I-395-N; 00-9901	6-S000A FI	ROM GI	EO WASH											
lev	From:		Reversible !													
95)	Fairfax Coul	•	24000	G	97%	1%	0%	0%	2%	0%	F	NA			31000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	241000	N	92%	1%	1%	0%	6%	0%	N	NA			244000	ı
	To	29-644 Fr	anconia Spr	ingfield	Rd											
ev 95)	Fairfax Cou	ntv 2.64	30000	G	98%	1%	0%	0%	0%	0%	_	NA			39000	
95)		•									'					
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	185000	G	96%	1%	1%	0%	2%	0%	г	NA			200000	•
ev	To: From:	Ramp to	395 at Tu	rkeycock												
95)	Fairfax Cou	nty 0.16	25000	В	98%	1%	0%	0%	0%	0%	С	0.134	Α		32000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:			98%	1%	1%	1%	1%	0%	С	0.083	Α	0.601	192000	
	To:		CL Alexand			.,.		.,-	.,.	• , •	_					
ev	From:		fax County	Line												
95)	City of Alexandria (Maint: 29) 2.19	25000	В	98%	1%	0%	0%	0%	0%	С	0.134	Α		32000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	179000	F	98%	1%	1%	1%	1%	0%	С	NA			192000	
	To		Seminary R	d												
ev 95)	From:				070/	00/	00/	00/	00/	00/	_	NIA			00000	
95)	City of Alexandria (•	29000	G	97%	2%	0%	0%	0%	0%	С	NA			38000	
	Combined Traffic Estimates for 3 Parallel				97%	1%	1%	1%	1%	0%	F	NA			202000	
21/	From:		rlington Cor ; ECL Alex		2											
ev 95)	Arlington Cou		29000	G	97%	2%	0%	0%	0%	0%	С	NA			38000	
13)	Combined Traffic Estimates for 3 Parallel	•			97%	1%	1%	1%	1%	0%	F	NA			212000	
	To:		ane; WCL			170		1 /0	1 /0	0 /0	•	1471			212000	
ev	From:	Quaker Lan														
95)	City of Alexandria (Maint: 00) 0.26	33000	G	98%	1%	0%	0%	0%	0%	F	NA			43000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	201000	G	98%	1%	1%	1%	1%	0%	F	NA			217000	
	To:	Arlin	gton Count	y Line												
ev	From:		CL Alexand								_					
95)	Arlington Cou	•	33000	G	98%	1%	0%	0%	0%	0%	F	NA			43000	
	Combined Traffic Estimates for 3 Parallel				98%	1%	1%	1%	1%	0%	F	NA			217000	
	To:	Reversible Lane S	plit North o	of Washi	ngton Blvc	1										
ev	From:		TO RT 395	SOUT	ł											
Ramp	Fairfax Cou		NA									NA			NA	
<u> </u>	To:	I-395-S FROI	M REVERS	SIBLE L	ANES											
uth	From:	I-95; 29-644	Franconia S	Springfie	ld Rd											
95)	Fairfax Coul	nty 0.72	77000	N	97%	0%	1%	0%	1%	0%	Ν	NA			80000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	185000	N	96%	1%	1%	0%	2%	0%	Ν	NA			200000	
	To:	I-495	Capital Be	eltway												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	Fron:		Capital Bel													
(395)	Fairfax County	1.01	77000	G	97%	0%	1%	0%	1%	0%	С	NA			80000	G
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	185000	G	96%	1%	1%	0%	2%	0%	F	NA			200000	G
South	To: From:	29	-648 Edsall	Rd												
(395)	Fairfax County	0.69	69000	G	97%	1%	1%	1%	1%	0%	F	NA			72000	G
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	177000	G	98%	1%	1%	1%	1%	0%	F	NA			192000	G
0#-	To: From:	Turkeycock	Reversible l	Lane Ra	mps											
South 395	Fairfax County	0.42	79000	F	97%	1%	1%	1%	1%	0%	С	0.083	Α		82000	F
(393)	Combined Traffic Estimates for 3 Parallel Road			F	98%	1%	1%	1%	1%	0%	C	0.083	Α	0.612	192000	F
	To:		CL Alexand	-	0070	. , ,		.,,	. , 0	0 70		0.000		0.0.2	.02000	
South	Fron:		fax County l													
395	City of Alexandria (Main	,	79000	F	97%	1%	1%	1%	1%	0%	С	0.083	Α		82000	F
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	179000	F	98%	1%	1%	1%	1%	0%	С	NA			192000	F
South	To: From:	SI	R 236 Duke	St												
395)	City of Alexandria (Main	t: 29) 1.44	82000	G	97%	1%	1%	1%	1%	0%	F	NA			86000	G
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	185000	G	98%	1%	1%	1%	1%	0%	F	NA			199000	G
0 "	To: From:		Seminary Ro	l												
South 395	City of Alexandria (Main	t: 29) 0.75	79000	G	97%	1%	1%	1%	1%	0%	F	NA			82000	G
(395)	Combined Traffic Estimates for 3 Parallel Road	,		G	97%	1%	1%	1%	1%	0%	F	NA			202000	
	To:	SR 7 King S				1 70	Ť	1 70	1 /0	070	•	107			202000	ŭ
South	From:		g St, WCL A													
(395)	Arlington County	0.77	84000	F	97%	1%	1%	1%	1%	0%	F	NA			87000	F
	Combined Traffic Estimates for 3 Parallel Road			G	97%	1%	1%	1%	1%	0%	F	NA			212000	G
South	To: Front:	Quaker L Quaker Lan	ane, WCL A													
395	City of Alexandria (Main		84000	F	97%	1%	1%	1%	1%	0%	F	NA			87000	F
0333	Combined Traffic Estimates for 3 Parallel Road	,		G	98%	1%	1%	1%	1%	0%	F	NA			217000	G
	Tα	Arlin	gton County	Line												
South	From:		CL Alexandi		070/	40/		10/	40/	00/	_				07000	_
395	Arlington County	0.52	84000	F	97%	1%	1%	1%	1%	0%	F _	NA			87000	F
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	201000	G	98%	1%	1%	1%	1%	0%	F	NA			217000	G
South	To: From:	SR	120 Glebe	Rd												
(395)	Arlington County	0.74	80000	F	97%	1%	1%	1%	1%	0%	F	0.080	F		83000	F
\smile	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	203000	G	98%	1%	1%	1%	1%	0%	F	NA			218000	G
South	T.c. From:	SR 27	Washington	n Blvd												
South 395	Arlington County	1.56	50000	F	97%	1%	1%	1%	1%	0%	F	NA			51000	F
333	Combined Traffic Estimates for 4 Parallel Road			G	98%	1%	1%	1%	1%	0%	F	NA			150000	G
	To:		SR 110		00 /0	1,3	Ť	. /0	. /0	0 /0	•				100000	~

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 milary ar						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		SR 110					01715410				. 45151		. 40101		
395) (1)	Arlington County		82000	F	97%	1%	1%	1%	1%	0%	F	0.075	F		85000	F
\bigcirc	Combined Traffic Estimates for 4 Parallel Roadwa				98%	1%	1%	1%	1%	0%	F	NA			198000	G
	To:		t of Columb													
South 395	From:		S RAMP T	O 644												
395	Fairfax County	0.15	NA									NA			NA	
_	To: From:	I-495-N058A FRO	M RT 495 l	NORTH	95 SOUTH	I										
South 395	Fairfax County	0.21	NA									NA			NA	
	To: From:	I-495-S058C	FROM RT	495 SO	UTH											
South 395	Fairfax County	0.05	NA									NA			NA	
	To:	I-495-S058D FRO	M 495 SOU	тн то	644 EAST	Γ										
South	Fairfax County	0.54	NA									NA			NA	
395	To	I-395-S001D TO R		T00- OI	D KEEN I	M										
South 395	Fairfax County	0.17	NA	100- OL	D KLLIVI		I					NA			NA	
395)	To	RAMP STUB		OD SEC	TION							117.				
South	From:			OF SEC	HON							NIA			NIA	
395	Fairfax County Tot Tot Tot Tot Tot Tot Tot T	0.10 29-644 FROM	NA PTC 05: 20	5. 405 \$	OUTU							NA			NA	
0 "	From:	29-044 FROM I-395-S TO														
South (395) Ramp	Fairfax County	0.19		95 NOR	1H							NA			NA	
	To	I-395-S00		5 NOR	TH											
South 395 Ramp	Fairfax County	0.48	NA	J HOIL								NA			NA	
395 hairip	ramax County	I-395-N001		TO RT	405							INA			IVA	
South	From:	I-395-S00														
Ramp	Fairfax County	0.74	NA	JIOK	11							NA			NA	
$\overline{}$	Tα	29-644-W0	06B TO PT	05 NOE	ти											
South	From:			93 NOI	. 111							NIA			NA	
395 Ramp	Fairfax County	0.16 I-495-S FROM R	T 205 SOLI	TU & 6.	14 WEST							NA			NA	
0#-	From:					M										
South 395	Fairfax County	I-395-S001A TO R	NA NA	100- OL	D KEEN I	vi						NA			NA	
393)	To:		9-617; 29-64	44												
South	From:	I-395-S TO RT 64			L ROAD											
(395) Ramp	Fairfax County	0.12	NA									NA			NA	
	Tα	29-648 FF	ROM RT 39	5 SOUT	Н											
South	From:	I-395-S TO RT 64	8 WEST00	- EDSAl	L ROAD											
(395) Ramp	Fairfax County	0.26	NA									NA			NA	
$\overline{}$	Tox	29-648 FF	ROM RT 39	5 SOUT	Н											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Timaly and interestate results		
Route	Jurisdiction	Length AADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail QC Factor F	Dir actor AAWDT QW
South (395) Ramp	Frairfax County Tot	I-395-S TO REVERSIBLE LANES 0.05 NA I-395-R FROM RT 395 SOUTH	NA	NA
South 395 Ramp	City of Alexandria (Maint: 29)	I-395-S TO RT 236 EAST00- DUKE ST 0.11 NA I-395-S TO RT 236 EAST00- DUKE ST	NA NA	NA
South 395 Ramp	City of Alexandria (Maint: 29)	I-395-S TO RT 236 WEST00- DUKE ST 0.44 NA I-395-S TO RT 236 WEST00- DUKE ST	NA NA	NA
South (395) Ramp	City of Alexandria (Maint: 29)	I-395-S TO RT 42000- SEMINARY ROAD 0.42 NA I-395-S TO RT 42000- SEMINARY ROAD	NA	NA
South Ramp	Front: Arlington County ™	I-395-S TO RT 7 EAST & WEST-KING ST 0.12 NA CL Alexandria	NA	NA
South Ramp	City of Alexandria (Maint: 00)	Arlington County Line 0.29 NA I-395-S005B JB-100 TO RT 07-WEST&EAST-KI	NA NA	NA
South 395 Ramp	City of Alexandria (Maint: 00)	I-395-S005A JB-100 TO RT 07-WEST&EAST-KI 0.13 NA I-395-S005A JB-100 TO RT 07-WEST&EAST-KI	NA	NA
South Ramp	City of Alexandria (Maint: 00)	-395-S007X TO SHIRLINGTON CIRCLE00- SOU 0.15 NA 1SR 402-P; 00-1250 JB100 FROM RT	NA NA	NA
South 395 Ramp	City of Alexandria (Maint: 00)	395-S007X TO SHIRLINGTON CIRCLE00- NOR 0.16 NA 00-6714; 00-6718 FROM RT 395 SOUTH	NA NA	NA
South 395 Ramp	Front I. Arlington County ™	-395-S007X TO RT 120 NORTH00- GLEBE ROA 0.10 NA SR 120 FROM RT 395 SOUTH	NA NA	NA
South Ramp	Arlington County	I-395-S BEGIN COLLECTOR ROAD 0.10 NA	NA	NA
South Ramp	Arlington County	-395-S007A TO RT 120 NORTH00- GLEBE ROA 0.06 NA R 120-W007A FROM RT 120 WEST00- GLEBE RO	NA	NA
South (395) Ramp	Arlington County	0.13 NA R 120-E007A FROM RT 120 WEST00- GLEBE RO	NA NA	NA
South (395) Ramp	Arlington County	0.23 NA JB100 WCL ALEXANDRIA	NA NA	NA

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction			4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir AAWDT (QW
South 395 Ramp	City of Alexandria (Maint: 0	0) 0.01	L ALEXANDRI NA			NA	NA	
South 395 Ramp	City of Alexandria (Maint: 0	•	NA			NA	NA	
South 395 Ramp	City of Alexandria (Maint: 0	I-395-S006A TO SHIRI 0) 0.01 I-395-S END COLL RO	NA		_	NA	NA	
South 395 Ramp	Arlington County	I-39 0.13 2	95 South			NA	20000	F
South Ramp	Arlington County		NA			NA	NA	
South 395 Ramp	Arlington County		MY NAVY DRI NA DM RT 395 SOU		_	NA	NA	
South Ramp	Arlington County	I-395-S TO 0.09	RT 110 NORTH NA M RT 395 SOUT	[NA	NA	
395 1 Ramp	Arlington County	0.29 2	395-SB 20000 G 110, US 1	97% 1%	1% 0% 0% 0%	F NA	21000	G
South Ramp	Arlington County	I-395-S008A TO PEN 0.11 PENTAGON ROTARY F	NA			NA	NA	
South Ramp	Arlington County Te Bo	I-395-S TO CLARK S 0.08 OUNDARY CHANNEL	NA			NA	NA	
South Ramp	Arlington County	I-395-S I-395-S01 0.08 OUNDARY CHANNEL	NA			NA	NA	
South 395 Ramp	Arlington County	I-395-S TO GEO WA	ASH MEM PKW	Y SOUTH		NA	NA	
South Ramp	Arlington County	I-395-S JB-DC TO GEO 0.10 GEO WASH MEM PK	NA			NA	NA	
South Ramp	Arlington County	I-395-S I-395-S01	10A TO BNDY (CHAN		NA	NA	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Weakington Ot	From:	George Washington M				00/	00/	00/	00/	_	0.404	_	0.700	04000	_
400 90005 Washington St	City of Alexandri	ia 0.91	29000 G	98%	1%	0%	0%	0%	0%	С	0.104	F	0.793	31000	G
	To: From:		R 236 Duke St												
400 90005 Washington St	City of Alexandr	ia 0.32	31000 G	98%	1%	0%	0%	0%	0%	F	0.083	F	0.846	33000	G
	Too From:		Queen St							_					
400 90005 Washington St	City of Alexandri	ia 0.39	32000 G	98%	1%	0%	0%	0%	0%	F	NA			35000	G
	To: From:		Madison St												
400 90005 Washington St	City of Alexandr		33000 G		1%	1%	0%	0%	0%	С	0.087	F	0.604	36000	G
	To:	1st Street; George		orial Parkw	ay										
Ware Barre Ot	From:		CL Alexandria	070/	00/	40/	40/	00/	00/	_	0.070	_	0.540	50000	_
Van Dorn St	City of Alexandr	ia 0.62	50000 G	97%	0%	1%	1%	0%	0%	F	0.078	F	0.546	53000	G
	To: From:		Edsall Rd			 									
401 Van Dorn St	City of Alexandri	ia 0.43	35000 G	97%	0%	1%	1%	0%	0%	С	0.076	F	0.520	37000	G
<u> </u>	To: From:		R 236 Duke St												
401) Van Dorn St	City of Alexandri		23000 G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.684	25000	G
\smile	To:	S	Seminary Ave												
	From:		420 Seminary Rd									_			
402)Quaker Lane	City of Alexandr	ia 0.69	20000 G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.534	21000	G
<u> </u>	To: From:		SR 7 King St												
402)Quaker Lane	City of Alexandri	ia 0.96	21000 G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.568	22000	G
	To:		I-395												
	From:		TO RT 395 NOR												
A02 Ramp	City of Alexandria (Ma		13000 F								0.108	F		13000	F
	10:	I-395-N FROM RT 4			ANE										
	From:		P TO RT 395 SO								0.005	_		0000	_
Ramp	City of Alexandria (Ma	aint: 00) 0.16 I-395-S FROM RT	8000 F		2111						0.085	F		8000	F
	France														
North	City of Alexandria (Ma	SR 402; 00-6714 aint: 00) 0.04	NA	ON CIRCL	E						NA			NA	
402)Ramp	To:	00-1250 FROM SH		RCLE NOR	TH						IVA			11/3	
	From:		p CONNECTOR												
4g2 Ramp	City of Alexandria (Ma		NA	10 SIIIK							NA			NA	
+82) · · · · · · · · · ·	To:		ROM SHIRLING	TON CIR											
	From:		65 Kempsville Rd			i									
403)Newtown Rd	City of Norfolk		28000 G		0%	1%	0%	1%	0%	С	0.082	F	0.548	30000	G
	Tor		Beach Norfolk Ex												
403)Newtown Rd	City of Norfolk		33000 G		0%	1%	0%	1%	0%	F	0.077	F	0.563	35000	G
403).10.110	Tro:		58 Va Beach Blvd	00 /0	0 /0		0 /0	1 /0	0 /0	•	3.077	•	0.000	00000	<u> </u>

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		•					т.				IZ.		D:-		
Route	Jurisdictio	n	Length AAI	OT QA	4Tire	Rus	Tr :Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 403 Ramp	Front City of Virginia Beach To		SR 403 TC 0.20 110 13X FROM RT 40	00 G	NEWTOWN	R					0.087	F		11000	G
North 403 Ramp	From: City of Virginia Beach To:	h (Maint: 75)	SR 403 TC 0.03 NA 403-S000A FROM	O RT 264							NA			NA	
South 403 Ramp	City of Virginia Beach		SR 403 TC 0.04 NA	A							NA			NA	
outh 403 Ramp	From. City of Virginia Beach	h (Maint: 75)	403-N000C FROM 0.14 560 3X FROM RT 403	00 G		₹					0.096	F		5600	G
Ramp	$^{ ext{From.}}$ City of Virginia Beach		SR 403 TC 0.17 810 13X FROM RT 40	00 G	NEWTOWN !	R					0.083	F		8100	G
Princess Anne Rd	From City of Norform $_{{ m T}lpha}$	olk	SR 168; Tid 0.53 150 SR 166 Pa	00 G	99%	0%	1% 0%	0%	0%	F	0.089	F	0.566	16000	G
Ballentine Blvd	From. City of Norf	olk	US 58; 12	00 G	94%	1%	1% 2%	2%	0%	С	0.082	F	0.589	23000	G
Ramp	From: City of Norfolk (M To:		SR 405; 122 0.14 480 ROM ROUTE 405	00 G	AC AVENUE	3					0.089	F		4800	G
405)Ramp	Front City of Norfolk (M		SR 405 TO & FI 0.12 760 FROM ROUTE 40	00 G		E					0.082	F		7600	G
International Blvd	City of Norfo Combined Traffic Estimates for 2 Parallel		SR 337 Ham 1.33 240 s Route: 430	00 B	94%	0%	0% 1%	4%	0%	С	0.092 NA	Α	0.597	27000 46000	B G
406 Terminal Blvd	Too From: City of Norfolk (M	laint: 64)	0.28 240	00 N	94%	0%	0% 1%	4%	0%	N	0.092	N	0.597	27000	N
East 406 Ramp	From: City of Norfolk (M	laint: 64)	rom SR 406 Eastbo 0.06 720 to I-64 Westbound	00 G							0.119	F		7200	G
406 Ramp	City of Norfolk (M Combined Traffic Estimates for 2 Parallel	Roadways on thi	I-564 Nor 0.34 190 s Route: 430 SR 406 Terminal I	00 G 00 G							0.117 NA	F		19000 46000	G G

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 168 Campostel	la Rd												
407)Indian River Rd	City of Norfolk	0.71 16000	G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.62	17000	C
\smile	To:	WCL Chesapea	ke												
	From:	ECL Norfolk								_		_			
107 Indian River Rd	City of Chesapeake	0.71 19000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.573	20000	(
<u> </u>	To: From:	Oaklette Ave													
407) Indian River Rd	City of Chesapeake	0.90 26000	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.525	27000	(
\smile	To:	WCL Virginia Be	each												
	From:	US 460													
412)Prices Fork Rd	Town of Blacksburg	1.07 27000	F	97%	1%	0%	0%	0%	0%	С	0.082	F	0.521	28000	
	Too	Toms Creek R	1												
412)Prices Fork Rd	Town of Blacksburg	0.28 19000	F	98%	0%	1%	0%	1%	0%	С	0.088	F	0.518	20000	
412) I lices I dik I la	Town of Blacksburg	Main St		30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	O	0.000	•	0.510	20000	
						_									
Mamarial Dr	City of Doggillo	Bus US 29 Central		000/	10/	10/	00/	00/	00/	F	0.000	F	0.507	10000	,
413 Memorial Dr	City of Danville	0.10 13000	G	98%	1%	1%	0%	0%	0%	г	0.088	г	0.527	13000	(
	To: From:	Cahill Court; Good	de St												
413)Memorial Dr	City of Danville	0.64 8500	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.625	9100	(
\smile	Toc	Poplar St				\neg \vdash									
413)Memorial Dr	From: City of Danville	0.26 9800	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.586	10000	(
413)	T-														
Crashand St	City of Danville	High St 0.23 7800	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.655	8300	(
Craghead St	City of Dariville	SR 293 P; N Mai		90%	I 70	1 70	0%	0%	0%	Г	0.096	Г	0.655	6300	,
	From:	SR 293 P; N Mar SR 293 P; Main													
413)Craghead St	City of Danville	0.06 6500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.505	6900	(
413) - 43	To:	SR 293 Patton				Ti.									
	From:	US 258 Mercury l													
415) Power Plant Pkwy	City of Hampton	0.72 15000	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.552	16000	
415)1 6 Wei 1 Idill 1 KWy	Only of Flampion			0070	1 70		0 70	0 70	0 70	•	0.001	•	0.002	10000	
	From	Pine Chapel R								_		_			
415 Power Plant Pkwy	City of Hampton	0.47 20000	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.502	22000	ı
<u> </u>	To: From:	Briarfield Rd													
415)Queen St	City of Hampton	0.84 10000	F	97%	2%	1%	0%	0%	0%	С	0.091	F	0.507	11000	- 1
\smile	Too	Michigan Dr													
415)Settlers Landing Rd	City of Hampton	0.56 9700	F	97%	2%	1%	0%	0%	0%	F	0.094	F	0.52	10000	-
413) 565.5 = 259	To:	SR 351 Pembroke		0.70		$\overline{}$	0 / 0	0 / 0	0,0	•	0.00	•	0.02		
	From:			0.4											
419 Electric Rd	City of Roanoke (Maint: 80)	US 220; Bus US 220 Fr 0.07 44000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.555	48000	(
419 - 100110 110	To:	Roanoke County		33/6	0 /0	0 /8	0 /6	0 /0	U /6	'	0.000		0.555	40000	,
	From:	WCL Roanoke													
419)Electric Rd	Roanoke County	0.77 44000	N	99%	0%	0%	0%	0%	0%	Ν	0.083	Ν	0.555	48000	1
1.0	та	80-904 Starkey			- / -	i i	- /-					-			•

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:	80-904 Starkey		000/	00/	20/	00/	201	201	_	0.000		0.504	22222	
419 Electric Rd	Roanoke County	1.44 27000	Α	99%	0%	0%	0%	0%	0%	С	0.096	Α	0.524	29000	Α
	To: From:	US 221 Brambleto													
419 Electric Rd	Roanoke County	3.16 25000	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.525	27000	G
	To: From:	SCL Salem													
Electric Rd	City of Salem	0.69 28000	G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.523	30000	G
	To: From:	US 11 Appersor													
419 Electric Rd	City of Salem	0.58 24000	G	98%	0%	1%	0%	1%	0%	С	0.096	F	0.501	27000	G
	To: From:	Roanoke Boule													
419 Electric Rd	City of Salem	0.89 17000	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.601	19000	G
ALT ALT	To: From:	ALT US 460 Tex	as St												
419) (460) (11) Electric Rd	City of Salem	0.53 20000	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.59	22000	G
419/409/11)	To	US 460 East Ma	in St												
419)Electric Rd	City of Salem	0.88 16000	G	96%	0%	1%	1%	2%	0%	F	0.100	F	0.612	18000	G
410)	To	NCL Salem													
419)Electric Rd	Roanoke County	0.95 13000	Α	96%	0%	1%	1%	2%	0%	С	0.118	Α	0.611	14000	Α
419)-100110 110	Tol						.,,	_,~	• , •						
419)Electric Rd	Roanoke County	0.58 9200	G	96%	0%	1%	1%	2%	0%	F	0.099	F	0.647	10000	G
419)=100110 110	To:	SR 311 Catawba V		0070	0,0		. , ,	_,,	0 / 0	•	0.000	•	0.0		0.
	From:	SR 419 Electric	Rd												
419)Ramp	Roanoke County	0.23 6200	G								0.099	F		6200	G
	To:	I-81 North													
	From:	SR 419													
419) Ramp to I-81 S at Exit 128	Roanoke County	0.24 3200	G								0.092	F		3200	G
<u> </u>	To:	I-81 S													
O construction Bull	From:	I-395 Shirley Hwy, 1			40/	10/	00/	00/	00/	0	0.000	_	0.00	47000	_
420 Seminary Rd	City of Alexandria	1.72 15000	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.62	17000	G
	To: From:	SR 402 Quaker		000/	40/		00/	00/	00/		0.400		0.004	7400	
Janneys Lane	City of Alexandria	1.03 6600	G	98%	1%	1%	0%	0%	0%	F	0.126	F	0.634	7100	G
	From:	SR 7 King S	t												
420)Ramp	City of Alexandria (Maint: 29)	SR 420 0.17 2200	G								0.131	E		2200	G
420) (1411)	To:	I-395 R	<u> </u>								0.101	'		2200	
East	From: SR.(0420-E000X(B)/SPLIT OF R	ΔMP FE	OM RT	6706										
420)	Arlington County	0.05 16000	F	COM INT	0,00						0.12	F		16000	F
		-00395-S004X(L)/RAMP FRO	OM RT	6706/SR42	20										
East	From:	SR 420; 100-6706 SR 420													
420)Ramp	City of Alexandria (Maint: 29)	0.12 NA									NA			NA	
\smile	To:	I-395-S004X RT 395 S & RT	420 EA	ST COLL	,										

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		i iiiiai y and iiik	STOTATO TTO	4100											
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	I-395-S004X RT 395 S &	& RT 420 EA	ST COLL		27 000	01717110	TTTGII			1 40101		1 40101		
4 ₂₀)Ramp	City of Alexandria (Maint: 29										NA			NA	
\smile	To	I-395-N004X RT 395 N	& RT 420 EA	ST COLL											
East	City of Alexandria (Mainty 20			OT COLL							NA			NA	
420 Ramp	City of Alexandria (Maint: 29) 0.10 N / SR 420 SR 420-W000X		DOADC							INA			INA	
	Family 1														
West 420 Ramp	City of Alexandria (Maint: 29	SR 420 SR 420-E000X (ROADS							NA			NA	
420 Hamp	Oity of Alexandria (Maint. 29	-									INA			INA	
West	To: From:	I-395-N004X RT 395 N 8	& RT 420 WE	EST COLL											
420 Ramp	City of Alexandria (Maint: 29) 0.03 N	4								NA			NA	
\smile	To	SR 420- A TO & FROM	REVERSIBI	LELANE											
West	City of Alayandria (Mainty OC										NIA			NIA	
420 Ramp	City of Alexandria (Maint: 29) 0.03 N	4								NA			NA	
West	To: From:	I-395-S004X RT 395 S &	k RT 420 WE	ST COLL											
(420)Ramp	City of Alexandria (Maint: 29) 0.11 N	Δ.								NA			NA	
	To:	SR 420; 100-6706 S	R 420-E000X	CO .											
	From:	Kentucky S	State Line												
421	Lee County	4.55 17 0		94%	1%	1%	2%	3%	0%	F	0.082	F	0.531	1800	F
<u> </u>	Τα	SR 352 St 0													
~~~	From:	SR 352 St C		0.40/	1%	10/	00/	00/	00/	_	0.005	F	0.550	4000	_
421	Lee County	2.18 <b>40</b> 0	00 F	94%	1%	1%	2%	3%	0%	С	0.085	Г	0.552	4200	F
	To: From:	NCL Penni				<u> </u>									
421	Town of Pennington Gap (Maint	: 52) 0.77 <b>400</b>	00 N	94%	1%	1%	2%	3%	0%	N	0.085	Ν	0.552	4200	N
ALT	To: From:	ALT US	5 58 W												
(421) (58) E Morgan Ave	Town of Pennington Gap (Maint	: 52) 0.40 <b>120</b>	00 F	96%	0%	1%	1%	2%	0%	F	0.087	F	0.521	12000	F
(421) (38) =	To:	ALT US				T									
~~~	From:	ALT US 58 E Trail of	f the Lonesom	ne Pine											
421	Town of Pennington Gap (Maint	: 52) 0.18 52 0	00 F	95%	1%	1%	2%	2%	0%	F	0.1	F	0.517	5500	F
	To: From:	SCL Pennir	ngton Gap												
421	Lee County	2.64 52 0	00 N	95%	1%	1%	2%	2%	0%	Ν	0.1	Ν	0.517	5500	Ν
	To:	52-6													
~~	From:	52-642 Old W		050/	10/	10/	00/	00/	00/	_	0.000	_	0.575	0700	_
421	Lee County	2.39 350 US 58 Daniel		95%	1%	1%	2%	2%	0%	С	0.099	F	0.575	3700	F
	From:	US 38 Damei				+									
421 (58)	Lee County	6.00 460		94%	0%	1%	1%	4%	0%	С	0.09	F	0.51	4800	F
	To:	Scott Cou	nty Line												
~~~~	From:	Lee Cour													
(421) (58) Duff Pat Hwy	Scott County	4.55 <b>420</b>	00 G	94%	0%	1%	1%	4%	0%	F	0.100	F	0.653	4400	G
~ ~	To: From:	CL Du	ffield			$\Box$									
(421) (58)	Town of Duffield (Maint: 84)			94%	0%	1%	1%	4%	0%	Ν	0.100	Ν	0.653	4400	Ν
$\sim$	To:	US 23,	US 58												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Jurisdiction	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
From:	atv.				020/	00/	10/	10/	<b>5</b> 0/	09/	_	0.005	_	0.520	12000	G
Scott Court	ity	4.07		<u> </u>	93%	0%	1 76	170	3%	0%	Г	0.065	Г	0.520	12000	G
From: Scott Coun	nty	3.56	12000	G	93%	0%	1%	1%	5%	0%	F	0.085	F	0.509	13000	G
To	•		84-870													
Scott Coun	ity	5.99	12000	G	93%	0%	1%	1%	5%	0%	F	0.086	F	0.588	13000	G
To: From:		BUS US 23	3 Bus West	of Gate (	City											
Scott Coun	nty	1.70	12000	N	93%	0%	1%	1%	5%	0%	Ν	0.102	N	0.507	12000	Ν
To: From:																
Town of Gate City (	(Maint: 84)	0.36	12000	N	93%	0%	1%	1%	5%	0%	N	0.102	N	0.507	12000	Ν
From:				•	000/	00/	10/	40/	F0/	00/		0.400		0.507	10000	
Scott Coun	ity				93%	0%	1%	1%	5%	0%	IN	0.102	N	0.507	12000	Ν
Town of Gate City (	Maint: 84)				03%	<b>∩</b> º/-	1%	10/_	5%	0%	C	0 102	Δ	0.507	12000	Α
Town of date only (	want. 04)					0 /6	1 /0	1 /0	J /6	0 /6	O	0.102	^	0.507	12000	
Town of Gate City (	Maint: 84)					1%	1%	0%	4%	0%	N	0.087	N	0.555	27000	١
To To					0.70	. , ,		0,70	.,0	0,70		0.007	• •	0.000	2.000	•
From: Scott Coun	nty			G G	94%	1%	1%	0%	4%	0%	С	0.087	F	0.555	27000	G
To		E	CL Weber C	ity												
	(Maint: 84)	0.08	27000	G	94%	1%	1%	0%	4%	0%	С	0.087	F	0.555	27000	C
To: From:			X													
Town of Weber City	(Maint: 84)	0.26	11000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.526	12000	G
To: From:			X													
Town of Weber City	(Maint: 84)	0.06	2800	G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.662	3000	G
From:																
Scott Coun	ity	4.80	2800	G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.662	3000	C
To:			84-709				$\neg$ $\vdash$									
Scott Coun	nty	3.27	710	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.525	740	G
To: From:			84-696													
Scott Coun	ity	9.35	420	G	96%	0%	2%	0%	1%	0%	С	0.113	F	0.618	440	G
To: From:				•												
Washington Co	ounty	2.65	950	F	96%	0%	2%	0%	1%	0%	F	0.115	F	0.513	990	F
To			95-700				<u> </u>									
Washington Co	ounty	3.59	5000	F	96%	0%	2%	0%	1%	0%	F	0.092	F	0.618	5200	F
To: From:			WCL Bristo	1												
City of Bristol (Mr	aint: 95)	0.50	4900	F	97%	0%	1%	1%	1%	0%	С	0.095	F	0.6	5300	F
	Scott Cour  Scott Cour  Scott Cour  Scott Cour  Scott Cour  Scott Cour  Take Front  Scott Cour  Town of Gate City (  Town of Gate City (  Town of Gate City (  Town of Gate City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town of Weber City (  Town 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City (  Town of Weber City (  Town of Weber City	Scott County  Too From Scott County  Too From Scott County  Too From Scott County  Too From Town of Gate City (Maint: 84)  Town of Gate City (Maint: 84)  Town of Gate City (Maint: 84)  Town of Gate City (Maint: 84)  Town of Gate City (Maint: 84)  Town of Gate City (Maint: 84)	Scott County   4.67	Scott County	Scott County	Scott County   4.67   12000   G   93%	Note	Length   AADT   QA   4Tire   Bus   2Axle	Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scott County   Scot	Second County   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Sec	Scott County	Scott County   AADT   QA   ATIFIE   Bus   2Axle   3+Axle   1Trail   2Trail   US 23, US 58	Scott County   AADT   QA   ATire   Bus   2Axde   3+Axde   1Trail   2Trail   QC   Factor	Second County	Length AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   CT   GR   Factor   GR   Factor   County   4.67   12000   Q   93%   0%   1%   1%   5%   0%   F   0.085   F   0.520	Second County

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ck			K	011	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~	From:		58; I-81 Exit													
Gate City Hwy	City of Bristol (Maint: 95)	0.21	8100	F	98%	0%	0%	0%	1%	0%	С	0.102	F	0.61	8600	ı
~~	T _C .		Island Rd													
Gate City Hwy	City of Bristol	0.80	8400	F	98%	0%	0%	0%	1%	0%	F	0.095	F	0.520	8900	
	From:	WUSIIN	W US 11	w Stat	e St											
421 (11) Euclid Ave	City of Bristol	0.75	12000	F	98%	0%	0%	0%	1%	0%	С	0.088	F	0.605	13000	
<b>~</b>	To: From:		Vance St				<u> </u>									
421 11 Euclid Ave	City of Bristol	0.19	14000	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.5	15000	
<b>~</b>	То	Bol	b Morrison Bl	lvd												
421 (11) Euclid Ave	City of Bristol	0.18	15000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.534	16000	
<del></del>	To		E RT 11													
(381) (19) Commonwealth Ave	City of Bristol	0.19	18000	F	96%	0%	1%	0%	2%	0%	F	0.088	F	0.542	19000	
<del></del>	To	SR 13	3 Par Sycamo	ore St												
(381) (381) (19) Commonwealth Ave	City of Bristol	0.16	17000	F	96%	0%	1%	0%	2%	0%	F	0.087	F	0.529	18000	
	To	SR 11	3 Cumberland	1 Ave												
(381) (381) (19) Commonwealth Ave	City of Bristol	0.16	15000	F	95%	1%	1%	1%	3%	0%	F	0.085	F	0.521	16000	
	To:		Commonweal													
(381) (381) (381) (381) (381)	From:		Tennessee St			10/	10/	10/	20/	00/	NI	0.005	N	0.501	10000	
(19) Commonwealth Ave	City of Bristol	0.07	15000 8 421 Goode 8	N St	95%	1%	1%	1%	3%	0%	N	0.085	IN	0.521	16000	
Vest	From:		US 421 W	<i>σ</i> ι												
421 Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	0.07	1700	F								0.111	F		1700	
1	To:	Ramps US	5 58 E 96B; U		6B											
Bus Bus Bus	From:	US 23	South of Gate	e City												
421 (23) (58)	Town of Gate City (Maint: 84)	0.23	17000	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.557	18000	
$\sim \sim \sim$	To: From:		84-836													
Bus Bus Bus 421 (23 (58)	Town of Gate City (Maint: 84)	0.47	9900	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.528	11000	
421 (23) (58)	Tol.	0						0,0	0,70	0 / 0	Ū	0.000	•	0.020		
Bus Bus Bus	From:		SR 71													
421) (23) (58) W Jackson St	Town of Gate City (Maint: 84)	0.12	6600	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.561	7100	
Bus Bus Bus	To: From:		84-665													
121 (23) 58 W Jackson St	Town of Gate City (Maint: 84)	0.15	9300	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.509	9900	
$\sim$	To		84-763													
Bus Bus Bus Popial Rooms Pd	Town of Coto City (Maint C4)	0.04		•	000/	00/	10/	00/	00/	00/	F	0.100	_	0.506	2700	
421 (23) (58) Daniel Boone Rd	Town of Gate City (Maint: 84)	0.84	3500	G	99%	0%	1%	0%	0%	0%	г	0.102	F	0.526	3700	
Bus Bus Bus	To: From:		84-762													
421 23 58 Daniel Boone Rd	Town of Gate City (Maint: 84)	0.80	2700	G	98%	0%	1%	0%	1%	0%	С	0.105	F	0.537	2900	
$\sim$ $\sim$	To:		CL Gate City													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus Bus Bus	From:	CL Gate C	City			1	017000	TTTQII	Liian		1 40101		1 40101		
421 (23) (58)	Scott County	0.04 <b>2700</b>	N	98%	0%	1%	0%	1%	0%	Ν	0.105	Ν	0.537	2900	Ν
<del></del>	To:	Bus US 23	8 W												
	From:	SR 57 BUS US 220 N	Memorial 1	Blvd											
(457) Church St	City of Martinsville	0.59 <b>4900</b>	G	98%	0%	0%	0%	1%	0%	F	0.093	F	0.542	5200	G
401)	Combined Traffic Estimates for 2 Parallel Roadway		G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.554	9400	G
	To:	Moss S													
	From:	Fayette S	St												
457) Market St	City of Martinsville	0.20 <b>9900</b>	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.53	11000	G
$\overline{}$	To:	Commonweal													
O the Division	From:	Market S		000/	00/		00/	40/	00/	_	0.00	_	0.540	4 4000	_
457 Commonwealth Blvd	City of Martinsville	0.56 <b>13000</b>	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.513	14000	G
<u> </u>	To: From:	Northside	Dr												
(457) Commonwealth Blvd	City of Martinsville	0.36 18000	G	98%	0%	0%	0%	1%	0%	С	0.086	F	0.570	19000	G
	Combined Traffic Estimates for Parallel Roadway	s on this Route: NA									0.086	F	0.570	NA	
	Tα	Fairy St	1												
457 Commonwealth Blvd	City of Martinsville	0.48 <b>5400</b>	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.51	5800	G
437)	Combined Traffic Estimates for Parallel Roadway		-						-,-	-	0.088	F	0.51	NA	_
	To:	Chatham	Rd								0.000	'	0.01	INA	
	From:	Commonweal													
457 Chatham Rd	City of Martinsville	0.99 <b>4100</b>	G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.580	4400	G
	To:	ECL Martin	evilla												
457)Old Chatham Rd	From: Henry County	2.62 <b>3500</b>	G	98%	1%	0%	1%	0%	0%	С	NA			3700	G
457) 310 311011111111111	To:	SR 57		0070	1 70		1 70	0 70	0 70	Ū				0,00	ŭ
	From		.:.1 D11			<u> </u>									
457) Fayette St	City of Martinsville	US 220 Memor 0.61 <b>3900</b>	G	98%	1%	1%	0%	0%	0%	С	0.089	_	0.58	4200	G
457 Fayette St	•									-		F			
	Combined Traffic Estimates for 2 Parallel Roadway	rs on this Route: 8800 SR 457 Marl	G Irat St	98%	1%	1%	0%	0%	0%	Г	0.089	Г	0.554	9400	G
Faire Ct	City of Marting villa	SR 457 Commony			10/	10/	00/	10/	00/	_	0.004	F	0.571	7000	_
457 Fairy St	City of Martinsville	0.29 <b>7400</b>	G	98%	1%	1%	0%	1%	0%	С	0.094	F	0.571	7900	G
	Combined Traffic Estimates for Parallel Roadway										NA			NA	
	10:	Bus US 58 Ch	urch St												
~~~	From:	Kentucky Stat													
460	Buchanan County	2.61 3300	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.511	3600	F
	Tœ	13-645													
460	Buchanan County	2.09 3300	F	96%	0%	1%	1%	2%	0%	F	0.091	F	0.506	3700	F
	Tool		Mer D 1												
100	Buchanan County	13-700 Thomas 2.36 4000	Mtn Rd	96%	0%	1%	1%	2%	0%	F	0.089	F	0.674	4400	F
460	To:	2.36 4000		JU /0	U /0	1 /0	1 /0	∠ /0	U /0	'	0.009	'	0.074	7700	1"
	From:	13-609 Bull Ci													
		15 007 Duli Ci	COR ING												
460	Buchanan County	2.59 5800	F	96%	0%	1%	1%	2%	0%	F	0.106	F	0.622	6300	F

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Douto	luviadiation	Longth AAD	- OA	4Tiro	Due		Tru	ıck		00	K	ΟV	Dir	AAWDT	- 014
Route	Jurisdiction	Length AAD		4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QV
~~~	Buchanan County	13-656 Loone 1.56 <b>600</b> 0		96%	0%	1%	10/	2%	0%	F	0.098	F	0.639	6600	F
460	Buchanan County			90%	0%	1 70	1%	270	0%	Г	0.096	Г	0.039	0000	Г
~~	To From From (Marianta 4.0)	WCL Gru	_	000/	00/		40/	00/	00/	N.	0.000	N.	0.000	0000	
460	Town of Grundy (Maint: 13)	1.62 <b>6000</b>		96%	0%	1%	1%	2%	0%	N	0.098	N	0.639	6600	N
	From:	US 460 Par; 13-10 US 460 Par; 13-													
460 (83)	Town of Grundy (Maint: 13)	1.96 <b>1000</b>		96%	1%	1%	1%	2%	0%	С	NA			11000	G
400 (00)	Tod					<del></del> 1									
(ACC) (BO)	Buchanan County	SCL Gru 1.99 <b>1100</b>		96%	1%	1%	1%	2%	0%	С	NA			12000	G
460 83	Buchanan Gounty			30 70	1 /0	1 /0	1 /0	2 /0	0 70	O	INA			12000	C
~~~	To: From:	SR 83 South In		000/	00/		40/	20/	00/	_		_	0.500	2000	
460	Buchanan County	3.59 830 0	F	96%	0%	1%	1%	2%	0%	F	0.088	F	0.536	9200	F
	To: From:	13-638 Dismal	River Rd												
460	Buchanan County	5.25 730 0) F	96%	0%	1%	1%	2%	0%	F	0.091	F	0.525	8000	F
<u> </u>	To:	13-1101 Keen l													
	Buchanan County	13-1101 Keen N 2.21 740 0		96%	0%	1%	1%	2%	0%	F	0.093	F	0.541	8100	F
460	Buchanan County	2.21 7400	, г	90 /6	0 /6	1 /0	1 /0	2/0	0 /0	'	0.093	'	0.541	8100	
	To: From:	13-68				<u> </u>									
460	Buchanan County	6.30 6900		96%	0%	1%	1%	2%	0%	F	0.082	F	0.609	7500	F
~	To: From:	Tazewell Cou Buchanan Cou	_												
(460)	Tazewell County	3.99 800 0		96%	0%	1%	1%	2%	0%	F	0.085	F	0.599	8700	G
460	razonon odany				0 70		1 /0	_,0	0 70	•	0.000	•	0.000	0,00	Ŭ
~~~	From	92-804 Red Ash			10/	10/	00/	00/	00/		0.000		0.507	0500	
460	Tazewell County	1.83 <b>8800</b>	G	94%	1%	1%	2%	3%	0%	С	0.082	F	0.587	9500	G
	To: From:	WCL Rich													
460	Town of Richlands (Maint: 92)	0.23 <b>880</b> 0	N	94%	1%	1%	2%	3%	0%	N	0.082	N	0.587	9500	Ν
	To: From:	SR 67	,												
460 67	Town of Richlands (Maint: 92)	1.38 <b>1400</b>	0 G	96%	0%	1%	1%	2%	0%	F	0.081	F	0.503	15000	G
$\smile$	To	Bus US	160												
460	Town of Richlands (Maint: 92)	1.32 <b>1100</b>		96%	0%	1%	1%	2%	0%	F	0.081	F	0.555	12000	G
400)	Tod					<del></del> i									
(100)	Town of Richlands (Maint: 92)	0.38 <b>1400</b>		96%	0%	1%	1%	2%	0%	С	0.102	Α	0.514	15000	Α
460	Town of Alchianus (Maint. 92)			90 /6	0 /6	1 /0	1 /0	2/0	0 /6	C	0.102	^	0.514	13000	
	To: From:	ECL Rich													
460	Tazewell County	0.87 <b>1400</b>	0 N	96%	0%	1%	1%	2%	0%	N	0.102	N	0.514	15000	Ν
	To: From:	WCL Ceda	Bluff												
460	Town of Cedar Bluff (Maint: 92)	0.44 <b>1400</b>	D N	96%	0%	1%	1%	2%	0%	Ν	0.102	Ν	0.514	15000	N
	To	Bus US 460 Near W	CL Cedar 1	Bluff		_									
460	Town of Cedar Bluff (Maint: 92)	1.18 <b>1600</b>		96%	0%	1%	1%	2%	0%	F	0.080	F	0.517	18000	G
	To	Bus US 460 Near E													
(460)	Town of Cedar Bluff (Maint: 92)	0.09 <b>2000</b>		96%	0%	1%	1%	2%	0%	F	0.081	F	0.518	21000	G
460	Town of Gedar Bluit (Maint. 92)	ECL Cedar		JU /0	U /0	1 /0	1 /0	<b>~</b> /0	0 /0	1	0.001	'	0.510	21000	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Davida	Look at Patient	1	· · ·	4.7.	D		Tru	ıck		-00	K	01/	Dir	AAVA/DT	. 014
Route	Jurisdiction	Length AA		4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
460}	Tazewell County	ECL Ced 1.16 <b>200</b>		96%	0%	1%	1%	2%	0%	N	0.081	N	0.518	21000	N
400)	то	US 19 West													
460 (19)	Tazewell County	5.73 <b>110</b>		95%	0%	1%	1%	3%	0%	F	0.083	F	0.53	12000	G
~~~	To From:	92-639 Earls	Branch Rd												
460 (19)	Tazewell County	5.13 110	00 G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.519	12000	G
	To: From:	US 19, Bu													
460 (19)	Tazewell County	1.72 110	00 G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.541	11000	G
~~~	From	WCL Ta		252/	00/		40/	201	00/		0.070	_	0.504	10000	
460 (19)	Town of Tazewell (Maint: 92)	1.43 <b>97</b> 0	00 G	95%	0%	1%	1%	3%	0%	F	0.079	F	0.521	10000	G
	Town of Tazewell (Maint: 92)	0.82 <b>75</b> 0		95%	0%	1%	1%	3%	0%	F	0.081	F	0.512	8000	G
460] [19]	Town of Tazewell (Maint. 92)			95%	0%	1%	170	3%	0%	Г	0.061	Г	0.512	8000	G
100 (10)	Tazewell County	ECL Ta		95%	0%	1%	1%	3%	0%	NI	0.081	N	0.512	8000	N
460 (19)	razewen Gounty			33 /6	0 /6	1 /0	1 /0	J /6	0 /6	14	0.001	IN	0.512	0000	14
460 \ (19)	Tazewell County	5.75 <b>100</b>		95%	0%	1%	1%	3%	0%	F	0.082	F	0.513	11000	G
460) (19)	Tec	92-6		0070	0 / 0		. , 0	0,0	0,0	•	0.002	•	0.0.0		
460 (19)	Tazewell County	4.86 <b>120</b>		95%	0%	1%	1%	3%	0%	С	0.103	Α	0.563	13000	Α
	Tor	92-72	0 W												
460)(19)	Tazewell County	0.10 120		95%	0%	1%	1%	3%	0%	F	NA			13000	G
$\Rightarrow \Rightarrow$	To:	US 19 East	ntersection			<u> </u>									
460	Tazewell County	1.91 <b>110</b>	00 G	91%	1%	1%	1%	6%	0%	С	0.09	F	0.558	12000	G
	To: From:	WCL B	uefield												
460	Town of Bluefield (Maint: 92)	1.86 <b>110</b>		91%	1%	1%	1%	6%	0%	С	0.09	F	0.558	12000	G
<del></del>	To: From:	92-720 Hockman Pi 92-7		Tnpk											
460	Town of Bluefield (Maint: 92)	1.26 <b>160</b>		96%	0%	1%	1%	2%	0%	F	0.087	F	0.506	17000	G
	To	FR-8	368			<u> </u>									
460	Town of Bluefield (Maint: 92)	0.09 160	00 G	94%	0%	1%	1%	4%	0%	С	0.092	F	0.543	18000	G
~ <u></u>	To: From:	West Virgini	a State Line												
460 Virginia Ave	Town of Glen Lyn (Maint: 35)	0.81 <b>92</b> 0	00 G	90%	1%	1%	1%	8%	0%	F	0.078	F	0.516	9600	G
~	To: From:	35-1308 Ho	uston Lane												
Virginia Ave	Town of Glen Lyn (Maint: 35)	0.59 <b>95</b> 0	00 G	90%	1%	1%	1%	8%	0%	F	0.089	F	0.573	10000	G
~	To: From:	WCL G													
460	Giles County	1.24 <b>95</b> 0	00 N	90%	1%	1%	1%	8%	0%	Ν	0.089	N	0.573	10000	Ν
	To: From:	WCL Ric													
460	Town of Rich Creek (Maint: 35)	0.65 <b>95</b> 0 US 219 Ri	-	90%	1%	1%	1%	8%	0%	N	0.089	Ν	0.573	10000	N

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Filliary and inte					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	US 219 Rich Cre	ek; Island S												
Virginia Ave	Town of Rich Creek (Maint: 3	5) 0.73 1100	0 G	90%	1%	1%	1%	8%	0%	F	0.091	F	0.735	11000	G
~	To: From:	35-712 Rive	rside Dr												
460	Town of Rich Creek (Maint: 3	5) 0.18 1100	0 N	90%	1%	1%	1%	8%	0%	N	0.096	Ν	0.707	12000	N
	To- From:	ECL Rich	Creek												
460	Giles County	2.01 1100	0 N	90%	1%	1%	1%	8%	0%	Ν	0.096	Ν	0.707	12000	Ν
	Tec From:	NCL Nar	rows												
460 Virginia Ave	Town of Narrows (Maint: 35)	0.76 1100	0 G	90%	1%	1%	1%	8%	0%	F	0.096	F	0.707	12000	G
	To: From:	SR 61 Flesh	nman St												
460 Virginia Ave	Town of Narrows (Maint: 35)	0.60 1300	0 G	90%	1%	1%	1%	8%	0%	F	0.084	F	0.641	13000	G
<u> </u>	To:	ECL Nar	rows			<u> </u>									
460 Virginia Ave	Giles County	3.00 1300	0 G	90%	1%	1%	1%	8%	0%	F	0.085	F	0.626	14000	G
<u> </u>	To:	WCL Pear	risburg												
460 Virginia Ave	Town of Pearisburg (Maint: 35	5) 0.60 880	0 G	90%	1%	1%	1%	8%	0%	F	0.081	F	0.557	9300	G
<u> </u>	To	ECL Pear	isburg			<u> </u>									
460	Giles County	0.73 1200	0 N	90%	1%	1%	1%	8%	0%	Ν	0.088	Ν	0.586	13000	Ν
	To	WCL Pear	risburg												
460	Town of Pearisburg (Maint: 3			90%	1%	1%	1%	8%	0%	Ν	0.088	Ν	0.586	13000	Ν
<i></i>	To	ECL Pear	isburg												
460 Virginia Ave	Giles County	5.01 1200		90%	1%	1%	1%	8%	0%	F	0.088	F	0.586	13000	G
	To	WCL Pen	broke												
460 W Main St	Town of Pembroke (Maint: 35			89%	1%	1%	1%	8%	1%	С	0.089	F	0.567	12000	F
	To:	35-626 Cas	tle Ave												
460)	Town of Pembroke (Maint: 35			90%	1%	1%	1%	8%	0%	F	0.086	F	0.609	12000	G
	To:	ECL Pem	broke.												
460 Virginia Ave	Giles County	1.27 1100		90%	1%	1%	1%	8%	0%	F	0.089	F	0.647	12000	G
	To:	35-613 Doe 0	Treek Rd												
460	Giles County	2.82 1000		90%	1%	1%	1%	8%	0%	С	0.109	Α	0.629	11000	Α
	Tot	35-73	:0												
460 (42) Virginia Ave	Giles County	2.35 1100		90%	1%	1%	1%	8%	0%	F	0.089	F	0.636	12000	G
400) (42) 0	To	35-700 Mounta													
460 (42) Virginia Ave	Giles County	1.66 1100		90%	1%	1%	1%	8%	0%	F	0.088	F	0.645	12000	G
100 (12)	To	SR 42 Blue C				<u> </u>			- / -						
460 Virginia Ave	Giles County	1.16 1200		90%	1%	1%	1%	8%	0%	F	0.091	F	0.667	13000	G
400) 7.19	To:	Montgomery C		5576	. /0		. /0	5 /0	0 /0	•	0.001	•	0.507	. 5000	•
~~~	From:	Giles Coun	ty Line												
460 Pandapas Pond Rd	Montgomery County	3.46 <b>1200</b>		90%	1%	1%	1%	8%	0%	F	0.093	F	0.663	13000	F
<del>~</del>	То:	NCL Black	ksburg												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

			- Carrottato - It				T	_l.			I/		D:-		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Trud 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q۷
~~	From:		CL Blacksburg												
460 }	Town of Blacksburg (Main		12000 F	90%	1%	1%	1%	8%	0%	F	0.093	F	0.663	13000	F
~	To:		Bus US 460												
~~	From:		IS 460, N Main St	000/	00/	10/	40/	<b>5</b> 0/	00/	_	0.004	_	0.070	10000	_
460)	Town of Blacksburg (Main	nt: 60) 3.30	15000 F	93%	0%	1%	1%	5%	0%	С	0.094	F	0.673	16000	F
	To: From:	SR 41	2 Prices Fork Rd												
460	Town of Blacksburg (Main	nt: 60) 2.97	32000 F	95%	0%	1%	1%	3%	0%	С	0.101	F	0.550	34000	F
<del>~</del>	To:		Southgate Dr												
~~	From:		BUS US 460							_		_			_
460 }	Town of Blacksburg (Main	nt: 60) 0.72	36000 F	95%	0%	1%	1%	3%	0%	F	0.1	F	0.628	38000	F
<del>~</del>	To	SC	CL Blacksburg												
160}	Montgomery County		36000 F	95%	0%	1%	1%	3%	0%	F	0.1	F	0.628	38000	F
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:		SR 114												
	From:	SR 114	Peppers Ferry Rd												
460	Montgomery County	0.95	25000 F	95%	0%	1%	1%	3%	0%	F	0.102	F	0.617	27000	F
<del></del>	To:	Bus US	5 460 N Franklin St												
	From:		Bus US 460												
160	Montgomery County	2.53	32000 F	94%	1%	1%	1%	4%	0%	С	0.102	F	0.595	34000	F
<i>~</i>	To:		11 Roanoke St												
~~~-	From:	US 460 PARKWA	Y DRIVE TO RT												
(460 (460 Ramp toward I-81 N (to CD	Road) at ExitoMi8of Christiansburg (Ma					0 for dire	ectional t	traffic v	olume e	estima	ates for th	iis se	gment.		
~ ~	To:	I-81-N118X FROM													
— — LOAN Callanter Dd	Town of Christianshure (Ma	US 460-E124B FROM	1 RT 46000- PARI			f a ali a a	مسلم المسا	- f f:		.: . .					
460 81 I-81 N Collector Rd	Town of Christiansburg (Ma	,	*****	56	ee 1-81	for direc	lional tra	anic vo	ume es	umate	es for this	segr	nent.		
~ ~	From:	I-81-N I-81-N118B TO R	N118C TO RT 11	AV DDIVE	7										
460 (81) I-81 N Collector Rd	Town of Christiansburg (Ma		1 40000- PARKW			for direc	tional tra	affic vo	uma ac	timate	es for this	· coar	nont		
460 81 I-81 N Collector Rd	Town or Christiansburg (Ma	1111. 00) 0.13		36	ee 1-01	ioi uiiec	lioriai lia	allic voi	uille es	ııııaı	75 IOI IIIIS	segi	nent.		
	To: From:	60-99027-N000A	FROM PARKWA	Y DRIVE											
160 (81) I-81 N Collector Rd	Town of Christiansburg (Ma	int: 60) 0.58		Se	ee I-81	for direc	tional tra	affic vo	ume es	timate	es for this	segr	nent.		
\sim	To:		I-81-N118C												
~~~	From:		N118X TO RT 11												
460 (81) Ramp	Town of Christiansburg (Ma	,			ee I-81	for direc	tional tra	affic vo	ume es	timate	es for this	segr	nent.		
$\Rightarrow$ $\bigcirc$	To:	US 11 FF	ROM RT 81 NORT	Ή											
~~ ~~			I-81s				00/	40/	00/		0.4		0.550	0.400	
	From:			000/	00/			1%	0%	Ν	0.1	N	0.558	9400	Ν
160 (11) Roanoke St	Town of Christiansburg (Ma	int: 60) 0.09	8900 N	96%	0%	1%	2%	1 /0							
460 (11) Roanoke St	Town of Christiansburg (Ma	,		96%	0%	1% ——	270	1 /0							
	Town of Christiansburg (Ma	Tower	8900 N	96%	0%	1%  1%	2%	1%	0%	F	0.1	F	0.558	9400	F
	To: From:	Tower 2.01	8900 N Rd, Hampton Rd 8900 F			_			0%	F	0.1		0.558	9400	F
160) (11) Roanoke St	Town of Christiansbur	Tower 2.01	8900         N           r Rd, Hampton Rd         8900         F           Christiansburg	96%	0%	1%	2%	1%				F			
460) (11) Roanoke St	To: From:	Tower 2.01	8900 N Rd, Hampton Rd 8900 F			_			0%	F	0.1		0.558	9400 7400	
460 11 Roanoke St	Town of Christiansbur	Tower 2.01  ECI 5.11	8900         N           r Rd, Hampton Rd         8900         F           Christiansburg	96%	0%	1%	2%	1%				F			
460 (11) Roanoke St	Town of Christiansbur	Tower 2.01  ECI 5.11  60-7:	8900 N  Rd, Hampton Rd  8900 F  Christiansburg  7100 F	96%	0%	1%	2%	1%				F			F
460 (11) Roanoke St 460 (11) Roanoke Rd	Town of Christiansbur  Town of Christiansbur  Town From  Montgomery County  Tor From	Tower 2.01  ECI 5.11  60-7: 3.21	8900 N r Rd, Hampton Rd 8900 F Christiansburg 7100 F 53 Old Town Rd	96%	0%	1% 1%	2%	1%	0%	F	0.1	F F	0.521	7400	F
460 11 Roanoke St 460 11 Roanoke Rd 460 11 Roanoke Rd	Town of Christiansbur  Town of Christiansbur  Town From  Montgomery County  Tor From	Tower 2.01  ECI 5.11  60-7: 3.21	8900 N r Rd, Hampton Rd 8900 F . Christiansburg 7100 F 53 Old Town Rd 7600 F -631 Brake Rd 60-631	96% 93% 93%	0%	1% 1% 1%	2%	1%	0%	F	0.1	F F	0.521	7400 8000	F F
460 (11) Roanoke St 460 (11) Roanoke Rd	Town of Christiansbur  Town of Christiansbur  Town From  Montgomery County  Tor From	Tower 7	8900 N r Rd, Hampton Rd 8900 F Christiansburg 7100 F 53 Old Town Rd 7600 F -631 Brake Rd	96%	0%	1% 1%	2%	1%	0%	F	0.1	F F	0.521	7400	F

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

5 .					_		Tru	ıck			K	011	Dir		۵.
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱ 
~~~~	From:	80-639 West Riv								_		_			
460) (11) West Main St	Roanoke County	1.26 9200	G	93%	0%	1%	4%	2%	0%	F	0.112	F	0.963	9600	C
~ ~	10: From:	80-647 Dow Holl Montgomery Cour				-									
460 (11) West Main St	Roanoke County	0.60 9200	N N	93%	0%	1%	4%	2%	0%	Ν	0.112	N	0.963	9600	1
460 111 West Main St	To:	80-639 West Riv		0070	0 / 0	$\vec{}$	1,0	270	0 70		0.112		0.000	0000	
	From:	80-647 Dow Holl													
460 (11) West Main St	Roanoke County	2.93 10000	G	93%	0%	1%	4%	2%	0%	F	NA			11000	
	To:	80-643													
460 (11) West Main St	Roanoke County	0.39 13000	G	95%	1%	1%	1%	3%	0%	С	NA			14000	
1100 (11)	- Tourishe Starry			0070	. , 0		. , 0	0,0	0,0	Ū					
Wast Main Ct	Do analys County	80-642		000/	00/	10/	40/	00/	00/	F	NIA			10000	
West Main St	Roanoke County	0.64 17000	G	93%	0%	1%	4%	2%	0%	г	NA			18000	
	To: From:	WCL Salen													
460)(11) West Main St	City of Salem	1.12 18000	G	93%	0%	1%	4%	2%	0%	F	NA			20000	
~	To	SR 112													
460 (11) West Main St	City of Salem	1.31 27000	G	91%	1%	3%	3%	2%	0%	С	0.079	F	0.507	30000	
	To	ALT US 460, 4	41. 04												
160 (11) West Main St	City of Salem	0.60 14000	G G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.564	16000	
160 (11) West Main St	Only of Guidin			0070	0 70		0 /0	0 /0	0 70	•	0.000	•	0.004	10000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Academy S		000/	00/	10/	<b>5</b> 0/	40/	201	_	0.004	_	0.500	45000	
(11) West Main St	City of Salem	0.35 <b>13000</b>	G	92%	0%	1%	5%	1%	0%	С	0.081	F	0.528	15000	
~ ~	To: From:	US 11 College	Ave												
Main St	City of Salem	0.11 <b>12000</b>	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.523	13000	
~ <i></i>	To:	SR 311 Thompson M	emorial D	r		$\neg$ $\vdash$									
460 E Main St	City of Salem	0.29 13000	G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.519	15000	
100)	To	Y 11 T				_									
460 E Main St	City of Salem	Lynchburg T _F 0.93 <b>12000</b>	G G	97%	0%	1%	0%	1%	0%	С	0.082	F	0.548	13000	
460 L Main St	Oity of Salem	0.93 12000	G	91 /6	0 /0	1 /0	0 /6	1 /0	0 /6	C	0.002	'	0.546	13000	
~	To: From:	Kessler Mill								_		_			
E Main St	City of Salem	0.24 <b>13000</b>	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.558	14000	
ALT	To: From:	SR 419 Electric	c Rd												
460 (11) E Main St	City of Salem	0.44 <b>15000</b>	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.524	16000	
160 (11) L Wall St	To:	WCL Roano		30 /6	1 /0	170	1 /0	270	0 70	'	0.002	•	0.524	10000	
ALT	From:	ECL Salem													
160 (11) Melrose Ave	City of Roanoke	0.65 <b>15000</b>	G	98%	0%	0%	1%	0%	0%	С	0.084	F	0.516	17000	
$\rightarrow$	To	SR 117 Peters Cr	aak Dd												
ALT	From:				46:				•	_		_			
Melrose Ave	City of Roanoke	1.75 <b>12000</b>	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.508	14000	
ALT.	To: From:	24th St													
ALT 460 (11) (116) Melrose Ave	City of Roanoke	0.41 12000	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.506	13000	
				-/(1)/0					U/O		(I.UC)		0.500	13000	,

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	Salem Tpke	e												
(460) (11) (116) Orange Ave	City of Roanoke	1.00 <b>14000</b>	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.52	15000	G
ALT	To: From:	10th St, Gainsbo	ro Rd												
(460) (11) (116) Orange Ave	City of Roanoke	0.90 <b>17000</b>	Α	96%	1%	1%	1%	2%	0%	С	0.094	Α	0.521	19000	Α
$\bigcirc$	To	I-581, US 220, ALT	Γ SR 220	)											
ALT ALT (460) (11) (116) (220) Orange Ave	City of Roanoke	0.24 <b>35000</b>	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.618	39000	G
(480) (11) (118) (220) Startigo 7113	To:	US 11 Williamso			. , ,		. , ,		0,70	•	0.002	•	0.0.0		
ALT	From:			070/	00/		00/	40/	00/	_	0.070	_	0.575	45000	
460 (221) (220) Orange Ave	City of Roanoke	0.49 <b>41000</b>	G	97%	0%	1%	0%	1%	0%	С	0.078	F	0.575	45000	G
ALT	To: From:	SR 115 Hollins	s Rd												
(460)(221)(220) Orange Ave	City of Roanoke	1.14 <b>41000</b>	G	91%	1%	1%	1%	5%	0%	С	0.076	F	0.569	42000	G
ALT	To: From:	24th St													
460 (221) (220) Orange Ave	City of Roanoke	1.17 <b>32000</b>	G	90%	1%	1%	2%	6%	0%	С	0.075	F	0.530	34000	G
$\bigcirc$	To	128-8055 King	g St												
ALT 460 (221) (220) Orange Ave	City of Roanoke	0.38 39000	G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.529	40000	G
460 (221) (220) Orange Ave	To:	Roanoke County		0 + 70	0 70		1 /0	470	0 70	•	0.070	•	0.020	40000	ď
ALT	From:	ECL Roanok	ке							_					
460 221 220 Challenger Ave	Roanoke County	1.63 <b>34000</b>	Α	94%	0%	1%	1%	4%	0%	С	0.094	Α	0.569	36000	Α
~~~~~	To: From:	Alt US 220 Clover		2221					221			_			
460 221 Challenger Ave	Roanoke County	0.34 30000 Botetourt County	G	88%	1%	1%	1%	9%	0%	F	0.085	F	0.632	32000	G
	From:	Roanoke County													
460 (221) Blue Ridge Blvd	Botetourt County	2.55 24000	F	88%	1%	1%	1%	9%	0%	F	0.082	F	0.594	25000	F
<u></u>	To: From:	Blue Ridge Park	kway			\Box \vdash									
460 (221) Blue Ridge Blvd	Botetourt County	2.94 20000	F	88%	1%	1%	1%	9%	0%	С	0.097	Α	0.547	21000	F
	To: From:	Bedford County Botetourt County													
460 (221 W Lynchburg Salem Tpke	Bedford County	4.18 19000	F	88%	1%	1%	1%	9%	0%	F	0.081	F	0.595	19000	F
100(221)	To	09-695 Goose Creek	Valley I												
460 (221 W Lynchburg Salem Tpke	Bedford County	7.69 16000	F	88%	1%	1%	1%	9%	0%	F	0.081	F	0.539	17000	F
	To	09-831 Thaxton Sc	hool Rd												
460 (221 W Lynchburg Salem Tpke	Bedford County	2.75 17000	F	88%	1%	1%	1%	9%	0%	F	0.083	F	0.509	18000	F
	To	WCL Bedfor	rd												
460 (221)	City of Bedford (Maint: 09)	0.67 20000	F	88%	1%	1%	1%	9%	0%	F	0.089	F	0.517	21000	F
	To:	US 221													
460	City of Bedford (Maint: 09)	0.18 16000	F	84%	1%	1%	1%	11%	0%	С	0.09	F	0.511	17000	F
	To: From:	ECL Bedfor	d												
460	Bedford County	0.24 16000	F	84%	1%	1%	1%	11%	0%	С	0.09	F	0.511	17000	F
<u> </u>	To:	WCL Bedfor	rd	•											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						Truck			K		Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus	2Axle 3	8+Axle 17	rail 2Trai	l QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	WCL Bedford	<b>F</b> 040/	10/	10/	10/ 1	0/ 00/	_	0.00	F	0.514	17000	F
460)	City of Bedford (Maint: 09)	0.90 <b>16000</b>	<b>F</b> 84%	1%	1%	1% 1	% 0%	С	0.09	Г	0.511	17000	Г
~~~	To: From:	ECL Bedford	<b>F</b> 0.40/	10/		10/ 1	0/ 00/		0.00		0.511	17000	
460	Bedford County	0.06 16000	F 84%	1%	1%	1% 1	% 0%	С	0.09	F	0.511	17000	F
	To: From:	SR 122 Ramp	- 000/	40/		10/ 0	2/ 00/		0.004	_	0.550	20222	
460 122	Bedford County	0.50 21000	F 88%	1%	1%	1% 9	% 0%	F	0.081	F	0.559	22000	F
$\overline{}$	To: From:	SCL Bedford	- 200/	10/		10/ 0	2/ 00/		0.004	_	0.550	00000	
460 122	City of Bedford (Maint: 09)	0.94 21000	F 88%	1%	1%	1% 9	% 0%	F	0.081	F	0.559	22000	F
~~	To: From:	SR 122, US 221, Bus US			\Box			_					
460	City of Bedford (Maint: 09)	0.28 20000	G 88%	1%	1%	1% 9	% 0%	F	0.084	N	0.532	21000	G
	To: From:	ECL Bedford											—
E Lynchburg Salem Tpke	Bedford County	4.40 16000	F 88%	1%	1%	1% 9	% 0%	F	0.084	F	0.532	17000	F
~	To: From:	09-803 Timber Ridge											
E Lynchburg Salem Tpke	Bedford County		F 90%	1%	1%	1% 7	% 0%	С	0.086	F	0.516	18000	F
~	To:	Campbell County Lin											
Lynchburg Hwy	Campbell County	Bedford County Lin 1.37 30000	F 88%	1%	1%	1% 9	% 0%	F	0.095	F	0.620	32000	F
160 25.10115013)	Tall		. 0070	. 70		170	70 070	·	0.000	•	0.020	02000	•
460 Lynchburg Hwy	Campbell County	Bus US 460 3.91 23000	F 88%	1%	1%	1% 9	% 0%	F	0.101	F	0.634	24000	F
2460 Eyrichburg Tiwy	Campbell County			1 /0	1 /0	1/0 3	76 076	'	0.101	'	0.004	24000	'
Lynchhurg Hung	Composit County	15-678 Airport Rd	F 88%	1%	1%	1% 9	% 0%	F	0.097	F	0.632	43000	F
Lynchburg Hwy	Campbell County	US 29; Bus US 29 Ward		176	1%	1% 8	% 0%	Г	0.097	Г	0.632	43000	Г
	From:	Bus US 29 Wards R											
460 (29) (29)	Campbell County	0.03 44000	F 93%	0%	1%	1% 5	% 0%	F	0.101	F	0.661	45000	F
	To	SCL Lynchburg											
460)(29) (29)	City of Lynchburg (Maint: 15)		F 93%	0%	1%	1% 5	% 0%	F	0.101	F	0.661	45000	F
	Too	Candler Mountain R	d		<u> </u>								
460)(29) (29)	City of Lynchburg (Maint: 15)		F 93%	0%	1%	1% 5	% 0%	F	0.098	F	0.609	36000	F
100 (20)	то	US 501											
460 (29) (29) (501)	City of Lynchburg (Maint: 15)		A 93%	0%	1%	1% 5	% 0%	С	0.105	Α	0.504	36000	F
460 (29) (29) (501)	To:	Bus US 501; US 501 Camp		0 70	- 70	. 70	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ŭ	000		0.00	00000	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Functional Class Char	nge										
460 (29) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 <b>32000</b>	<b>G</b> 93%	0%	1%	1% 5	% 0%	F	0.090	Ν	0.526	33000	C
<del>~ ~</del>	To: From:	US 29											
Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 <b>25000</b>	N 93%	0%	1%	1% 4	% 0%	Ν	0.090	Ν	0.526	26000	Ν
~	To- From:	ECL Lynchburg											
Richmond Hwy	Campbell County		<b>F</b> 93%	0%	1%	1% 4	% 0%	F	0.090	F	0.526	26000	F
~	To:	15-726 Mount Athos	Rd		<b>—</b> —								
Ricmond Hwy	Campbell County		<b>F</b> 93%	0%	1%	1% 4	% 0%	F	0.09	F	0.660	21000	F
,	To:	15-1017 Circle Dr											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	15-	1017 Circle	Dr												
A60 Ricmond Hwy	Campbell County	1.21	17000	N	93%	0%	1%	1%	4%	0%	Ν	0.088	Ν	0.628	18000	١
<del>*</del>	To	15-65	6 Crews Sho	n Rd												
Ricmond Hwy	Campbell County	1.42	17000	F F	93%	0%	1%	1%	4%	0%	F	0.088	F	0.628	18000	ı
400)	- T									-,-				****		
Lunghburg Lhur	Comphell County		24 Village H		020/	00/	10/	10/	40/	00/	N	0.000	N	0.506	10000	
460 24 Lynchburg Hwy	Campbell County	0.11	18000	N	93%	0%	1%	1%	4%	0%	IN	0.082	IN	0.596	18000	
	From:		nattox County	_												
460 24 Richmond Hwy	Appomattox County	3.28	18000	G	93%	0%	1%	1%	4%	0%	F	0.082	F	0.596	18000	
460) (24)	- Important of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the				0070	0 70		. , 0	. , 0	0,0	•	0.002	•	0.000	.0000	
~	From:		Spout Sprii								_		_		.=	
460 (24) Richmond Hwy	Appomattox County	4.09	17000	G	93%	0%	1%	1%	4%	0%	F	0.083	F	0.558	17000	
<del>~</del> ~	To: From:	WC	L Appomatt	tox												
460 (24) Richmond Hwy	Town of Appomattox (Maint: 06)	0.42	17000	N	93%	0%	1%	1%	4%	0%	Ν	0.083	Ν	0.558	17000	
<b>300</b>	To	1	Bus US 460													
A60 (24) Richmond Hwy	Town of Appomattox (Maint: 06)	0.72	11000	G	93%	0%	1%	1%	4%	0%	F	0.081	F	0.547	12000	
160 24 Richmond Hwy	To:		131 Old Cou			0 70		1 /0	470	0 70	•	0.001		0.047	12000	
	From:		R 24, SR 13		Ku											
Richmond Hwy	Town of Appomattox (Maint: 06)	1.87	9200	G	93%	0%	1%	1%	4%	0%	F	0.077	F	0.546	9500	
	Tod		D 110 160													
460 Richmond Hwy	Town of Appomattox (Maint: 06)	0.26	Bus US 460 13000	G	93%	0%	1%	1%	4%	0%	F	0.077	N	0.546	13000	
460 Hichinolia Hwy	Town of Appointation (Maint. 00)	0.20	13000	G	90 /0	0 /6	1 /0	1 /0	4 /0	0 /6	'	0.077	IN	0.540	13000	
~~	To: From:		L Appomatt													
Richmond Hwy	Appomattox County	0.27	9200	N	93%	0%	1%	1%	4%	0%	N	0.077	N	0.546	9500	
<del>~</del>	To	06	-707 Peach S	St												
Richmond Hwy	Appomattox County	2.88	10000	G	87%	1%	1%	1%	10%	0%	F	0.077	F	0.54	10000	
,	Tod	06.620	0115	D.1												
Pichmond Hung	Appamentay County		Old Evergre 8300	A A	000/	10/	10/	10/	09/	10/	С	0.110	Α	0.546	9100	
Richmond Hwy	Appomattox County	5.28			88%	1%	1%	1%	9%	1%	C	0.110	А	0.546	8100	
-	From:		S 460 Pampl S 460 Pampl													
Richmond Hwy	Appomattox County	0.99	6400	G	87%	1%	1%	1%	10%	0%	F	0.077	F	0.517	6400	
1400)	To:		dward Coun		01 70	1 /0		1 70	1070	0 70	•	0.077	•	0.017	0.100	
	From:		nattox Count	_												
460 Prince Edward Hwy	Prince Edward County	1.07	6600	G	87%	1%	1%	1%	10%	0%	F	0.076	F	0.547	6600	
	To:	Bus U	S 460 Pampl	lin Rd												
	From:	]	Bus US 460													
Prince Edward Hwy	Prince Edward County	5.83	7600	G	87%	1%	1%	1%	10%	0%	F	0.074	F	0.577	7600	
~	To:	73.	-626 Peaks F	Rd												
460 Prince Edward Hwy	Prince Edward County	5.73	8900	G	87%	1%	1%	1%	10%	0%	F	0.074	F	0.583	8900	
	To:		5 Sheppards		J. 70	. /0		. 70	. 5 /0	J /0	•	0.07 →	•	0.500	2300	
	From:		West of Far													
460 15 Prince Edward Hwy	Prince Edward County	4.18	9000	Α	88%	1%	1%	1%	9%	1%	С	0.111	Α	0.571	8700	
,	To:		South of Far				i				-					

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

					_		Truc	:k			K	01/	Dir		- 014
Route	Jurisdiction	Length A		4Tire	Bus	2Axle 3				QC	Factor	QK	Factor	AAWDT	QW
460 Prince Edward Hwy	Prince Edward County		US 15 <b>B400 G</b>	87%	1%	1%	1%	10%	0%	F	0.074	F	0.541	8400	G
460 Time Lawara Tiwy	1 mice Laward County				1 /0	1 /0	1 /0	10 /6	0 /6	'	0.074	'	0.541	0400	ч
Drings Edward Llung	Prince Edward County		East of Farmvil		10/	1%	1%	100/	00/	F	0.083	F	0.550	14000	G
Prince Edward Hwy	Prince Edward County		4000 G	87%	1%	1%	170	10%	0%	Г	0.083	Г	0.559	14000	G
460 Prince Edward Hwy	Prince Edward County		Iolly Farms Rd 6800 G	87%	1%	1%	1%	10%	0%	F	0.085	F	0.527	6800	G
460 Finice Edward Tiwy	Tax		y County Line	07 /6	1 /0	1 /0	1 /0	10 /6	0 /0	'	0.005	'	0.527	0000	G
	From:		ard County Line	e											
460 W Colonial Trail Hwy	Nottoway County	3.05	6600 G	87%	1%	1%	1%	10%	0%	F	0.082	F	0.547	6600	G
<del></del>	To:		trick Henry Hwy	1											
~~~~	From:		JS 360	0.40/	10/	10/	00/	100/	10/	0	0.005	F	0.500	11000	_
460 (360)	Nottoway County	0.19 1	1000 G	84%	1%	1%	2%	12%	1%	С	0.085	Г	0.598	11000	G
	To:		Burkeville	0.40/	40/		00/	100/	40/		0.005	N.	0.500	44000	
460 (360)	Town of Burkeville (Maint: 67)	1.06 1	1000 N	84%	1%	1%	2%	12%	1%	Ν	0.085	N	0.598	11000	N
~~~	To: From:	Bus	S US 460												
460 (360)	Town of Burkeville (Maint: 67)	0.08 <b>1</b>	3000 G	85%	1%	1%	1%	12%	0%	F	0.083	F	0.567	13000	G
	To: From:	CL I	Burkeville			<u> </u>									
460 (360)	Nottoway County	0.35 <b>1</b>	3000 N	85%	1%	1%	1%	12%	0%	Ν	0.083	Ν	0.567	13000	Ν
	To:		S US 360												
~~~	From:		trick Henry Hwy							_		_			_
Colonial Trail Hwy	Nottoway County	0.19	8500 G	87%	1%	1%	1%	10%	0%	F	0.085	F	0.562	8600	G
~ ~ ~	To: From:	67-723 Lev	wiston Plank Rd												
(460) Colonial Trail Hwy	Nottoway County	1.29	8600 G	87%	1%	1%	1%	10%	0%	F	0.083	F	0.554	8700	G
~	To: From:	WC	L Crewe			<u> </u>									
460 Virginia Ave	Town of Crewe (Maint: 67)	0.76	8600 N	87%	1%	1%	1%	10%	0%	Ν	0.083	Ν	0.554	8700	Ν
<i></i>	To	SR 49 Wa	tsons Wood Rd												
460 (49) Virginia Ave	Town of Crewe (Maint: 67)		0000 G	87%	1%	1%	1%	10%	0%	F	0.082	F	0.527	10000	G
400) (40)	Ter														
460 Virginia Ave	Town of Crewe (Maint: 67)		avis Gregory H	87%	1%	1%	1%	10%	0%	F	0.085	F	0.538	9700	G
460) Virginia Ave	Town or Grewe (Maint: 07)			07 76	1 /0	1 /0	1 /0	10 /6	0 /6	'	0.005	'	0.550	3700	u
~~~	To: From:		L Crewe											.=	
Colonial Trail Hwy	Nottoway County	1.35	9600 N	87%	1%	1%	1%	10%	0%	Ν	0.085	Ν	0.538	9700	N
	To: From:	67-100	06 CCC Rd												
460 Colonial Trail Hwy	Nottoway County	1.35 <b>8</b>	8700 G	87%	1%	1%	1%	10%	0%	F	0.086	F	0.569	8700	G
<u> </u>	To:	Bus US 460	Old Nottoway F	Rd											
460}	Nottoway County		5200 G	87%	1%	1%	1%	10%	0%	F	0.079	F	0.535	5300	G
<del></del>	To:		Cottage Rd												
~~~	From:		rg County Line								_				
460 Colonial Trail Hwy	Nottoway County	2.23	4700 G	87%	1%	1%	1%	10%	0%	F	0.073	F	0.511	4700	G
~	To: From:	67-609 Y	Yellowbird Rd												
460	Nottoway County		8100 G	87%	1%	1%	1%	10%	0%	F	0.081	F	0.567	8100	G
	To:		ie County Line												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		1 milary an	iu miersiale	riout				Tru	ok			K		Dir		
Route	Jurisdiction	Length	AADT Q	A.	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Notto	way County Lin	ne			ZAXIE	JTANE	THAII	ZIIali		i actor		1 actor		
460	Dinwiddie Cour				87%	1%	1%	1%	10%	0%	F	0.081	F	0.528	5600	G
400)	To		-625 Wells Rd													
(460)	From: L Dinwiddie Cour			3	87%	1%	1%	1%	10%	0%	F	0.081	F	0.586	5900	G
460	Tec															
<u>460</u>	From: Dinwiddie Cour		22 Baltimore Rd		87%	1%	1%	1%	10%	0%	С	0.104	Α	0.614	6200	Α
(400)	z -				07.70	1 /0		1 70	1070	0 70	Ü	0.101	,,	0.011	0200	, ,
(m)	Prom. Dinwiddie Cour		7000 C		87%	1%	1%	1%	10%	0%	F	0.081	F	0.619	7000	G
460	Diriwiddie Cour				07 /6	1 /0	1 /0	1 /0	10 /6	0 /6	'	0.001	'	0.019	7000	G
~~~N O D-I	From:		7 Courthouse R		070/	40/		40/	400/	00/		0.000		0.005	7000	_
New Cox Rd	Dinwiddie Cour	nty 2.36	7300	G	87%	1%	1%	1%	10%	0%	F	0.083	F	0.625	7300	G
~~~	To: From:		3 Tranquility La													
(460)Cox Rd	Dinwiddie Cour	nty 2.12	9300	G	87%	1%	1%	1%	10%	0%	F	0.087	F	0.65	9300	G
<u>~</u>	To: Fron:	26-63	31 Claiborne Rd	1												
(460) Cox Rd	Dinwiddie Cour	nty 0.25	13000	G	87%	1%	1%	1%	10%	0%	F	0.089	F	0.628	13000	G
\hookrightarrow	To	26	5-743 Hart Rd													
(460)Cox Rd	Dinwiddie Cour	nty 2.00	12000 (G	87%	1%	1%	1%	10%	0%	F	0.087	F	0.636	12000	G
	To	W 26	6-632 Olgers Rd	1												
(460) Cox Rd	Dinwiddie Cour				87%	1%	1%	1%	10%	0%	F	0.088	F	0.595	15000	G
	To:		32 Buttewood F	0.4												
(460) Cox Rd	From: L Dinwiddie Cour				87%	1%	1%	1%	10%	0%	F	0.089	F	0.599	16000	G
400	Tec									-,-						-
460 Airport St	Prom Dinwiddie Cour		226 Cox Rd 15000 (G	87%	1%	1%	1%	10%	0%	F	0.085	F	0.591	15000	G
460 7 11 1 2011 21	To:	•	5; Bus US 460	<u> </u>	01 70	1 /0		1 /0	10 /0	0 70	•	0.000	•	0.001	10000	ď
Bus	From:	100	Х													
460 (460 Ramp	Dinwiddie Cour	nty 0.19			See B	us US	460 for o	direction	al traffi	c volum	e estii	nates fo	r this	segment		
	To:		X													
(400) (55)	Dinwiddie Cour	ntv 1.77	I 85 N		Sc	85۔ا م	for direc	tional tr	affic vo	luma as	timate	s for this	2 2 2 1	ment		
[460] 85	Combined Traffic Estimates for 2 Parallel Ro	-7	37000 /	A		1%	1%	1%	12%	1%		0.100			36000	Α
	Combined Traine Estimates for 2 Taraffer Tit	oadways on this riodic.			00 70	1 /0		1 /0	12 /0	1 /0	•	0.100	^	0.512	30000	
	Prom Dinwiddie Cour	nty 1.18	US 1		90	0 1 95	for direc	tional tr	affic vo	lumo oc	timate	es for this		mont		
[460] 85	Combined Traffic Estimates for 2 Parallel Ro	•	40000			1%	1%	1%	10%	1%	С	NA	segi	ment.	47000	Α
	Combined Trainic Estimates for 2 Parallel Ac			Α	0176	1 70	1 70	1 70	10%	170	C	IVA			47000	А
~	To: From:		CL Petersburg			- 1.05	fau d!	41	_ tt:	l	41 <i>1</i>					
460 85	City of Petersburg (M	,	40000									es for this	•		47000	
. •	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Houte:	48000 A	Α	87%	1%	1%	1%	10%	1%	C	0.096	Α	0.53	47000	Α
~~~	To: From:		rrel Level Road													
(460) (85)	City of Petersburg (M											es for this	_			
$\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:		Α	87%	1%	1%	1%	10%	1%	F	0.094	Α	0.557	52000	Α
	To:		I-85 S													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length A	ADT Q	4 4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
Pamp	City of Petersburg (Maint: 26)	0.10	-85 S		200 I 95	for dire	otional t	roffic vo	dumo or	etimet	es for this	coa	mont		
460 85 Ramp	To:		95 SB		Dee 1-00	ioi dire	Clionari	iaiiic vo	nume es	Suman	55 IOI IIIIS	segi	nent.		
	From:		I-85												
460 95 Ramp	City of Petersburg (Maint: 74)	0.06		(	See I-95	for dire	ctional t	raffic vo	lume es	stimate	es for this	seg	ment.		
	To: From:	Gra	ıham Rd												
460 (95) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07			See I-95	for dire	ctional t	raffic vo	lume es	stimate	es for this	segi	ment.		
$\sim$ $\sim$	To:		Collector Ram												
Bus Farms (same LOS N. to LOS O	Prom:	-	n US 301Sou		2 1-05	f l'			L		(				
460) 95 (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.18			see I-95	for dire	ctional t	raffic vo	lume es	stimate	es for this	s seg	ment.		
P.::	To: From:		n US 301Nor	th											
Bus 460 \ 95 \ 460 \ Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.27	rom US 301		Soo I-05	for dire	ctional t	raffic vo	duma a	etimat	es for this	coa	mont		
460 95 460 Ramp from I-85 N to I-95 S	To:		IS 460		Jee 1-35	ioi dire	Clionari	iaiiic vo	nume es	Sumau	55 IOI IIIIS	segi	nent.		
	From:		I-95												
County Dr	City of Petersburg		9000 G	92%	0%	1%	1%	6%	0%	С	0.104	N	0.548	20000	G
	To: From:	SR 109 H	ickory Hill R	d											
County Dr	City of Petersburg		9500 A		1%	1%	1%	8%	0%	С	0.104	Α	0.548	9900	Α
~~~	From		Courthouse Ro									_			_
(460) County Dr	City of Petersburg		3000 G	i 89%	1%	1%	1%	8%	0%	F	0.083	F	0.545	14000	G
	To:		Petersburg												
(460) County Dr	Prince George County		e County Line 3000 G		1%	1%	1%	8%	0%	F	0.083	F	0.545	14000	G
~	To: From	I	I-295												
(460) County Dr	Prince George County	0.74 1 :	5000 N	83%	1%	1%	1%	14%	0%	Ν	0.077	Ν	0.552	14000	Ν
	To:	7-	4-629												
~~~	From:	74-629 Rives													
460 County Dr	Prince George County	3.07 <b>1</b>	5000 G	83%	1%	1%	1%	14%	0%	F	0.077	F	0.552	14000	G
<u> </u>	To	SR 156 Pri	ince George I	)r											
Gounty Dr	Prince George County		3000 G		1%	1%	1%	14%	0%	F	0.074	F	0.522	12000	G
+400)	To:	Sussex	County Line												
	From:	Prince Geor	rge County L	ine											
460 General Mahone Hwy	Sussex County	6.24 <b>1</b> 0	0000 F	83%	1%	1%	1%	14%	0%	F	0.085	F	0.556	9600	F
<i></i>	To	WCI	Waverly												
460	Town of Waverly (Maint: 91)		0000 N	83%	1%	1%	1%	14%	0%	N	0.085	Ν	0.556	9600	Ν
~	To	SR 40	W Main St												
460	Town of Waverly (Maint: 91)		2000 N	96%	0%	0%	1%	3%	0%	Ν	NA			11000	Ν
	To: From:	ECL	Waverly		•										
460	Sussex County		2000 N	96%	0%	0%	1%	3%	0%	N	NA			11000	N
	From:		Wakefield					<b>a</b>							
460	Town of Wakefield (Maint: 91)		2000 N	96%	0%	0%	1%	3%	0%	N	NA			11000	N
<u> </u>	To:	ECL '	Wakefield												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

<b>.</b>					_		Tru	ıck			K	014	Dir		٥.
Route	Jurisdiction	Length <b>AADT</b>	QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~~	From:	ECL Waket													
General Mahone Hwy	Sussex County	1.80 12000		96%	0%	0%	1%	3%	0%	С	NA			11000	C
~	To:	Southampton Co													
O and and Makes a Blood	Country country Country	Sussex Count		000/	40/	10/	40/	4.40/	00/	_	0.400		0.500	0000	
General Mahone Blvd	Southampton County	3.72 9500	Α	83%	1%	1%	1%	14%	0%	С	0.133	Α	0.582	8900	
	To: From:	WCL Ivo	or												
General Mahone Blvd	Town of Ivor (Maint: 87)	0.65 9500	N	83%	1%	1%	1%	14%	0%	Ν	0.133	Ν	0.582	8900	
~ <u></u>	To	87-616 Mai	n St												
General Mahone Blvd	Town of Ivor (Maint: 87)	0.64 10000		83%	1%	1%	1%	14%	0%	F	0.082	F	0.524	9300	
400)	To														
General Mahone Blvd	Southampton County	3.59 ECL Ivo		83%	1%	1%	1%	14%	0%	N	0.082	N	0.524	9300	
460 General Manorie Bivo	Southampton County	Isle of Wight Co		03 /6	1 /0	1 /0	1 /0	14 /0	0 /6	IN	0.002	IN	0.524	9300	
	From:	Southampton Co	_			_									
Windsor Blvd	Isle of Wight County	6.10 11000	_	83%	1%	1%	1%	14%	0%	F	0.077	F	0.514	10000	
400)	T-1														
~~ <u>~</u>	From:	WCL Wind		000/	10/	10/	10/	1.40/	00/	F	0.077	_	0.514	10000	
460	Town of Windsor (Maint: 46)	0.07 11000	G	83%	1%	1%	1%	14%	0%	г	0.077	F	0.514	10000	
	To: From:	US 258 Prince Blvd N	; Prince Bl	vd S											
Windsor Blvd	Town of Windsor (Maint: 46)	0.45 16000	G	83%	1%	1%	1%	14%	0%	F	0.082	F	0.58	15000	
~	To:	46-610 Court Street No		Street											
~~~	From:	46-610 Cou		000/	40/	10/	40/	4.40/	00/		0.000		0.500	40000	
460)	Town of Windsor (Maint: 46)	0.74 <b>18000</b>	N	83%	1%	1%	1%	14%	0%	Ν	0.082	N	0.569	16000	
	To: From:	ECL Wind	sor												
Windsor Blvd	Isle of Wight County	2.59 <b>18000</b>	G	83%	1%	1%	1%	14%	0%	F	0.082	F	0.569	16000	
~ <i>_</i>	To:	WCL Suff													
~~	From:	Isle of Wight Co								_		_			
Pruden Blvd	City of Suffolk	3.08 <b>16000</b>	G	83%	1%	1%	1%	14%	0%	F	0.079	F	0.597	15000	(
<del></del>	To: From:	133-604 Lake Prince Dr	; Providen	ce Rd		_									
Pruden Blvd	City of Suffolk	0.54 <b>19000</b>	G	83%	1%	1%	1%	14%	0%	F	0.096	F	0.687	18000	
<del></del>	Ter	133-634 Kings	Eorle Dd												
460 Pruden Blvd	City of Suffolk	1.47 <b>19000</b>		83%	1%	1%	1%	14%	0%	F	0.090	F	0.565	18000	(
460 1 Tuden Biva	To:	US 58, BUS US 460;			1 /0		1 /0	1 7 70	0 70	'	0.000	'	0.505	10000	
	From:	US 58, BUS US 460,													
460 (58) (13) Suffolk Bypass	City of Suffolk	0.93 45000		92%	0%	1%	1%	6%	0%	F	0.096	F	0.669	47000	
	To	GD 10 GD 22 G	1 ' D1 1												
460 (58) (13) Suffolk Bypass	City of Suffolk	SR 10 SR 32 Goo 1.87 <b>57000</b>		92%	0%	1%	1%	6%	0%	F	0.087	F	0.606	59000	
460 (58) (13) Suffolk Bypass	City of Surfork	1.07 37000	<u> </u>	9∠70	U 70	I 70	I 70	070	U-70	Г	0.007	Г	0.000	59000	,
	To: From:	61-642 Wilro													
460 (58) (13) Suffolk Bypass	City of Suffolk	2.30 <b>50000</b>		92%	0%	1%	1%	6%	0%	F	0.084	F	0.61	52000	•
~ ~ ~	To:	Bus US 13,Bus US 58													
~~~~~~~~~~~	From:	XXX Bus US 13,Bus US			051		461	061	061	_	0.000	_	0.505	70000	
460 (58) (13) Military Highway	City of Suffolk	3.46 69000		92%	0%	1%	1%	6%	0%	F	0.083	F	0.595	72000	(
~ ~ ~	To:	WCL Chesap	oeake												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	luvia di atia a	ا ملاحده ا	AADT (A 4T:	- D		Trι	ıck		00	K	OV	Dir	A A \ A \ D T	
Route	Jurisdiction	Length A		QA 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
460 \ \(\) \(\) \(\) \(\) \(\) \(\) Military Highway	City of Chesapeake (Maint: 64)		L Suffolk 8000	A 92%	0%	1%	1%	6%	0%	С	0.096	Α	0.593	71000	Α
460) (38) (13)	To To		I-664				. , 0	0,0	0,0		0.000		0.000	7.000	
460 (58) (13)	City of Chesapeake (Maint: 64)			G 92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	10000	G
\sim \sim	To: From:	US 5	58; SR 191												
460 (13) (191)	City of Chesapeake	0.18	6400	G 91%	1%	2%	2%	3%	0%	F	0.112	F	0.592	6800	G
~~~~	To: From:		S Military H	•											
460 (13) Military Highway	City of Chesapeake			<b>G</b> 91%	1%	2%	2%	3%	0%	F	0.141	F	0.661	5400	G
Combine	ed Traffic Estimates for 2 Parallel Roadways on	this Route:	5000	G							NA			NA	
	To: From:		litary Hwy			<u> </u>				_		_		=	
460 (13) Military Highway	City of Chesapeake	2.44	6900	<b>G</b> 91%	1%	2%	2%	3%	0%	С	0.149	F	0.515	7400	G
~~~~	To: From:		I-64												
460 13 Military Highway	City of Chesapeake	1.37 1	5000	G 97%	0%	1%	1%	1%	0%	F	0.1	F	0.564	16000	G
~~~~	To: From:	US 17 George													
460 (13) Military Highway	City of Chesapeake	1.01 <b>1</b>	0000	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.103	F	0.511	11000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		6 Canal Dr												
460) (13) Military Highway	City of Chesapeake			A 97%	0%	1%	1%	1%	0%	С	0.147	Α	0.511	19000	Α
~ ~	ron:		itary Hwy Military Hw	V											
460 (166) Bainbridge Blvd	City of Chesapeake			G 97%	1%	1%	1%	1%	0%	F	0.105	F	0.705	13000	G
\rightarrow	Too	Free	eman Ave												
460 (166) Bainbridge Blvd	City of Chesapeake			G 97%	1%	1%	1%	1%	0%	F	0.090	F	0.525	9800	G
\smile	To From:	Chesa	apeake Ave			-									
460 (166) Bainbridge Blvd	City of Chesapeake	0.81	8200	G 97%	1%	1%	1%	1%	0%	С	NA			8900	G
	To:		Poindexter S	St											
460 166 Poindexter St	City of Chesapeake		oridge Blvd 8100	G 96%	1%	1%	1%	1%	0%	С	NA			8800	G
460 (166) * 3 * 3 * 3 * 3 * 3 * 3 * 3 * 3 * 3 *	Tol.			u 00,	. , , ,		. , ,	. , 0	0,0					0000	O .
460 (166) 22nd St	City of Chesapeake		berty St 5300	G 97%	0%	2%	0%	0%	0%	С	0.117	F	0.732	5600	G
460)(166)22/10 31	To:		L Norfolk	u 577	0 70		0 70	0 /0	070	Ü	0.117	•	0.702	0000	ď
	From:		Chesapeake												
460 166 Wilson Rd	City of Norfolk			G 96%	1%	1%	1%	1%	0%	F	0.107	F	0.739	8600	G
~ <u>~</u>	To: From:		ostella Ave ilson Rd												
460 (166) (168) Campostella Rd	City of Norfolk			G 95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	37000	G
-50 (100) (100) - 200 (100)	To														
460 (166) (168) Brambleton Ave	City of Norfolk		11000	G 95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	44000	G
400 100 100 2741101010117110	Tree Tree			<u> </u>	. 1/0	- ,,,	. 70	_,0	0 /0	J	0.00 1	•	0.000	000	•
460 (168) Brambleton Ave	City of Norfolk		ark Ave 80000	G 95%	1%	1%	1%	2%	0%	С	0.086	F	0.58	32000	G
460 (168) Brambleton Ave	City of Norion		ewater Dr	u 33/) 1/0	1 /6	1 /0	2 /0	0 /0	O	0.000	'	0.50	32000	u

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		idewater Dr		2.121						_		_			
Brambleton Ave	City of Norfolk	0.10	25000	G	94%	1%	1%	1%	3%	0%	С	0.084	F	0.602	27000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		Church St		050/	10/		40/	201	00/				0.504	10000	
337 Brambleton Ave	City of Norfolk	0.31	18000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.594	19000	G
ALT	From:		460 St Pau 60, Bramble		e											
460 460 460 St Pauls Blvd	d City of Norfolk	0.24	21000	G	95%	2%	2%	0%	1%	0%	F	0.078	F	0.516	23000	G
(180)(180)(180)	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	26000	G	96%	2%	1%	0%	1%	0%	F	NA			27000	G
	To		0 Par; Mont		VA											
(460) St Pauls Blvd	City of Norfolk	0.07	24000	F	95%	2%	2%	0%	1%	0%	F	0.078	F	0.525	26000	F
400)	To															
Monticello Ave	From: City of Norfolk	0.66	rirginia Beac	G BIVG	95%	2%	2%	0%	1%	0%	С	0.078	F	0.543	24000	G
460 Worldeene Ave	Only of Norion	0.00		G	3376	270	270	0 70	1 /0	0 70	O	0.070	•	0.545	24000	a
AA aa ta a Ha Aa a	To:	0.40	21st St		050/	00/		00/	40/	00/	_	0.445	_	0.550	40000	
Monticello Ave	City of Norfolk	0.49	17000	G	95%	2%	2%	0%	1%	0%	F	0.115	F	0.558	18000	G
~~~	To: From:		Church St													
(460) Granby St	City of Norfolk	0.81	25000	G	95%	2%	2%	0%	1%	0%	F	0.081	F	0.587	27000	G
<u> </u>	Too From:	L	ewellyn Ave	e												
(460) Granby St	City of Norfolk	0.45	36000	G	95%	2%	2%	0%	1%	0%	F	NA			38000	G
<u> </u>	Toc	Wi	low Wood I	Dr												
(460) Granby St	City of Norfolk	1.30	34000	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.559	36000	G
,	Too		Th -1- C4													
Granby St	From: City of Norfolk	0.37	Thole St <b>32000</b>	G	95%	2%	2%	0%	1%	0%	F	0.085	F	0.535	34000	G
(460) Granby Gr	Only of Norion				3376	2 /0		0 70	1 /0	0 70		0.005	•	0.555	04000	a
~~~	From		5 Little Cree		050/	20/		00/	40/	201		0.004	_	0.504	0.4000	
Granby St	City of Norfolk	0.44	23000	G	95%	2%	2%	0%	1%	0%	F	0.091	F	0.504	24000	G
~~~	To: From:		I-64; I-564													
(460) Granby St	City of Norfolk	0.69	23000	N	98%	1%	1%	0%	0%	0%	N	NA			25000	Ν
<u> </u>	To: From:		I-64 East													
460 Granby St	City of Norfolk	0.30	23000	G	98%	1%	1%	0%	0%	0%	F	NA			25000	G
$\smile$	Toc	B:	y View Blv	d												
460 Granby St	City of Norfolk	0.89	13000	G	98%	1%	1%	0%	0%	0%	С	0.122	F	0.765	13000	G
400)	To	CD 1	CO T: 1													
(460) Granby St	City of Norfolk	0.71	58 Tidewate 12000	G G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.674	13000	G
460 Grandy Gr	To:		Ocean View		30 /6	1 /0	1 /0	0 70	0 70	0 70		0.000	•	0.074	10000	a
	From				Zoothown 1											
(460) Ramp	Dinwiddie County	Ramps from US 40	940	d and W	estbound							0.088	F		940	G
400) (401)	To:		5 Southbour									0.000	•		540	G
	From:															
(460) Ramp	City of Norfolk (Maint:		0 TO I-64 W 4300	G								0.100	F		4300	G
(400)' '''''	Oity of Noriolik (Mairit.	I-64-W FROM U										0.100	•		4000	G

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK F	Dir actor AAWDT	QW
East (460) Ramp	Montgomery County  Tot US 11	US 460 TO RT 81 SOUTH 0.21 <b>4000 F</b> - 120A FROM RT 11 AND PAR		<u> </u>	0.15	F	4000	F
East (460) Ramp toward I-81 N (to CD I	Road) at Exit 118Town of Christiansburg (Maint: 60)	US 460; Parkway Drive 0.14 4600 F I-81-N118X Collector Distribut	or Rd		0.086	F	4600	F
East (460) Ramp	City of Roanoke (Maint: 80)  Tot I-581-	US 460 TO RT 581 SOUT 0.14 <b>3400 G</b> S FROM RT 460 EAST00- ORAL			0.105	F	3400	G
East (460) Ramp	City of Roanoke (Maint: 80)  Tot I-581-	US 460 TO RT 581 NORT 0.11 <b>3000 G</b> N FROM RT 460 EAST00- ORA			0.147	F	3000	G
East 460	FrontCampbell County	US 460 TO RT 29 SOUTH 0.33 NA US 29 FROM RT 460 EAS			NA		NA	
East 460	Campbell County	US 460 TO RTE 29 BUS 0.39 NA C5US 29 FROM RT 460 EA	ST		NA		NA	
East Bus (460) Ramp	Prince Edward County	US 460 TO RT 15 North 0.35 <b>1800 G</b> US 15-S064A TO & FROM	RT		0.143	F	1800	G
East (460) Ramp	Prince Edward County	US 15 US 460 TO RTE 1: 0.19 <b>2200 G</b> US 15 FROM & TO RTE			0.116	F	2200	G
East 460 Ramp	Dinwiddie County  To:  Ramp 1	US 460 Airport St Eastbour 0.03 <b>450 G</b> from US 460 Westbound toward I-			0.094	F	450	G
East 460 Ramp	Prince George County	US 460 TO RT 295 SOUTH 0.50 <b>520 G</b> I-295-E FROM RT 460 EAS			0.133	F	520	G
East 460 Ramp	Prince George County	US 460 I-295-W003B FROM RT 2 0.33 <b>1100 G</b> I-295-W FROM RT 460 EA			0.114	F	1100	G
East 460 Ramp	City of Norfolk (Maint: 64)	US 460 TO ROUTE 264 EA 0.14 <b>4400 G</b> -E FROM ROUTE 460 EAST-BR			0.103	F	4400	G
East 460 Ramp	City of Norfolk (Maint: 64)	US 460 Granby St 0.13 <b>4300 G</b> I-564 Northbound			0.141	F	4300	G
West 460 Ramp	Town of Christiansburg (Maint: 60)	US 460 TO RT 11 0.12 <b>2100 F</b> 1-S118D FROM PARKWAY DR	IVE WEST		0.112	F	2100	F

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT	QW
West 460 Ramp	From: Town of Christiansburg (Maint: 6	US 460 TO RT 81 SOUTH 60) 0.18 <b>460 F</b> I-81-S118X FROM PARKWAY DRIVEWEST		0.149	F	460	F
West 460 Ramp	City of Roanoke (Maint: 80)	US 460 TO RT 581 SOUTH  0.09 <b>8200 G</b> 581-S FROM RT 460 WEST00- ORANGE AVENU		0.091	F	8200	G
West 460 Ramp	City of Roanoke (Maint: 80)	US 460 TO RT 581 NORTH  0.14 <b>12000 G</b> 581-N FROM RT 460 WEST00- ORANGE AVENU		0.094	F	12000	G
West 460 (29)	From:  Campbell County  To:	US 460 TO RT 29 & 29 BUS  0.31 NA  C5US 29 FROM RT 460 WEST		NA		NA	
West 460	From:    Campbell County   Too	US 460 TO RT 29 BUS 0.41 NA C5US 29 FROM RT 460 WEST		NA		NA	
West 460 (15) Ramp	Prince Edward County	US 15, US 460 Prince Edward Hwy 0.17 1600 G US 15 Sheppards Rd		0.103	F	1600	G
West 460 Ramp	Prince Edward County	US 460 TO RT 15 & 15 BUS  0.23 1900 G  US 15 C5US 15 J		0.095	F	1900	G
West 460 Ramp to I-85 at Exit 61	From: Dinwiddie County ™ Ra	US 460 Airport St Westbound 0.02 NA unp from US 460 Eastbound toward I-85 Southbound		NA		NA	
West 460 Ramp	Prince George County	US 460 I-295-E003A TO & FROM RTE 2  0.36 <b>800 G</b> I-295-E FROM RT 460 WEST		0.097	F	800	G
West 460 Ramp	Prince George County	US 460 TO RT 295 NORTHW  0.51 <b>2300 A</b> I-295-W FROM RT 460 WEST		0.12	A	2400	Α
West 460 Ramp	City of Norfolk (Maint: 64)	US 460 TO ROUTE 264 EAST 0.19 <b>8000 G</b> 264-E FROM ROUTE 460 WEST00- BRAMBLETO		0.099	F	8000	G
ALT 460 58 Airline Blvd	City of Chesapeake	Joliff Rd 1.72 <b>6300 G</b> 96% 1% WCL Portsmouth	1% 0% 1% 0%	C 0.083	F 0.5	6700	G
ALT 460 58 Airline Blvd	City of Portsmouth	ECL Chesapeake 0.29 12000 F 96% 1%	1% 0% 1% 0%	F 0.082	F 0.529	12000	F
ALT (460) (58) Airline Blvd	City of Portsmouth	Greenwood Dr  0.20 15000 F 96% 1%  Elmhurst Lane	1% 0% 1% 0%	F 0.079	F 0.602	16000	F

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		- Timal y	and mers	1010 110				Tru	ıck			K		Dir		
Route	Jurisdiction	n Lenç	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		Elmhurst L	ane												
460 58 Airline Blvd	City of Portsm	outh 1.3	0 <b>9000</b>	F	96%	1%	1%	0%	1%	0%	F	0.079	F	0.571	9600	F
<u> </u>	To: From:		VICTORY B	LVD												
ALT (460) (58) Airline Blvd	City of Portsm	outh 0.2	8 <b>11000</b>	F	96%	1%	1%	0%	1%	0%	F	0.078	F	0.587	12000	F
(460) (36) /	To.		US 58. SR			. , ,		0,0	. , 0	0 70	•	0.07.0	•	0.007	000	•
ALT	From:															
Portsmouth Blvd	City of Portsm	outh 0.1	0 <b>14000</b>	F	99%	0%	0%	0%	0%	0%	F	0.080	F	0.581	15000	F
ALT	To: From:	AL	ΓSR 337 Tur	npike Rd												
460 (337) Portsmouth Blvd	City of Portsm	outh 0.1	6 <b>11000</b>	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.616	12000	F
$\smile$	Τα		I-264													
ALT (460) (337) Portsmouth Blvd	City of Portsm	outh 0.2		N	99%	0%	0%	0%	0%	0%	N	0.083	N	0.616	12000	N
460 337 Portsmouth Blvd	Tα[	0.2	RT 337 & I-		33 /6	0 /6	0 /8	0 /6	0 /6	0 /6	IN	0.003	IN	0.010	12000	IN
ALT	From:		SR 337 TO R													
(460)(337)Ramp	City of Portsmouth	, ,			See	e VA 33	37 for di	rectional	traffic	volume e	estima	ates for t	nis se	gment.		
ALT	To: From:	I-2	264-E FROM RT 337 & I-													
460 (264)	L City of Portsmouth (	(Maint: 64) 0.5		204	Se	e I-264	for dire	ectional t	raffic v	olume es	stimat	es for thi	s sec	ıment.		
(400)(204)	Combined Traffic Estimates for 2 Parallel I			G	95%	0%	1%	1%	3%	0%	F	0.08	F	0.679	65000	G
	To		S 17 Frederic													
ALT	From:			K DIVU		- 1 00/					_4:4					
460 264	City of Portsmouth ( Combined Traffic Estimates for 2 Parallel I	,	-	G	95%	e 1-264 0%	ior aire 1%	ectional t 1%	3%	olume es 0%	sumai	es for thi		ment. 0.591	79000	G
	Combined Trainic Estimates for 2 Faraller	noadways on this nou			95%	0%	1 70	1 70	3%	0%	Г	0.090	Г	0.591	79000	G
ALT	Troi: From:		Deep Creek	Blvd												
460 264	City of Portsmouth (				Se					olume es	stimat	es for th	_			
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>68000</b>	G	95%	0%	1%	1%	3%	0%	F	0.09	F	0.577	73000	G
ALT	To: From:	S	R 141 Effingl	nam St												
460 264 Elizabeth River D	Oowntown Tunnel City of Portsmouth (	(Maint: 64) 0.8	7		Se	e I-264	for dire	ectional t	raffic v	olume es	stimat	es for thi	s seg	ment.		
(188) (281)	Combined Traffic Estimates for 2 Parallel I	,	te: <b>86000</b>	В	95%	0%	1%	1%	3%	0%	F	0.078	Α	0.506	93000	В
	Tα	-	WCL Norf	olk												
ALT 460 (264) Elizabeth River D	From: L Downtown Tunnel City of Norfolk (M	aint: 64) 0.5		<i>-</i>	S.	20   26/	1 for dire	otional t	roffic v	م مسام	atim at	es for thi	0.000	mont		
460 264 Elizabetti River L	Combined Traffic Estimates for 2 Parallel	,	-	В	95%	0%	1%	1%	3%	0%	siiiiai E	NA	s seg	inent.	93000	В
	Combined Trainic Estimates for 2 Faraner	noadways on this nou		ь	95 /6	0 /0	1 /0	1 /0	3 /0	0 /6	1	INA			93000	ь
ALT	Tro: From:		I-464													
460 264 337 Berkley Bri	dge City of Norfolk (M	aint: 64) 0.4	1		Se	ee I-264	for dire	ectional t	raffic v	olume es		es for th	_	ıment.		
$\Leftrightarrow$ $\circ$ $\circ$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Rou	te: <b>99000</b>	G	97%	0%	1%	1%	1%	0%	F	0.086	Α	0.662	107000	G
ALT	To: From:		SR 337 Main	Street												
460 (264) (337)	City of Norfolk (M	aint: 64) 0.6	5		Se	e I-264	for dire	ectional t	raffic v	olume es	stimat	es for thi	s sec	ment.		
	Combined Traffic Estimates for 2 Parallel I	•	te: <b>95000</b>	G	97%	0%	1%	1%	1%	0%	F	NA		•	103000	G
	тог	,	I-264													-

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT 460 (337)	City of Norfolk (N	·[	I-264 <b>30000</b>	N	98%	1%	1%	0%	0%	0%	N	0.086	N	0.757	32000	N
$\sim$	To		37 Tidewate													
ALT 460 \	City of Norfolk (N		30000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.757	32000	G
460)	Combined Traffic Estimates for 3 Parallel	,		G	0070	. 70	1 70	070	0 70	070	•	0.086	F	0.757	NA	ŭ
	To		St Pauls Blv													
ALT 460 St Pauls Blvd	City of Norfolk (N		Fenchurch S	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.596	45000	G
100	Combined Traffic Estimates for 2 Parallel	•	45000	G	98%	1%	1%	0%	0%	0%	F	NA			48000	G
ALT	To From	US 4	60 Bramblet	ton Ave												
460 (460) (460 St Pauls Blv	d City of Nort	folk 0.24	21000	G	95%	2%	2%	0%	1%	0%	F	0.078	F	0.516	23000	G
	Combined Traffic Estimates for 2 Parallel			G	96%	2%	1%	0%	1%	0%	F	NA			27000	G
	To		160 Par; Mo													
ALT 460 \	City of Norfolk (N	A1US-00460(B Maint: 64) 0.17	)/TO CITY NA	HALL A	VENUE							NA			NA	
+60)	To	IS-00264-W010B(B)/		E 264 EA	ST VIA A	LT 4						1471				
ALT	From		64-W TO R	Т 337												
160 264 Ramp	City of Portsmouth		25 FD 01 / F	DT 264	Se	e I-264	for dire	ctional t	raffic vo	olume es	stimat	es for thi	s seg	ıment.		
ALT	From		37 FROM F 37 Portsmou													
460 264	City of Portsmouth	•			Se	e I-264	for dire	ctional t	raffic vo	olume es	stimat	es for thi	s seg	ıment.		
$\Rightarrow$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	G	95%	0%	1%	1%	3%	0%	F	0.08	F	0.679	65000	G
ALT	To	US	17 Frederick	k Blvd												
4 ₆ 0 264	City of Portsmouth	'									stimat	es for thi	s seg	ment.		_
~ ~	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%	F	NA			79000	G
ALT	To From	:	eep Creek E	Blvd												
460 264	City of Portsmouth	,									stimat	es for thi	s seg	ıment.		
· ·	Combined Traffic Estimates for 2 Parallel			G	95%	0%	1%	1%	3%	0%	F	NA			73000	G
ALT	To From		141 Effingh	am St												
160 264 Elizabeth River Do		,		_							stimat	es for thi	•			_
•	Combined Traffic Estimates for 2 Parallel			В	95%	0%	1%	1%	3%	0%	F	0.078	Α	0.506	93000	В
ALT	To From	•	WCL Norfo	olk												
Elizabeth River Do		•	00000	_							stimat	es for thi	s seg	ment.	00000	_
	Combined Traffic Estimates for 2 Parallel		1-464, SR 33	<b>B</b>	95%	0%	1%	1%	3%	0%	F	NA			93000	В
ALT ALT	From		Iain St US 1				<u> </u>									
460 (11) 4th St	City of Sale	em 0.40	17000	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.546	18000	G
~ ~	То		Elm St													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Б.,	1			4.7.			Trι	ıck			K	01/	Dir	A A14/DT	٥١
Route	Jurisdiction	Length AAD	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QI
ALT ALT	City of Salem	0.37 <b>1800</b> 0		96%	0%	10/	10/	10/	00/	С	0.00	F	0.500	20000	G
460 (11) 4th St	City of Salem			90%	0%	1%	1%	1%	0%	C	0.09	Г	0.528	20000	G
ALT ALT	From:	Union S													
460) (11) 4th St	City of Salem	0.29 <b>1500</b>	) G	96%	0%	1%	1%	1%	0%	F	NA			17000	G
ALT ALT	To: From:	Colorado	St												
60 (11) 4th St	City of Salem	0.28 <b>9400</b>	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.589	10000	(
LT ALT	To: From:	Roanoke l	Blvd												
60 (11) Texas St	City of Salem	0.31 1100	) G	97%	0%	1%	0%	1%	0%	С	0.099	F	0.604	11000	(
<del>500</del>	То	Idaho S	f												
LT ALT	City of Salem	0.61 <b>6100</b>		97%	0%	1%	1%	1%	0%	С	0.097	F	0.564	6500	(
60) (11) Texas St	oity of Salem			31 /0	0 /0	1 /0	1 /0	1 /0	0 /0	C	0.037	'	0.504	0300	
LT ALT	From:	Lynchburg													
60 (11) Texas St	City of Salem	0.24 <b>2700</b>		97%	0%	1%	1%	1%	0%	F	0.106	F	0.965	2800	•
LT ALT	From:	Electric Texas S													
60 (11) (419) Electric Rd	City of Salem	0.53 <b>2000</b> 0	) G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.59	22000	
$\sim$	To:	E Main	St												
Sus Bus	From:	US 19, US		070/	00/	10/	40/	40/	00/	_	0.005	_ ا	0.010	1700	
60 (19) Crab Orchard Rd	Tazewell County	1.58 <b>1600</b>	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.618	1700	
us Bus	To: From:	SR 91													
60) (19) Crab Orchard Rd	Tazewell County	0.27 <b>1600</b>	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.558	1600	
us Bus	To: From:	SR 16													
60)(19) (16)	Tazewell County	1.11 2500	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.596	2600	
	То	WCL Taze	well												
Bus Bus	Tazewell County	0.44 <b>2500</b>		98%	1%	1%	0%	0%	0%	N	0.091	N	0.611	2600	
60 (19) (16)	Tazewell County	0.44 <b>2500</b> SR 16		90%	1 70	1 70	0%	076	0%	IN	0.091	IN	0.611	2000	
lus Bus	From:	WCL Taze	well												
60) (19) (16) Main St	Town of Tazewell	0.20 <b>2500</b>	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.611	2600	
us Bus	To: From:	ALT SR 16 Fairs	rounds Ro	i											
60 (19) (16) Main St	Town of Tazewell	0.81 <b>3600</b>	G	98%	1%	1%	0%	1%	0%	С	0.095	F	0.591	3700	
	To:	Church A	ve												
tus Bus 60 (19) (16) Fincastle Trpk	Town of Tazewell	0.44 <b>4200</b>		99%	0%	0%	0%	0%	0%	F	0.095	F	0.510	4400	
60 (19) (16) Fincastle Trpk	TOWITOI TAZEWEII			JJ /0	U /0	U /0	U /0	U /0	U /0	1	0.030	1	0.510	4400	
Bus Bus	From:	Tazewell													
(19) Fincastle Trpk	Town of Tazewell	1.65 <b>5800</b>		99%	0%	0%	0%	0%	0%	С	0.093	F	0.538	6000	(
~ ~	To:	SR 61 Ben Be	olt Blvd												

### Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus Bus	From:		1 Ben Bolt I		000/	00/	20/	00/	00/	00/	_	0.000	_	0.544	5000	
460 (19) Fincastle Trpk	Town of Tazewell	0.65	4800	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.544	5000	G
Bus Bus	To: From:	Е	CL Tazewel	11												
460 (19)	Tazewell County	0.93	3700	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.795	3800	G
~ ~	10:		19 & US 46				_									
Bus 460 Old Nottoway Rd	Nottoway County	1.39	Colonial Tra 3900	ail Hwy <b>G</b>	94%	1%	1%	1%	3%	0%	F	0.120	F	0.609	4000	G
460 Sid Notioway Fig	To					1 /0		1 /0	0 /0	0 70	•	0.120	•	0.000	4000	•
Bus	From:		lottoway Hig							221			_			
Old Nottoway Rd	Nottoway County	4.10	3400	G	94%	1%	1%	1%	3%	0%	С	0.101	F	0.513	3600	(
Bus	To: From:	WC	CL Blackston	ne												
Church St	Town of Blackstone	0.44	4000	G	94%	1%	1%	0%	3%	0%	С	0.092	F	0.549	4200	(
Bus	To: From:	1	Amelia Ave													
Church St	Town of Blackstone	0.74	5300	G	94%	1%	1%	2%	2%	0%	С	0.089	F	0.531	5600	(
	To:	SR 4	0 South Mai													
Bus 160 (40) North Main St	Town of Blackstone	0.59	Elm St <b>6600</b>	G	92%	1%	2%	1%	3%	0%	С	0.082	F	0.519	6900	(
North Main St	To:		inwiddie Av		9Z /0	1 /0	2/0	1 /0	3 /0	0 /0	C	0.002	'	0.519	0900	
Bus	From:		10 Dinwiddie	e St												
North Main St	Town of Blackstone	0.14	5300	G	94%	1%	1%	1%	3%	0%	С	NA			5700	(
Bus	To: From:		Division St													
North Main St	Town of Blackstone	0.37	6600	G	92%	1%	2%	1%	3%	0%	F	0.083	F	0.514	6900	C
200	To- From:		Barco Rd				$\neg$ $\vdash$									
Bus 160 North Main St	Town of Blackstone	0.56	4200	G	93%	1%	1%	1%	3%	0%	С	0.09	F	0.507	4400	C
~	Tα	FC	L Blackston	ne												
Bus Cox Pd	Nottoway County	2.10	3400	G	92%	1%	2%	1%	3%	0%	F	0.089	F	0.536	3600	(
Cox Rd	Notioway County		East of Blac		92%	I 70	270	1 70	3%	0%	Г	0.069	Г	0.556	3600	
Bus Bus	From:		US 460				Ť									
460 ( 360 )	Nottoway County	0.18	880	G	95%	0%	2%	1%	2%	0%	С	NA			940	(
~~~ <u> </u>	To	C	L Burkeville	e			_									
Bus Bus (360)	Town of Burkeville (Maint: 67)	0.30	880	N	95%	0%	2%	1%	2%	0%	N	NA			940	1
(360)	To Take Take Take Take Take Take Take Take	0.00				0 70		1 70	_ / 0	070					0.10	
Bus Bus	From:	0.04	67-T724		050/	00/		40/	00/	201	_	0.405	_	0.505	1005	
460 (360)	Town of Burkeville (Maint: 67)	0.21	1800	G	95%	0%	2%	1%	2%	0%	F	0.103	F	0.507	1900	C
Bus Bus	To: From:		67-628													_
460 (360)	Town of Burkeville (Maint: 67)	0.44	1800	G	95%	0%	2%	1%	2%	0%	F	0.096	F	0.508	1900	C
~ ~~	To:	US 460	East of Bur	keville												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:		3, US 460	000/	00/	20/	00/	00/	00/	_	0.000	_	0.507	10000	_
460	City of Suffolk		600 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.527	10000	G
Bus	To: From:	SR 10	0, SR 32												
460 (10) (32)	City of Suffolk	1.49 2 5	5000 F	99%	0%	0%	0%	0%	0%	С	0.100	Α	0.503	26000	F
Bus	To: From:	Old NO	CL Suffolk												
460 (32) (10) Main St	City of Suffolk	0.09 28	3000 G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.502	30000	G
Bus Bus Bus	To: From:	US 13,BUS	S US 58,SR 32												
460 58 13 Constance Rd	City of Suffolk	0.88 1	5000 G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.564	16000	G
\sim	To	Pir	nner St												
Bus Bus Bus 460 (58) 13 Portsmouth Blvd	City of Suffolk		5000 G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.532	16000	G
(13) 1 ortemedia 200	To-		Vashington St	07.70	1 70		170	1 70	070		0.000		0.002	10000	
Bus Bus Bus	From:		•	000/	40/	40/	40/	40/	00/	0	0.007	F	0.570	00000	_
Portsmouth Blvd	City of Suffolk		1000 G	96%	1%	1%	1%	1%	0%	С	0.087	г	0.579	22000	G
Rue	From:		st of Pearisburg												_
3us 160	Giles County		900 G	95%	0%	1%	1%	3%	0%	F	0.082	Ν	0.545	8100	(
	To- From-	NCL F	Pearisburg			\neg \vdash									
Bus 160 Main St	Town of Pearisburg (Maint: 35)	0.26 6	600 G	95%	0%	1%	1%	3%	0%	С	0.082	F	0.545	6800	(
~	To:	_	00 North												
Bus Main St	Town of Pearisburg (Maint: 35)		North Main St	95%	0%	1%	1%	2%	0%	С	0.089	F	0.58	10000	(
160 (100) Main St	Town of Peansburg (Maint. 35)				0%	1 %	170	2%	0%	C	0.089	Г	0.56	10000	(
Bus	From:	·	outh Main Stree												
Wenonah Ave	Town of Pearisburg (Maint: 35)	1.09 8	100 G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.552	8400	(
Bus	Tro- From:	ECL F	Pearisburg												
(160) Wenonah Ave	Town of Pearisburg (Maint: 35)	1.39 7	800 G	98%	1%	0%	0%	0%	0%	С	0.092	F	0.557	8100	(
	To:	US 460 Eas	st of Pearisburg												
Bus	From:		Old Tnpk Rd	200/	40/	101	00/	40/	00/		0.004		0.500	2222	
(221)	City of Bedford (Maint: 09)		500 N	98%	1%	1%	0%	1%	0%	N	0.094	N	0.506	6900	1
Bus	To: From:	Oak	crest St												_
60)(221)Blue Ridge Ave	City of Bedford	0.68 6	500 F	98%	1%	1%	0%	1%	0%	С	0.094	F	0.506	6900	ı
Bus	To: From:	4	th St												
160 (221 W Main St	City of Bedford	0.07 4	800 F	98%	1%	1%	0%	1%	0%	F	0.092	F	0.51	5100	F
~~~		Cren	shaw St												
Bus Bus 160 (221 (122) W Main St	City of Bedford		100 F	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	6400	F
460 221 122 W Main St	Tx:		ridge St	JU /0	1 /0	1 /0	0 /0	1 /0	U /0	'	0.037	'	0.555	0400	-

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus F Main St	From:		idge St	000/	00/	10/	00/	00/	00/	F	0.000	F	0.500	6100	F
(43) E Main St	City of Bedford		700 F	98%	0%	1%	0%	0%	0%	Г	0.093	г	0.588	6100	г
Bus	To: From:	Sou	ıth St												
E Main St	City of Bedford	0.07 <b>5</b> 7	700 F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.524	6100	F
Bus	To: From:	SR 43	Otey St												
E Main St	City of Bedford	1.11 65	500 F	98%	0%	1%	0%	0%	0%	С	0.091	F	0.605	6900	F
~	То:	US 460	, SR 122												
us	From:		L Blacksburg												
60 Main St	Town of Blacksburg	0.29 <b>15</b>	000 N	98%	0%	0%	0%	0%	0%	N	0.102	N	0.588	16000	١
us	To: From:	SCL BI	acksburg												
60 Main St	Montgomery County	0.76 <b>15</b>	000 F	98%	0%	0%	0%	0%	0%	F	0.102	F	0.588	16000	F
~	To From:	NCL Chr	ristiansburg												
^{Bus} 60 ∫N Franklin St	Town of Christiansburg (Maint: 60)	0.97 <b>21</b>	000 G	98%	0%	0%	0%	0%	0%	С	0.102	N	0.588	21000	G
50)	То		pers Ferry Rd												
N Franklin Ct	From:			000/	00/	00/	00/	00/	00/	0	0.000	_	0.500	0.4000	
N Franklin St	Town of Christiansburg (Maint: 60)		000 F d: Bus 460 Par	98%	0%	0%	0%	0%	0%	С	0.089	F	0.526	24000	F
ius	From:	SR 111 Cambri	.,												
N Franklin St	Town of Christiansburg	1.38 <b>26</b>	000 F	98%	0%	0%	0%	0%	0%	С	0.091	F	0.515	28000	F
Bus	To: From:	Dep	oot St												
N Franklin St	Town of Christiansburg	0.28 <b>9</b> 9	900 F	98%	0%	0%	0%	0%	0%	F	0.087	F	0.539	10000	F
	To:		R 8 Main St												
lus 60 (11) E Main St	From: Town of Christiansburg		Main St 400 G	98%	0%	1%	1%	0%	0%	F	NA			7900	C
60 11 E Main St	Town of Officialisating		noke St	30 /6	0 /6	1 /8	1 /0	0 /6	0 /6	'	INA			7 300	
dus	From:		ain St												
60 11 Roanoke St	Town of Christiansburg	0.11 <b>11</b>	000 F	98%	0%	1%	1%	0%	0%	F	0.098	F	0.57	12000	F
Sus	To: From:	Cra	nig St												
60 11 Roanoke St	Town of Christiansburg	0.98 <b>12</b>	000 F	98%	0%	1%	1%	0%	0%	F	0.103	F	0.577	12000	F
$\sim$	To	SR 111	Depot St												
Bus 60 (11) Roanoke St	Town of Christiansburg		000 F	98%	0%	1%	0%	0%	0%	С	0.104	F	0.602	17000	F
60) (11) Hoanoke St	Town of Officialisating		460	30 /6	0 /6	1 /8	0 /6	0 /6	0 /6	O	0.104	•	0.002	17000	'
US	From:		3 460												
Main St	Town of Blacksburg		300 F	98%	0%	1%	1%	0%	0%	С	0.102	F	0.553	4600	F
~ <i>_</i>	To	Mount '	Tabor Rd												
Bus 160 Main St	Town of Blacksburg		300 F	98%	1%	0%	0%	0%	0%	С	0.098	F	0.681	7200	F
160 ) Main St	To:		Henry Dr	30 /6	1 /0	0 /8	0 /6	0 /0	U /0	O	0.030	'	0.001	1200	'

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ck			K	-014	Dir		
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
us	From:		ck Henry Dr								_		_			
60 Main St	Town of Blacksburg	0.44	12000	F	98%	1%	0%	0%	0%	0%	F	0.088	F	0.545	13000	
us	To: From:	P	Broce Dr				┷									_
60 Main St	Town of Blacksburg	0.26	13000	F	98%	1%	0%	0%	0%	0%	F	0.089	F	0.510	14000	
us	Toe From:	Pr	rogress St													
Main St	Town of Blacksburg	0.17	16000	F	98%	1%	1%	0%	0%	0%	С	0.086	F	0.505	17000	
رب	To	Pric	es Fork Rd				$\neg$ $\vdash$									
us 60 Main St	Town of Blacksburg	0.53	17000	F	98%	0%	1%	0%	0%	0%	С	0.082	F	0.523	18000	
0)a	To Table 1			•	0070	070		070	0 70	070		0.002		0.020		
S	From:		oanoke St	_	000/	40/		201	00/	00/	_	0.000		0.504	10000	
Main St	Town of Blacksburg	0.19	17000	F	98%	1%	0%	0%	0%	0%	F	0.083	F	0.504	18000	
S	To: From:		Clay St													_
Main St	Town of Blacksburg	0.53	18000	F	98%	1%	0%	0%	0%	0%	F	0.092	F	0.522	19000	
<u> </u>	Ta: From:	U	pland Rd													_
Main St	Town of Blacksburg	1.00	19000	F	98%	0%	1%	0%	0%	0%	С	0.094	F	0.522	20000	
)	Ta-	I	Ellett Rd				_									
s 0 Main St	Town of Blacksburg			F	98%	1%	0%	0%	0%	0%	С	0.1	F	0.504	22000	
50 J.Main St	To:		SCL Blackb	-	0070	1 70		070	0 70	070		0		0.001		
IS	From:	,	US 460													
0 67 Front St	Town of Richlands	0.27	13000	G	98%	0%	0%	1%	1%	0%	С	0.083	F	0.500	14000	
s	Toe From:	Bus US	6 460 P, 2nd	St												_
Front St	Town of Richlands	0.58	6300	G	98%	0%	0%	1%	1%	0%	F	0.086	F		6600	
9 60	Combined Traffic Estimates for 2 Parallel Roadways or	n this Route:	13000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.525	13000	
	To: From:	SR 67 I	P Railroad A	ve			$\neg$									_
(60) $(67)$ Front St	Town of Richlands	0.04	5400	G	99%	0%	0%	0%	0%	0%	F	0.094	F		5600	
0) (0) 110111 01	Combined Traffic Estimates for 2 Parallel Roadways or			N	96%	0%	1%	2%	1%	0%	N	NA	•		9900	
	To		7 Norfolk St	t												
s 0 Front St	Town of Richlands			G	99%	0%	0%	0%	0%	0%	F	0.096	F		3800	
) Tone St	Combined Traffic Estimates for 2 Parallel Roadways or			G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.549	7000	
	To To		S 460 P 2nd		0070	070		0,0	0 70	070		0.000		0.010	, , , , ,	
S S	From:				000/	00/	00/	00/	00/	00/		0.004	_	0.504	0000	
Front St	Town of Richlands		Cedar Bluff	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.534	6600	
_	From:		L Richlands	1												_
us 60 E Cedar Valley Rd		ECI	_ Kicinanus													

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Trı.	ıck			K		Dir		—
Route	Jurisdictio	on Lenç	gth <b>A</b>	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
Bus	From:			60 Front St												
₆₀ ( ₆₇ ) 2nd St	Town of Richl			600 G	99%	0%	1%	0%	0%	0%	C	0.092	F		6900	(
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 13	000 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.525	13000	
us	To: From:		SR 67 Ra	ailroad Ave												_
§0) (67) (67) 2nd St	Town of Richl			100 N	93%	0%	2%	4%	2%	0%	Ν	0.094	Ν	0.681	4200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>95</b>	500 N	96%	0%	1%	2%	1%	0%	Ν	NA			9900	
IS	To: From:		SR 67 N	Norfolk St												
2nd St	Town of Richl	lands 0.2	.5 <b>32</b>	200 G	99%	0%	1%	0%	0%	0%	С	0.089	F		3300	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: <b>68</b>	300 G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.549	7000	
	Τα	]	Bus US 4	60 Front St												
JS D.	From:			st of Pamplii		00/	20/	10/	70/	00/		0.007	_	0.010	2000	
Pamplin Rd	Appomattox C	County 0.4	·2 <b>2</b> 1	100 G	90%	0%	2%	1%	7%	0%	С	0.087	F	0.616	2200	
us	To: From:		WCL Pa	mplin City												_
Pamplin Rd	Town of Pamplin City	y (Maint: 06) 0.4	·6 <b>2</b> 1	100 N	90%	0%	2%	1%	7%	0%	Ν	0.087	Ν	0.616	2200	
JS	To: From:	SR 4	7 Thomas	s Jefferson H	wy											
Pamplin Rd	Town of Pamplin City	y (Maint: 06) 0.2	.5 <b>15</b>	500 G	90%	0%	2%	1%	7%	0%	F	0.096	F	0.624	1500	
<i>~</i>	To:	Prin		rd County Li												
us 60 Pamplin Rd	Town of Pamplin City			County Lings		0%	2%	1%	3%	0%	С	0.103	F	0.54	1400	
50 Fampiin Ru	Town of Famplin Oil	y (Mairit. 75) 0.2			93 /6	0 /6	2 /0	1 /0	3 /0	0 /6	C	0.103	'	0.54	1400	
us	To: From:		ECL Par	mplin City												
60)	Prince Edward			400 N	93%	0%	2%	1%	3%	0%	Ν	0.103	N	0.54	1400	
	10:			st of Pamplin												_
tus 60 Timberlake Rd	From: Campbell Co			t of Lynchbu	rg 98%	0%	0%	0%	1%	0%	С	0.101	Α	0.53	16000	
60 Tillibellake No	Campbell Co				90%	076	0%	0%	1 70	076	C	0.101	A	0.55	16000	
Bus	From:			aterlick Rd												
60 Timberlake Rd	Campbell Co	ounty 1.2	4 <b>27</b>	000 F	98%	0%	0%	0%	1%	0%	F	0.086	F	0.549	28000	
us	To: From:	1	5-739 Gr	reenview Dr												
60 Timberlake Rd	Campbell Co	ounty 0.1	4 30	000 F	98%	0%	0%	0%	1%	0%	F	0.080	F	0.525	32000	
<i>~</i>	To:		15-1520	Laxton Rd												
us 60 Timberlake Rd	Campbell Co	ounty 0.0		000 N	98%	0%	1%	0%	1%	0%	N	0.084	N	0.526	31000	
60 Timbenake Hu	Campbell Co	ounty 0.0			90 /6	0 /6	1 /0	0 /6	1 /0	0 /6	IN	0.004	IN	0.520	31000	
us	To: From:	1		ynchburg												
60 Timberlake Rd	City of Lynch	burg 0.6	2 <b>30</b>	000 F	98%	0%	1%	0%	1%	0%	С	0.084	F	0.526	31000	
Bus	To: From:		Old Grav	es Mill Rd												
Timberlake Rd	City of Lynch	burg 1.1	4 <b>24</b>	000 F	98%	0%	0%	0%	1%	0%	F	0.082	F	0.521	26000	
<b>3</b>	To:		Leesv	ille Rd												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Longth	AADT OA	4Tire	Puo		Tru	ıck		QC	K	QK	Dir	AAWDT	- 0
	Junsulction			41116	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	G
s O Timberlake Rd	City of Lynchburg	0.37	Leesville Rd 32000 F	98%	0%	0%	00/	10/	00/	F	0.085	F	0.577	22000	
Timberlake Rd	City of Lynchburg	0.37	32000 F	96%	0%	<u> </u>	0%	1%	0%	Г	0.085	Г	0.577	33000	
S	To: From:	US 501 L	ynchburg Expressy	vay											
Fort Ave	City of Lynchburg	1.15	17000 F	98%	0%	0%	0%	1%	0%	F	0.087	F	0.557	18000	
	To:	Bus 1	US 29 Wards Rd												
S 0 (163) Fort Ave	City of Lynchburg	1.19	Wards Rd <b>21000 F</b>	98%	0%	1%	0%	0%	0%	С	0.083	F	0.536	22000	
163 Fort Ave	To:		Iemorial Ave	30 70	0 70		0 70	0 70	0 /0	Ü	0.000	•	0.000	22000	
s	From:		S 29 Memorial Ave												
Fort Ave	City of Lynchburg	0.57	7800 F	98%	0%	0%	0%	1%	0%	F	0.083	F	0.549	8200	
	T _C .	US	221 Oakley Ave												
s 0)(221)Fort Ave	City of Lynchburg	0.42	8900 F	97%	1%	1%	1%	1%	0%	С	0.082	F	0.506	9500	
00 (221). 01.7110	5.t, 5,			0.70	. , 0	.,,	. , 0	. , 0	0 / 0	Ū	0.002	•	0.000	0000	
JS ~~~	From:		-6029 Fort Ave												
60)(221)12th St	City of Lynchburg	0.25	8900 F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.504	9400	
us Bus	To: From:	Bus US	501 Campbell Av	e											
05 00 (221 (501 )12th St	City of Lynchburg	0.18	8400 G	96%	1%	1%	0%	1%	0%	С	NA			9000	
30)(221)(301)	To:		Kemper St												
us Bus	From:		12th Street							_		_			
(50)(221)(501) Kemper St	City of Lynchburg	0.41	9600 F	96%	1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	
is Bus	From:		Lynchburg Expres	_											
Kemper St	City of Lynchburg	0.34	8400 F	96%	1%	1%	1%	2%	0%	С	0.096	F	0.589	8900	
	To:	C	Campbell Ave												
us Bus	From:		Kemper St							_		_			
Campbell Ave	City of Lynchburg	0.88	17000 F	97%	0%	1%	1%	1%	0%	С	0.092	F	0.629	18000	
is Bus	To: From:	N	layflower Dr												
60 (501 Campbell Ave	City of Lynchburg	0.48	16000 F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	
	Τα		Florida Ave			—									
us Bus	From:			070/	00/	401	40/	40/	00/	_		_	0.040	00000	
Campbell Ave	City of Lynchburg	0.14	19000 F S 501 Richmond I	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	
JS	From:		Bus US 501	iwy											
50 (501) Campbell Ave	City of Lynchburg	0.15	11000 N	97%	0%	1%	0%	2%	0%	Ν	0.106	Ν	0.685	13000	
	To:	U	S 29, US 460												
IS	From:	US 460	Prince Edward Hw	у											
60 (460 Ramp	Prince Edward County	0.35		Se	e US 4	60 for di	rectional	traffic	volume e	estima	ates for th	nis se	egment.		
	To:		US 15 Par												
us 60 (15) Sheppards Rd	Prince Edward County	0.14	5900 G	88%	1%	1%	1%	9%	1%	F	0.089	F	0.56	6100	
60 (15) Sheppards Rd	Trail	0.14	x S S S S S S S S S S S S S S S S S S S	0070	1 70	1 70	1 70	J 70	1 70	Г	0.009	Г	0.56	0100	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4 4 lire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus Bus	From:		15; Bus US 15							_					
160 (15)	Prince Edward County	1.22	<b>6200 A</b>	97%	0%	1%	0%	1%	0%	С	0.107	Α	0.642	6700	F
Bus Bus	From:	73-695	, WCL Farmvill	e											
460 (15) Third St	Town of Farmville	0.94	6600 G		0%	1%	0%	1%	0%	F	0.090	F	0.575	7000	C
Bus Bus	Too From:	Indu	ıstrial Park Rd												
160 (15) Third St	Town of Farmville	1.29	9300 G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.511	9900	(
$\sim$	To:		RT 15 BUS												
Bus 60 Third St	Town of Farmville	0.67	US 15; Oak St 7400 G	97%	1%	1%	0%	1%	0%	F	0.084	F	0.554	7800	
60) 111110 31	Town of Familyine			9170	1 70	1 70	0%	1 70	U70	Г	0.064	г	0.554	7000	,
Bus	To: From:	SR	45; Main St												
60 3rd St	Town of Farmville	0.17	10000 G	96%	1%	2%	1%	1%	0%	С	0.085	F	0.507	11000	
Bus	To: From:	,	Virginia St												
60 3rd St	Town of Farmville	1.22	8900 G	96%	1%	2%	1%	1%	0%	F	0.088	F	0.577	9400	
~ <i></i>	To	M	lilnwood Rd												
Sus	Town of Farmville	0.89	7100 G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.607	7500	
3rd St	Town of Lamivine			31 /6	0 /6	1 /0	1 /0	1 /0	0 /0	'	0.097	•	0.007	7300	
Bus	To: From:	EC	CL Farmville												
60 E 3rd St	Prince Edward County	0.49	7000 G	97%	0%	1%	1%	1%	0%	С	0.114	F	0.587	7200	
~	To:		US 460												
Airmort Ct	Dinwiddie County		85; US 460 <b>6400 G</b>	91%	1%	3%	3%	1%	0%	С	0.083	F	0.598	6800	
60 Airport St	Tro:		Boydton Plank R		1 70	3%	3%	1 70	0%	C	0.003	г	0.596	0000	•
us	From:		S 1 Plank Rd	•											
$\binom{60}{1}$ Boydton Plank Rd	Dinwiddie County	1.69	9900 G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.571	10000	
Bus	To: From:	I-85 S	W of Petersburg												
60 1 Boydton Plank Rd	Dinwiddie County	1.23	14000 G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.55	15000	
	To	ÇD	226 Cox Rd												
Bus	From:			000/	00/	40/	00/	40/	00/	0	0.400		0.540	10000	
60 (1)	Dinwiddie County	0.45	12000 A	98%	0%	1%	0%	1%	0%	С	0.106	Α	0.542	12000	
Bus	To: From:	WC	CL Petersburg												
$\widetilde{60}$ $(1)$ Washington St	City of Petersburg	0.40	12000 G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.52	13000	
	To: From:		Summit St												
Bus 60 1 Washington St	City of Petersburg	0.18	13000 G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.555	13000	
	To		Elm St												
Bus Washington Ct	From:	0.57		000/	40/		40/	10/	00/		0.000	г	0.540	1.4000	
Washington St	City of Petersburg	0.57	Par; Wythe St	96%	1%	2%	1%	1%	0%	С	0.093	F	0.548	14000	(

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

	Jurisdictio							Tru	ıck			K		Dir		
	Julisaictio	on Leng	gth <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:		Washington S													
	City of Peters	-		G	97%	1%	1%	1%	1%	0%	С	0.091	F		7200	G
Combined Traffic Es	timates for 2 Parallel	Roadways on this Rou	te: <b>15000</b>	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.539	15000	G
	To: From:		Perry St													
	City of Peters	sburg 0.1	5 <b>8100</b>	G	97%	1%	1%	1%	1%	0%	F	0.099	F		8600	G
Combined Traffic Es	timates for 2 Parallel	Roadways on this Rou	te: <b>17000</b>	G	97%	1%	1%	1%	1%	0%	F	NA			18000	G
	To:		SR 36 Mark	et St												
	City of Potors	chura 0.2			07%	10/	10/	10/	10/	09/	_	0.001	_		0100	G
Combined Troffic [				G	9170	170	1 70	170	1 70	0%	Г		Г			G
Combined Traffic E	Estimates for Parallel						-					IVA			INA	
	From:		T US 301 Syc	amore St												
	•	-		G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
Combined Traffic F	Estimates for Parallel	Roadways on this Rou	te: NA									NA			NA	
	To: From:		US 1 Jefferso	on St			<u> </u>									
	City of Peters	shura 0.2	0 13000	G	97%	1%	1%	1%	1%	0%	С	0.089	F		14000	G
Combined Traffic Es	,	0											•			G
Joinomod Tramo Ed	T	riodamayo on ano riod			0070	1 70		270		070	Ŭ				00000	_
	From:															
	•	-						1%			F				10000	G
Combined Traffic Es	timates for 2 Parallel				96%	1%	1%	1%	2%	0%	F	0.093	F	0.650	23000	G
	To: From:															
	City of Peters				98%	1%	1%	0%	0%	0%	С	0.087	F	0.507	10000	G
Combined Traffic E	•	-		-								0.087	F		NA	
	To:			ction Char	nge											
	From:			,												
	City of Petersburg	(Maint: 26) 0.0			98%	1%	1%	0%	0%	0%	N	0.087	N	0.507	10000	N
	From:															
I-95 S at Exit ???	City of Petersburg	(Maint: 74) 0.2			See	US 30	01 for di	rectional	traffic v	volume e	estima	ates for th	nis se	gment.		
	To:	,	I-95 CD R	oad												
	From:			301South					•							
35 N to 1-95 S	City of Petersburg	(Maint: /4) 0.1	8		S	ee I-95	for dire	ctional ti	affic vo	lume es	timate	es for this	s seg	ment.		
	To: From:	Ra	mp from US 3	301North												
85 N to I-95 S	City of Petersburg	(Maint: 74) 0.2	7		S	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	seg	ment.		
	To:	,	Bus US 40	50												
	From:		CEUS 460 Ex	xit 6A												
				G								NA			F000	G
	City of Petersburg	(IVIAII IL. 20) 0.2	7 3300	u								INA			5900	ч
	City of Petersburg	,										INA			5900	<u> </u>
	City of Petersburg  From: City of Petersburg	,	CEUS 460 Ex									0.101	F		4400	G
	Combined Traffic Es  Combined Traffic E  St  Combined Traffic Es  Combined Traffic Es	Combined Traffic Estimates for 2 Parallel  City of Peters Combined Traffic Estimates for 2 Parallel  City of Peters Combined Traffic Estimates for Parallel  St City of Peters Combined Traffic Estimates for Parallel  City of Peters Combined Traffic Estimates for 2 Parallel  City of Peters Combined Traffic Estimates for 2 Parallel  City of Peters Combined Traffic Estimates for 2 Parallel  City of Peters Combined Traffic Estimates for 2 Parallel  City of Peters Combined Traffic Estimates for 2 Parallel  City of Peters  City of Petersburg  City of Petersburg  I-95 S at Exit ??? City of Petersburg  85 N to I-95 S City of Petersburg	Combined Traffic Estimates for 2 Parallel Roadways on this Rou    City of Petersburg   0.1	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 15000   Perry St	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 15000 G    Perry St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   15000   G   97%	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 15000	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   15000   G   97%   1%   1%	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   15000	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   15000   G   97%   1%   1%   1%   1%   1%   1%   1%	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   15000   G   97%   1%   1%   1%   1%   1%   0%	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   15000   G   97%   1%   1%   1%   1%   0%   F	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   15000   G   97%   1%   1%   1%   1%   0%   F   0.099	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   15000   G   97%   1%   1%   1%   1%   0%   F   0.099   F	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   15000   G   97%   1%   1%   1%   1%   0%   F   0.09   F   0.539	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   15000   G   97%   1%   1%   1%   1%   1%   0%   F   0.09   F   0.539   15000

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q'
Bus 460 Ramp	City of Petersburg	CEUS 460-P002 (Maint: 74) 0.11	8600	)-E006I <b>G</b>	B FROM							0.112	F		8600	C
160 Tramp	To:	I-95-N FROM RT 4			NGTON .	&						0.112			0000	
Bus	From:		JS 460 Exit	6A												
Ramp	City of Petersburg		3300	G			i					NA			3300	(
	IO.	•	I-85 South													
us 60 (460 Ramp	Dinwiddie Co		460 TO RT 8	85 NB <b>G</b>								0.096	F		7700	(
60)(460)· tamp	To:		N FROM US	-								0.000				
us	From:	CEUS 460 TO RT	ΓS 85 & 95 S	SOUTH	BOUND											
Ramp	City of Petersburg		3500	G								0.094	F		3500	
	10:	CEUS 460-P002A TO				ND										
us 60 Ramp	City of Petersburg		12000	NORT:	<u>H</u>							0.097	F		12000	
50). 14	To:	CEUS 460-P00			FROM							0.007			12000	
JS	Prom:	US 1 Wyt	the St Batter	sea Lan	e											
Washington St	City of Peters	burg 0.31	7800	G	97%	1%	1%	1%	1%	0%	F	0.096	F		8300	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.539	15000	
IS	Tor From:	123	-9025 West	St												
Washington St	City of Peters	sburg 0.40	8200	G	97%	1%	1%	1%	1%	0%	F	0.091	F		8700	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	97%	1%	1%	1%	1%	0%	F	NA			16000	
JS	To: From:	123	-9029 South	St												
Washington St	City of Peters	sburg 0.27	8800	G	97%	1%	1%	1%	1%	0%	С	0.091	F		9400	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	
	To: From:		Guarantee St													
us (30) (1) Washington St	City of Peters	sburg 0.24	8900	G	95%	1%	2%	1%	2%	0%	С	0.092	F		9400	
	Combined Traffic Estimates for 2 Parallel	0		G	96%	1%	1%	1%	1%	0%	F	NA			18000	
	To:		orth Market S													
us (36) Washington St	City of Peters		r; SR 36 Ma 10000	arket St G	97%	1%	1%	1%	1%	0%	С	0.087	F		11000	
36 Washington St	Combined Traffic Estimates for 2 Parallel	•		G	97%	1%	1%	1%	1%	0%	F	NA	•		20000	
	To		301 Par, Syc													
Machineta	n St City of Peters		14000	G	97%	1%	1%	1%	1%	0%	_	0.083	F		15000	
(36) (301) (36) Washingto	Combined Traffic Estimates for 2 Parallel	•		G	97% 97%	1%	1%	1%	1%	0% 0%	F	0.063 NA	Г		27000	
	T-					1 /0	1 /0	1 /0	1 /0	U /0	'	INA			21000	
JS ALT	From:		301 Par, Ac													
301 36 Washingto		•	14000	G	97%	1%	1%	1%	1%	0%	F	0.086	F		14000	
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	25000	G	97%	1%	1%	1%	1%	0%	F	NA			27000	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q١
Bus	From:		1 Jefferson	St												
(36) Washington St	City of Petersburg	0.24	15000	G	90%	1%	2%	4%	4%	0%	С	0.088	F		16000	(
<b>.</b>	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	28000	G	93%	1%	1%	2%	2%	0%	С	NA			30000	
Bus	To: From:		I-95													_
(36) Washington St	City of Petersburg	0.24	12000	G	95%	1%	1%	1%	2%	0%	С	0.105	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	22000	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.650	23000	
`	To. Econo	US	301 Crater	Rd			$\neg$									
60 (301 Crater Rd	City of Petersburg	0.10	6900	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.559	7300	
80)(301) Grater 1 to	Combined Traffic Estimates for Parallel Roadwa		NA	-	00,0	. , 0	.,,	0,0	0,0	0,0	•	0.09	F	0.559	NA	
	To		JS US 460	Wythe	2t								-			
Sus Crotor Pd	City of Potoroburg			G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.507	10000	
β0 301 Crater Rd	City of Petersburg Combined Traffic Estimates for Parallel Roadwa	0.98	9700 NA	G	90%	170	170	0%	0%	0%	C	0.087	F	0.507	NA	
	To:	Maintenand		on Chan	ige.							0.067	Г	0.507	INA	
us	From:	US	301 Crater		.50											
Winfield Rd	City of Petersburg	0.43	1300	G	96%	2%	1%	1%	0%	0%	С	0.096	F	0.966	1400	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	1900	G	96%	1%	1%	1%	1%	0%	F	NA			2000	
us	To: From:	State Ma	intenance B	Boundary	7											_
β0 Winfield Rd	City of Petersburg (Maint: 2	26) 0.09	1300	G	96%	2%	1%	1%	0%	0%	С	0.096	F	0.966	1400	
<b>P</b>	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	1900	G	96%	1%	1%	1%	1%	0%	F	NA			2000	
	То:	US 4	460 County	Rd												
Bus	From:	CEUS 460-P TO R			HBOUND	)										
β0 Ramp	City of Petersburg (Maint: 2	26) 0.26 CEUS 460-E006A TO	4400	G	TELLBOLD	VID.						0.094	F		4400	
	Erono			: 95 500	THBOUL	ND	_									_
Bus Co Ramo	City of Petersburg (Maint: 7		CEUS 460									NA			NA	
Ramp	To:	CEUS 460-E00		160- 6B	FROM							INA			INA	
Bus	From:	-	M Bus 460													_
Ramp	Dinwiddie County	0.27	1500	G								0.132	F		1500	
<i>~</i>	To:		I-85													
Bus	From:	SR 26, US	460 Richn	nond Hw	/y											_
Confederate Blvd	Appomattox County	0.25	13000	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.512	13000	
Sus	To: From:	WC	L Appomat	ttox												_
60 Pamplin Rd	Town of Appomattox (Maint:	t: 06) 0.03	13000	N	98%	0%	1%	0%	1%	0%	Ν	0.095	Ν	0.512	13000	
<i>~</i>	To	·-	opomattox,	SR 131												
Bus 60 (131)Pamplin Rd	Town of Appomattox (Maint:	•	13000	N	98%	0%	1%	0%	1%	0%	N	0.095	N	0.512	13000	
Pamplin Rd	Town of Appointation (Maint:				30%	U%	1 70	U%	1 70	U%	IN	0.095	IN	0.512	13000	
Bus	To: From:	SR	131; 06-10	12,												_
Confederate Blvd	Town of Appomattox (Maint:		7800	G	96%	0%	2%	0%	1%	0%	F	0.093	F	0.512	8300	
~	To:	SR 131	Old Courtho	ouse Rd												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	uck			K		Dir		
Route	Jurisdiction	n Ler	igth <b>AA</b>	ADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus Comfodorate Blod	From:			Courthouse 1		00/		00/	10/	00/		0.007	F	0.51	4400	
Confederate Blvd	Town of Appomattox	(Maint: 06) 0.	47 <b>39</b>	900 G	96%	0%	2%	0%	1%	0%	С	0.097	F	0.51	4100	G
Bus	To: From:		ECL Ap	pomattox												
460 Pamplin Rd	Appomattox Co			900 N		0%	2%	0%	1%	0%	Ν	0.097	Ν	0.51	4100	Ν
<del>~</del>	To:	1		chmond Hwy	/											
North 464	City of Chesapeake (	Maint: 64) 0		-64 000 G	95%	0%	1%	1%	2%	0%	F	NA			32000	G
464)	Combined Traffic Estimates for 2 Parallel F	,	_			0%	1%	1%	2%	0%	F	NA			61000	G
	Tα			ilitary Hwy				.,.								
North	From:L	(Maint. C4) 4			0.40/	00/		10/	00/	00/	_	NIA			00000	_
464	City of Chesapeake ( Combined Traffic Estimates for 2 Parallel F	,		000 G		0% 0%	2% 2%	1% 1%	3% 3%	0% 0%	C	NA NA			28000 53000	G G
	Combined Trainic Estimates for 2 Faralier F	Todoways on this no			34 /0	0 /6	2 /0	1 /0	3 /0	0 /6	C	INA			33000	G
North	From			nan Ave												
464	City of Chesapeake (	,		000 A		0%	1%	1%	2%	0%	С	0.153	Α		27000	A
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Ro	ute: <b>45</b>	000 A	95%	0%	1%	1%	2%	0%	С	0.105	Α	0.651	51000	Α
North	To: From:		SR 337 Pc	oindexter St												
464)	City of Chesapeake (	,	_	000 G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Ro	ute: <b>47</b>	000 G	95%	0%	1%	1%	2%	0%	F	NA			54000	G
North	To: From:		SCL N	Norfolk												
464)	City of Norfolk (Ma	aint: 64) 0.	41 <b>25</b>	000 G	95%	0%	1%	1%	2%	0%	F	NA			29000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Ro	ute: <b>47</b>	000 G	95%	0%	1%	1%	2%	0%	F	NA			54000	G
North	To: From:		Main	Street			<u> </u>									
North 464	City of Norfolk (Ma	aint: 64) 0.	60 <b>24</b>	000 G	95%	0%	1%	1%	2%	0%	F	NA			27000	G
	Combined Traffic Estimates for 2 Parallel F	,	ute: <b>44</b>	000 G	95%	0%	1%	1%	2%	0%	F	NA			50000	G
	To		SR	337			<u> </u>									
North (337)	City of Norfolk (Ma	aint: 64) 0	16 <b>24</b>	000 N	95%	0%	1%	1%	2%	0%	N	NA			27000	N
404/(337)	Combined Traffic Estimates for 2 Parallel F		-	000 N		0%	1%	1%	2%	0%	N	NA			50000	N
	To:			264												
North	From:		-464-N TO	O I-64 EAST	1											
464) (17) Ramp	City of Virginia Beach			500 G								0.120	F		9500	G
$\smile \smile$	To:	I-64		RT 464 NO	RTH											
North	City of Channels	Maint: 64)		TO RT 13 500 <b>G</b>								0.121	F		5500	G
Ramp	City of Chesapeake (	·		TO AND F								0.121	٦		5500	G
North	From:			EEMAN AV												
Ramp	City of Chesapeake (			500 G								0.099	F		4500	G
	To:	,	131-8598-	· B FROM A	ND TO R											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

				4.7.			Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
orth	From:		TO RT 337								0.111	_		0100	
Ramp	City of Chesapeake (Maint: 6		100 G ROM RT 464			_					0.111	F		2100	G
	From														
orth 64)Ramp	City of Chesapeake (Maint: 6		TO RT 337								0.184	F		720	(
64) (1411)	To:	,	TO RT 464			$\neg$					0.104	'		720	
orth	From:		4 North			<del></del>									_
Ramp	City of Norfolk (Maint: 64)		100 G	93%	0%	1%	3%	2%	0%	F	NA			1200	(
54)	To:		R 337	0070	0,0		0,0	_,,	0,0	•				00	
orth	From:	I-464-N TO ROUTE 26-	4 WEST & BE	RKLEYS	Т										
Ramp	City of Norfolk (Maint: 64)		NA	THE ST O							NA			NA	
<u> </u>	To:	SR 337-N025A STA	ATE ST @ ROU	JTE 337											
rth	From:	I-464-N006A TO	ROUTE 264 V	VEST											
Ramp	City of Norfolk (Maint: 64)		NA								NA			NA	
<i></i>	To	SR 337-N025A	FROM STATE	EST											
orth	City of Norfolk (Maint: 64)										NA			NΙΔ	
Ramp	City of Noriok (Maint. 64)		NA								IVA			NA	
rth	To: From:	I-464-N006T INSPEC	CTION STATIC	ON ROAD											
Ramp	City of Norfolk (Maint: 64)	0.25	NA								NA			NA	
<u> </u>	То	I-264-W FROM R	ROUTE 464 NO	ORTH											
orth	From:	I-464-N006B INSPEC	CTION STATIC	N ROAD											
Ramp	City of Norfolk (Maint: 64)		NA								NA			NA	
<i></i>	Tα	STATE	E STREET												
uth	From:		I-64												
64)	City of Chesapeake (Maint: 6	,	6000 G	95%	0%	1%	1%	2%	0%	F	NA			29000	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: <b>54</b>	1000 G	95%	0%	1%	1%	2%	0%	F	NA			61000	(
uth	To: From:	US 13 M	lilitary Hwy												
64)	City of Chesapeake (Maint: 6	4) 0.84 <b>22</b>	2000 G	93%	0%	2%	1%	3%	0%	С	NA			25000	(
9	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 46		94%	0%	2%	1%	3%	0%	С	NA			53000	(
	Та		an Avenue												
uth	Prom:														
64)	City of Chesapeake (Maint: 6	*	1000 A	95%	0%	1%	1%	2%	0%	С	0.143	Α		24000	,
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 45	5000 A	95%	0%	1%	1%	2%	0%	С	0.105	Α	0.651	51000	1
uth	To: From:	Collec	ctor Road												
34)	City of Chesapeake (Maint: 6	(4) 0.43 <b>22</b>	2000 G	95%	0%	1%	1%	2%	0%	F	NA			25000	(
	Combined Traffic Estimates for 2 Parallel Roadway			95%	0%	1%	1%	2%	0%	F	NA			54000	(
			Norfolk												
uth	From							•							
64)	City of Norfolk (Maint: 64)		2000 G	95%	0%	1%	1%	2%	0%	F	NA			25000	(
	Combined Traffic Estimates for 2 Parallel Roadway			95%	0%	1%	1%	2%	0%	F	NA			54000	(
	To:	Mair	n Street												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:		Main Street								_					
464	City of Norfolk (Maint: 64)	0.87	21000	G	95%	0%	1%	1%	2%	0%	F .	NA			23000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:		G	95%	0%	1%	1%	2%	0%	F	NA			50000	G
	Tourn	CD 10	I-264	v mom												
South 464)Ramp	City of Chesapeake (Maint: 6		4 TO I-64 V <b>8200</b>	G G								0.092	F		8200	G
464 / (411)	Ta	I-64-W291X			UTH							0.032	•		0200	u
South	From:	I-464-	S TO I-64 I	EAST			i									
A64 Ramp	City of Chesapeake (Maint: 6		4300	G								0.177	F		4300	G
	To:	I-64-E FR	OM RT 464	4 SOUT	Н											
South	From:		4-S TO RT													
Ramp	City of Chesapeake (Maint: 6	•	2900	G								0.107	F		2900	G
$\smile$	Τα	US 13 TO	AND FRO	M RT 4	54											
South	From:		TO FREEM		;							0.447	_		0000	_
464 Ramp	City of Chesapeake (Maint: 6	4) 0.13 131-8598; 131-8	3000	G	DOM I							0.117	F		3000	G
<b>.</b>	Eron															
South 464)Ramp	City of Chesapeake (Maint: 6	I-464-S004X TO RT 4) 0.11	NA NA	100- POI	NDEXTE	R						NA			NA	
464	Tr:	SR 337 FRO		464 SO	UTH							INA			INA	
South	From:	I-464-S BEG COLLE				X	İ									
Ramp	City of Chesapeake (Maint: 6		NA									NA			NA	
$\smile$	Ta S	R 337-W023A FROM	A ROUTE 3	337 WE	ST00- POI	ND										
South 464)Ramp	City of Chesapeake (Maint: 6		NA									NA			NA	
464 Hallip	Oity of Offesapeake (Maint. o											INA			INA	
South	To- From:	I-464-S004A TO RT	337 EAST	Г00- POI	NDEXTE	R										
Ramp	City of Chesapeake (Maint: 6	(4) 0.09	NA									NA			NA	
South	To: From:	SR 337-E023A FROM	И RT 337 E	EAST00-	POINDE	XT										
Ramp	City of Chesapeake (Maint: 6	(4) 0.14	NA									NA			NA	
1	To:	I-464-S END COLLI	ECTOR RD	000- RT	337 POIN	D										
	From:	I-495-N051C I	-495-S0510	C TO FA	AIRVI											
A95 Ramp	Fairfax County	0.08	NA									NA			NA	
$\smile$	To- Econ-	I-495- 51D TO FAI	RVIEW PA	ARK DR	IVE SOUT	Γ										
A95 Ramp	Fairfax County	0.04	NA									NA			NA	
$\overline{}$	Τα	29-6928-N000B FAI	RVIEW PA	ARK DR	IVE FRO!	M										
	Fron:	I-495- 51C TO FAI		ARK DR	IVE SOUT	Γ										
495 Ramp	Fairfax County	0.06	NA									NA			NA	
<u> </u>		FAIRVIEW PARK D			AST FRO	M										
	From:		N058B Gap	Termi				_								
495 Ramp	Fairfax County	0.14	NA	T 407 6	D.T.							NA			NA	
<u> </u>	10:	I-395-N Gap	FROM R	T 495 &	КТ											

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
xpN	From:	South	End Express	s Lanes												
.95)I-495 Express Lanes No	orthbound		8100	Α	98%	1%	1%	0%	0%	0%	С	0.286	Α		10000	
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	213000	Α	96%	1%	1%	1%	2%	0%	С	0.082	Α	0.558	231000	
	To:	29-6	20 Braddoc	k Rd												
φ <u>S</u>	From:	South	End Express													
95 I-495 Express Lanes Sc			6500	Α	98%	1%	1%	0%	0%	0%	С	0.277	Α		8200	
	Combined Traffic Estimates for 4 Parallel			Α	96%	1%	1%	1%	2%	0%	С	0.082	Α	0.558	231000	
	10.		20 Braddoc	k Rd												
orth	From:		I-95, I-395		000/	40/	40/	40/	00/	00/	_	0.070			101000	
95 Capital Beltway	Fairfax Coul	•	98000	A	96%	1%	1%	1%	2%	0%	С	0.078	A	0.550	104000	
	Combined Traffic Estimates for 4 Parallel I	Roadways on this Route:	213000	Α	96%	1%	1%	1%	2%	0%	С	0.082	Α	0.558	231000	
orth	To: From:	29-6	20 Braddoc	k Rd												
95 Capital Beltway	Fairfax Cou	nty 1.83	84000	G	96%	1%	1%	1%	2%	0%	F	NA			90000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	171000	G	96%	1%	1%	1%	2%	0%	F	NA			183000	
	Toc	SR 230	6 Little Rive	er Toke			<u> </u>									
orth 95)Capital Beltway	Fairfax Cour		76000	G	96%	1%	1%	1%	2%	0%	_	NA			81000	
95 Capital Deliway	Combined Traffic Estimates for 2 Parallel	•		G	96%	1%	1%	1%	2%	0%	, F	NA			181000	
	Combined Traine Estimates for 21 araner			-	30 /6	1 /0	1 /0	1 /0	2/0	0 /6	'	INA			101000	
orth	To: From:	29-0	650 Gallows	s Rd												
95 Capital Beltway	Fairfax Cour	nty 1.34	72000	G	96%	1%	1%	1%	2%	0%	F	NA			77000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	171000	G	96%	1%	1%	1%	2%	0%	F	NA			183000	
auth	Too From:	US 5	0 Arlington	Blvd												
orth 95)Capital Beltway	Fairfax Cou	nty 0.76	105000	G	96%	1%	1%	1%	2%	0%	F	NA			111000	
95) Suprius Zonnus	Combined Traffic Estimates for 2 Parallel	•		G	96%	1%	1%	1%	2%	0%	F	NA			210000	
	то				0070	. , ,		. , ,	_,,	0,0	•					
orth	From:		I-66													
Gapital Beltway	Fairfax Cou	•	85000	G	96%	1%	1%	0%	2%	0%	F	NA			91000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	177000	G	96%	1%	1%	0%	3%	0%	F	NA			189000	
orth	To: From:	SR	7 Leesburg	Pike												
Capital Beltway	Fairfax Cour	nty 0.42	85000	G	96%	1%	1%	0%	2%	0%	F	NA			91000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	172000	G	96%	1%	1%	0%	3%	0%	F	NA			184000	
	Τα	SR 12	3 Chain Brid	dge Rd												
orth	From:				000/	40/		00/	00/	00/	_				0.1.000	
95 Capital Beltway	Fairfax Cour	,	76000	G	96%	1%	1%	0%	2%	0%	F	NA			81000	
_	Combined Traffic Estimates for 2 Parallel I	Hoadways on this Houte:	162000	G	96%	1%	1%	0%	3%	0%	F	NA			173000	
orth	To From:	Dulles Access	Rd; SR 267	Dulles 7	Toll Rd											
95 Capital Beltway	Fairfax Cour	nty 1.60	94000	Α	96%	1%	1%	0%	2%	0%	С	0.093	Α		97000	
$\mathcal{L}$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	189000	В	96%	1%	1%	0%	3%	0%	С	0.085	Α	0.506	197000	
	To:	SR 193	3 Georgetov	vn Pike												

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

									Trı	uck			K		Dir		
Route	Jurisdictio	n	Length	AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:			93 George													
495 Capital Beltway	Fairfax Cou	•	0.98	9800		96%	1%	1%	0%	2%	0%	F	0.094	Α		102000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	19700	0 B	96%	1%	1%	0%	3%	0%	F	0.085	Α	0.531	204000	В
North	To: From:		George Wasl	hington M	lemorial P	arkway											
(495) Capital Beltway	Fairfax Cou	nty	0.49	11200	0 A	96%	1%	1%	0%	2%	0%	F	0.085	Α		116000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on t	his Route:	22900	0 A	96%	1%	1%	0%	3%	0%	F	0.082	Α	0.510	239000	Α
	To:		Maryland S	State Line,	Potomac	River											
North	From:			I-495 No													
A95 Ramp	Fairfax Cou	nty	0.21	2300									0.097	Α		23000	В
<u> </u>	10:		George Wa			Pkwy											
North (495) I-495 Exit 44A	From:	L	0.20	I-495 No									0.100	^		E1000	_
495 I-495 EXIT 44A	Fairfax Cou	nty		93 George									0.180	Α		51000	F
North	From:	1 405	N TO RT 26				CC.										
North 495 Ramp	Fairfax Cou		0.23	NA NA	JU- DULL	ES ACCES	55						NA			NA	
493) 1 14111	To:		W FROM R		RTH00-	CAPITAL I	BLT										
North	From:		I TO RT 123														
(495)Ramp	Fairfax Cou		0.34	NA				•					NA			NA	
	To:		SR 123 F	ROM RT	495 NOF	RTH											
North	From:	I-495-N	N TO RT 123	SOUTH	00- DOLL	EY MADI	SO										
(495)Ramp	Fairfax Cou	nty	0.11	NA									NA			NA	
<u> </u>	Tα		SR 123 F	ROM RT	495 NOF	RTH											
North	From:		I-495 Capita		Inner Lo	op NB											
495 Ramp From I-495 N to	SR 7 E Fairfax Cou	nty	0.11	NA V	D'I ED								NA			NA	
	10.			Leesburg													
North $\overline{(495)}$ Ramp From I-495 N to	SR 7 W Fairfax Cou		I-495 Capita 0.16	al Beltway <b>NA</b>	Inner Lo	op NB							NA			NA	
495 Hallip 1 10111 1-495 N 10	Talliax Gou			Leesburg	Pike WR								INA			INA	
North	From:		SIC 7	I-495 I													
495)I-495 N Exit 48	l Fairfax Cou		0.12	NA									NA			NA	
493)	To:	,		V Exit 48	A to CD 7	E											
North	From:				4 to 5K /	E											
495 I-495 N Exit 48	Fairfax Cou	inty	0.06	NA									NA			NA	
North	To: From:		Ra	mp From	SR 7 E												
(495) I-495 N Exit 48	Fairfax Cou	nty	0.17	NA									NA			NA	
<u> </u>	Tœ		I-495 N	Exit 48 E	3 to SR 7	W											
North	From:	untv.											NΙΛ			NΙΛ	
495 I-495 N Exit 48	Fairfax Cou	iiiy	0.08	NA									NA			NA	
North	To: From:		Rai	mp From S	SR 7 W												
(495) I-495 N Exit 48	Fairfax Cou	nty	0.17	NA									NA			NA	
$\smile$	To:			I-495 I	N												

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## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK 2Axle 3+Axle 1Trail 2Trail Factor	Dir Factor AAWDT QW
North	From:	I-495-N TO RT 66 WEST		
495)Ramp	Fairfax County	0.48 <b>NA</b>	NA	NA
$\smile$	To:	I-495-N TO RT 66 WEST		
North	From:	I-495-N TO RT 66 EAST		
495)Ramp	Fairfax County	0.24 <b>NA</b>	NA	NA
$\smile$	To:	I-66-E FROM RT 495 NORTH		
North	From:	I-495-N TO RT 66 WEST		
495 Ramp	Fairfax County	0.24 <b>NA</b>	NA	NA
$\smile$	To:	I-66-W FROM RT 495 NORTH		
North	From:	I-495 To US 50 EB		
Ramp	Fairfax County	0.16 <b>NA</b>	NA	NA
	To: From:	I-495-N051C TO FAIRVIEW PARK DRIVE		
North	Fairfax County		NIA.	NIA
Ramp		0.40 <b>NA</b>	NA NA	NA
North	To: From:	FROM FAIRVIEW PARK DRIVE		
Ramp	Fairfax County	0.07 <b>NA</b>	NA	NA
1	To:	US 50 FROM RT 495 NORTH		
North	From:	I-495-N051X TO RT 50 WEST00- ARLINGTON B		
Ramp	Fairfax County	0.19 <b>NA</b>	NA NA	NA
	To:	US 50 US 50-E076C TO & FROM RT 49		
North	From:	I-495-N051A TO FAIRVIEW PARK DRIVE		
Ramp	Fairfax County	0.11 <b>NA</b>	NA	NA
	To:	I-495-S051C I-495- 51C TO FAIRVI		
North	From:	I-495-N BEGIN COLL RD TO RT 50-ARLINGTO		
Ag5)Ramp	Fairfax County	0.01 <b>NA</b>	NA NA	NA
$\smile$	Tα	29-650- 2A FROM RT 65000- GALLOWS ROAD		
North	From:			
Ramp	Fairfax County	0.50 <b>NA</b>	NA	NA
North	To: From:	I-495-N051A TO RT 50 EAST00- ARLINGTON B		
Ramp	Fairfax County	0.13 <b>NA</b>	NA	NA
433)				
North		US 50-E076C FROM RT 50 EAST00- ARLINGTON		
A95)Ramp	Fairfax County	0.14 <b>NA</b>	NA	NA
	To: From:	I-495-N051B TO RT 50 WEST00- ARLINGTON B		
North 495) Ramp	Fairfax County	0.04 <b>NA</b>	NA	NA
495 / Tallip		I-495-N END COLL RD FROM RT 5000- ARLING	NA NA	INA
N. II	From:			
North		I-495-N TO RT 65000- GALLOWS ROAD 0.19 <b>NA</b>	NA	NA
Ramp	Fairfax County		INA	IVA
<del>-</del>	***	29-650; 29-650- 2A FROM & TO RT 49		

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		.,			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck ( 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor Fa	Dir AAWDT QV
North	From:	I-495-N053X TO RT 236 EAST00- DUKE STREE			
(495) Ramp	Fairfax County	0.21 <b>NA</b>		NA	NA
<u> </u>	To:	SR 236 FROM RT 495 NORTH			
North	From:	I-495-N053X TO RT 236 WEST00- DUKE STREE			
495) Ramp	Fairfax County	0.19 <b>NA</b>		NA	NA
<u> </u>	To:	SR 236 FROM RT 495 NORTH			
lorth	From:	I-495-N BEGIN COLL ROAD TO RT 236			
Ramp	Fairfax County	0.05 <b>NA</b>		NA	NA
)  - 4 -	To: From:	I-495-N053A TO RT 236 EAST00- DUKE STREE			
orth OF Ramp	Fairfax County	0.10 <b>NA</b>	<del></del>	NA	NA
Ramp	•			1471	147.
orth	T _C . From:	SR 236-E006B FROM RT 236 EAST00- DUKE STR			
95 Ramp	Fairfax County	0.10 <b>NA</b>		NA	NA
~	To: From:	I-495-N053B TO RT 236 WEST00- DUKE STREE			
orth				NIA	NIA
Ramp	Fairfax County	0.07 <b>NA</b>		NA	NA
orth	To: From:	SR 236-W006B FROM RT 236 WEST00- DUKE STR			
Ramp	Fairfax County	0.07 <b>NA</b>		NA	NA
	To:	I-495-N END COLL ROAD FROM RT 236			
lorth	From:	I-495-N055X TO RT 620 EAST00- BRADDOCK R			
Ramp	Fairfax County	0.19 <b>NA</b>	<u>-</u>	NA	NA
	To:	29-620 FROM RT 495 NORTH			
lorth	From:	I-495-N055X TO RT 620 WEST00- BRADDOCK R			
95 Ramp	Fairfax County	0.23 <b>NA</b>	<del></del>	NA	NA
<u> </u>	To:	29-620 FROM RT 495 NORTH			
orth	From:	I-495-N BEGIN COLL ROAD TO RT 620			
95 Ramp	Fairfax County	0.19 <b>NA</b>	<del></del>	NA	NA
<u> </u>	To: From:	I-495-N055A TO RT 620 EAST00- BRADDOCK R	<u> </u>		
orth			<del></del>	NIA	NIA
95 Ramp	Fairfax County	0.08 <b>NA</b>	<u></u>	NA	NA
orth	To: From:	29-620-E017B FROM RT 620 EAST00- BRADDOCK			
Ramp	Fairfax County	0.14 <b>NA</b>		NA	NA
	To- From:	I-495-N055B TO RT 620 WEST00- BRADDOCK R			
orth					
Ramp	Fairfax County	0.08 <b>NA</b>		NA	NA
lorth	To: From:	29-620-W017B FROM RT 620 WEST			
195) Ramp	· · · · · · · · · · · · · · · · · · ·	0.11 <b>NA</b>		NA	NA
+93)	To:	I-495-N FROM COLL ROAD RT 620		17/1	1771
lorth	From:	I-495-N TO RT 644			
lorth 195)Ramp	Fairfax County	0.08 <b>NA</b>		NA	NA
+90/1	To:	I-395-S001A FROM RT 495 NORTH95 SOUTH		1 1/1	1 1/1

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	loods all all so	1	4457		4.7.	Б		Tru	ck		00	K	OI/	Dir	AAVAADT	01
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
orth	From:		ap TO RT 3	95 NOR	TH											
95 Ramp	Fairfax Coun		NA D. L. 405 - 501	D.C. T								NA			NA	
	Fron:	I-495-S058			ermi											
outh 195 Capital Beltway	Fairfax Coun	tv 4.19	I-95, I-395	Α	95%	1%	1%	1%	2%	0%	С	0.082	Α		108000	
195) Suphui Boithay	Combined Traffic Estimates for 4 Parallel R	•		A	96%	1%	1%	1%	2%	0%	С	NA	,,		327000	
	Too		520 Braddoc					.,.		• , •						
outh	_{From} ∟ Fairfax Coun				050/	1%	10/	10/	00/	00/	_	NA			00000	
Capital Beltway	Combined Traffic Estimates for 2 Parallel R	-7	87000	G	95% 96%	1%	1% 1%	1% 1%	2% 2%	0% 0%	F	NA NA			93000 183000	
	Combined Trainic Estimates for 2 Parallel h				90%	1 70	1 70	1 70	270	0%	г	IVA			103000	
outh	To: From:	SR 23	6 Little Rive	er Tpke												
95 Capital Beltway	Fairfax Coun	,	93000	G	95%	1%	1%	1%	2%	0%	F	NA			100000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	170000	G	96%	1%	1%	1%	2%	0%	F	NA			181000	
outh	To: From:	29-	650 Gallow	s Rd												
Capital Beltway	Fairfax Coun	ty 0.90	99000	G	95%	1%	1%	1%	2%	0%	F	NA			106000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	171000	G	96%	1%	1%	1%	2%	0%	F	NA			183000	
	To:	US 5	50 Arlington	Blvd												
outh 195 Capital Beltway	Fairfax Coun	tv 1.24	92000	G	95%	1%	1%	1%	2%	0%	F	NA			98000	
193) Gapitai Zoittia)	Combined Traffic Estimates for 2 Parallel R	,		G	96%	1%	1%	1%	2%	0%	F	NA			210000	
	To		I-66													
outh	From: L	1.05			000/	40/	40/	00/	00/	00/	_	N.1.0			00000	
Capital Beltway	Fairfax Count	•	92000	G G	96% 96%	1% 1%	1% 1%	0% 0%	3% 3%	0% 0%	F	NA NA			99000	
	Combined Traffic Estimates for 2 Parallel R				90%	170	1%	0%	3%	0%	Г	INA			189000	
outh	From:		7 Leesburg	Pike												
Capital Beltway	Fairfax Coun	-,	87000	G	96%	1%	1%	0%	3%	0%	F	NA			93000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	172000	G	96%	1%	1%	0%	3%	0%	F	NA			184000	
outh	To: From:	SR 12	3 Chain Bri	dge Rd												
Capital Beltway	Fairfax Coun	ty 0.71	86000	G	96%	1%	1%	0%	3%	0%	F	NA			92000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	162000	G	96%	1%	1%	0%	3%	0%	F	NA			173000	
	To:	Dulles Access	Rd; SR 267	Dulles '	Toll Rd											
outh 95)Capital Beltway	Fairfax Coun		95000	В	96%	1%	1%	0%	3%	0%	С	0.085	Α		100000	
.90 Sapital Bollway	Combined Traffic Estimates for 2 Parallel R	•		В	96%	1%	1%	0%	3%	0%	C	NA	, ,		197000	
			3 Georgetov			. , •		- / 0	- / 0	- / 0		, .				
outh	Fron:				0001	401	401	061	001	061	_	0.000			100000	
Capital Beltway	Fairfax Count	,	98000	A	96%	1%	1%	0%	3%	0%	F	0.082	A	0.504	102000	
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	19/000	В	96%	1%	1%	0%	3%	0%	F	0.085	Α	0.531	204000	

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length	AADT	QA	4Tire	Ruc		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	George Washing	gton Memori	ial Park	way											
495 Capital Beltway	Fairfax County	0.48 <b>1</b>		Α	96%	1%	1%	0%	3%	0%	F	0.081	Α		123000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Road	ways on this Route: 2	229000	Α	96%	1%	1%	0%	3%	0%	F	0.082	Α	0.510	239000	Α
	To:	Maryland State														
South	From:	I-495-S043X TO GEOR	GE WASHI	INGTO	N MEMOI	RI										
A95 Ramp	Fairfax County	0.42	NA									NA			NA	
$\overline{}$	To:	I-495-N043A GEORGE	WASHING	TON M	IEM PKW	Y										
South	From:	I-495-S BEGIN COLL	RD00- GW	MEM 1	PKWY & 1	1										
495 Ramp	Fairfax County	0.22	NA									NA			NA	
<u> </u>	To	I-495-S043A TO GEOR	GE WASHI	[NGTO]	N MEMOR	RI	$\neg$									
South Pamp	Fairfax County		10000									0.14	Α		12000	A
Ramp	Famax County											0.14	А		12000	,
South	To: From:	29-99018-N000B FROM G	EORGE W	ASHIN	GTON ME	ЕМО	┵									
A95 Ramp	Fairfax County	0.42	NA									NA			NA	
	Tα	I-495-S044A TO RT 19	300 GEOR	CETO	WN DKWY	v										
South	From:			GETO	WINFEW	1	_									
A95 Ramp	Fairfax County	0.01	NA				_					NA			NA	
<u> </u>	10:	I-495-S END COLL RI		SHING	TON MEM	Л										
South	From:		495 South													
Ramp	Fairfax County	0.19		A			_					0.132	Α		12000	ŀ
	10.		Georgetown													
South	From:	I-495-S YO RT 267 F		ULLES	ACCESS		_									
Ramp	Fairfax County	0.24	NA	20 611	NELLY DY		_					NA			NA	
	10.	SR 267-E FROM RT 49				ľ										
South	From:	I-495-S TO RT 267 V		ULLES	ACCESS							NIA			NIA	
Ramp	Fairfax County	0.19	NA os govern	00 GA	DITEAL DI	T.	_					NA			NA	
	100	SR 267-W FROM RT 4														
South	From:	I-495-S TO RT 123 NO		OLLEY	MADISO	)						NIA			N.1.0	
Ramp	Fairfax County	0.17	NA NA DT 405 6	COLUTI	r		_					NA			NA	
	- 1	SR 123 FRO					+									
South	From:	I-495-S TO RT 123 SC		OLLEY	MADISO	)						NA			NA	
Ramp	Fairfax County	0.34 SR 123 FRO	NA NA DE 405 6	COLUTI	r		_					NA			INA	
South	From:	I-495-S048X TO RT		LEESB	URG PIK							NIA			N.1.0	
Ramp	Fairfax County	0.20	NA D: 405.5	.1			_					NA			NA	
	100		r Rt 495 Sou													
South	From:	I-495-S048X TO RT 7		LEESB	URG PIK							N 1 A			N.A	
Ramp	Fairfax County	0.18	NA Di 405 G	.1			_					NA			NA	
	10:		r Rt 495 Sou													
South	From:	I-495-S BEGIN COLL		07-LEE	ESBURG P	)										
Ramp	Fairfax County	0.06	NA				_					NA			NA	
<u> </u>	To:	I-495-S048B TO RT 7	/ WEST00-	LEESB	URG PIK											

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# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
South 495 Ramp	Fairfax County	I-495-S048B TO RT 7 WEST00- LEESBURG PIK 0.10 NA		NA	NA
South 495 Ramp	Fairfax County	SR 07-W060A FROM RT 7 WEST00- LEESBURG P  0.15 NA		NA	NA
South 495 Ramp	Fairfax County	I-495-S048A TO RT 7 EAST00- LEESBURG PIK  0.12 NA		NA	NA
South 495 Ramp	Fairfax County	SR 07-E060A FROM RT 7 EAST00- LEESBURG P  0.02 NA		NA	NA
South 495 Ramp	From Fairfax County	I-495-S END COLL RD00- RT 07-LEESBURG PIK  I-495-S I-66-W064A FROM & TO RT  0.19 NA		NA	NA
South 495 Ramp	From: Fairfax County	I-66-W FROM RT 495 SOUTH  I-495-S051X TO RT 50 EAST00- ARLINGTON B  0.41 NA		NA	NA
South 495 Ramp	Fairfax County	I-495-S051C TO RT FAIRVIEW PK DR6928  0.07 NA  US 50 FROM RT 495 SOUTH		NA	NA
Gouth 495 Ramp	From Fairfax County	I-495-S051X TO TR 50 WEST00- ARLINGTON B  0.28 NA		NA	NA
South 495 Ramp	Fairfax County	I-495-S051F TO RT 65000- GALLOWS ROAD  0.02 NA  US 50 FROM GALLOWS RD		NA	NA
South 495 Ramp	From: Fairfax County To:	1-495-S051A TO RT FAIRVIEW PK DR6928  0.07 NA  1-495-N051C I-495- 51C TO FAIRVI		NA	NA
douth 495 Ramp	From Fairfax County	I-495-S051B TO RT 65000- GALLOWS ROAD  0.03 NA		NA	NA
South 495 Ramp	Fairfax County	US 50-W076A FROM RT 50 WEST  0.12 <b>NA</b>		NA	NA
South 495 Ramp	Fairfax County	I-495-S051G TO RT 650 NORTH00- GALLOWS R  0.02 NA  29-650 TO RT 50 WEST TO & FROM RT 50		NA	NA
South 495 Ramp	Fairfax County	I-495-S051F TO RT 650 NORTH00- GALLOWS R 0.02 <b>NA</b>		NA	NA
	From:	29-650 TO RT 50 WEST FROM 495 SOOUTH  I-495-S BEGIN COLL RD TO RT 5000- ARLING			

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail		Dir Factor AAWDT QW
South (495) Ramp	Fairfax County	I-495-S051B TO TR 50 WEST00- ARI 0.13 NA	LINGTON B		NA	NA
South	To: From:	US 50-W076B FROM RT 50 WEST-AR	LINGTON B			
495 Ramp	Fairfax County	0.14 <b>NA</b>			NA	NA
South (495) Ramp	Fairfax County	I-495-S051A TO RT 50 EAST00- ARL 0.14 NA	LINGTON B		NA	NA
South	To: From:	US 50-E076B FROM RT 50 EAST-AR	LINGTON B			
A95 Ramp	Fairfax County	0.11 NA I-495-S END COLL RD FROM RT 500	00- ARLING		NA	NA
South (495) Ramp	Fairfax County	I-495-S TO RT 650 NORTH00- GALLO 0.18 NA	OWS ROAD		NA	NA
South (495) Ramp	Fairfax County	I-495-S052B TO RT 650 SOUTH00- G		_	NA	NA
South (495) Ramp	From: Fairfax County	29-650 FROM RT 495 SOUT I-495-S052A TO RT 650 SOUTH00- G 0.03 NA	ALLOWS R		NA	NA
South (495) Ramp	Form: Fairfax County	29-650; 29-709 FROM RT 495 St I-495-S053X TO RT 236 EAST00- DU 0.22 NA	JKE STREE		NA	NA
South (495) Ramp	Toc Front: Fairfax County	SR 236 FROM RT 495 SOUT I-495-S053X TO RT 236 WEST00- DU 0.21 NA	JKE STREE		NA	NA
South (495) Ramp	To: From: Fairfax County	SR 236 FROM RT 495 SOUT I-495-S BEGIN COLL ROAD TO 0.04 NA			NA	NA
South	To: From:	I-495-S053B TO RT 236 WEST00- DU	JKE STREE			
Ramp South	Fairfax County	0.11 <b>NA</b> SR 236-W006A FROM RT 236 WEST00	)- DUKE STR		NA	NA
495 Ramp	Fairfax County	0.14 <b>NA</b>			NA	NA
South (495) Ramp	Fairfax County	I-495-S053A TO RT 236 EAST00- DU	JKE STREE		NA	NA
South 495 Ramp	Fairfax County	SR 236-E006A FROM RT 236 EAST00  0.03 NA			NA	NA
South (495) Ramp	Frairfax County	I-495-S END COLL ROAD FROM I-495-S055X TO RT 620 EAST00- BR 0.19 NA			NA	NA
	Τα	29-620 FROM RT 495 SOUT	ГН			

## Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus  2Axle 3+Axle 1Trail 2Trail Factor	K Dir AAWDT QV
South	From:	I-495-S055X TO RT 620 WEST00- BRADDOCK R	
Ramp	Fairfax County	0.21 <b>NA</b> NA	NA
<u> </u>	To:	29-620 FROM RT 495 SOUTH	
outh	From:	I-495-S BEGIN COLL ROAD TO RT 620	
Ramp	Fairfax County	0.24 <b>NA</b> NA	NA
outh_	To: From:	I-495-S055B TO RT 620 WEST00- BRADDOCK R	
95 Ramp	Fairfax County	0.09 <b>NA</b> NA	NA
_	To	29-620-W017A FROM RT 620 WEST00- BRADDOCK	
outh 195 Ramp	Fairfax County	0.09 <b>NA</b> NA	NA
195) 1 1411	Tamax Gounty		IVA
outh	From:	I-495-S055A TO RT 620 EAST00- BRADDOCK R	
195 Ramp	Fairfax County	0.07 <b>NA</b> NA	NA
outh	To: From:	29-620-E017A FROM RT 620 EAST00- BRADDOCK	
Ramp	Fairfax County	0.19 <b>NA</b> NA	NA
1	To:	I-495-S END COLL ROAD FROM RT 620	
outh	From:	I-495-S RAMPS TO 95 SOUTH & 644	
95 Ramp	Fairfax County	0.47 <b>NA</b> NA	NA
	To: From:	I-495-S058C TO RT 644 WEST	
outh 95 Ramp	Fairfax County	0.24 <b>NA</b> NA	NA
193)			
outh	From:	I-495-S058D TO RT 644 EAST	
Ramp	Fairfax County	0.19 <b>NA</b> NA	NA
	To:	I-395-S RAMP FROM 495 SOUTH	
outh	From:	I-495-S TO RT 395 NORTH	<b></b>
95 Ramp	Fairfax County	0.55 NA NA	NA
	10.	I-95-S170B FROM RT 495 SOUTH	
outh	From:	I-495-S058A TO RT 644 WEST	NIA
95 Ramp	Fairfax County	0.32 NA NA	NA
		I-395-S001A FROM RT 495 SOUTH	
outh	From:	I-495-S058A TO RT 644 EAST	
Ramp	Fairfax County	0.17 NA NA	NA
	To:	I-395-S001A FROM 495 SOUTH TO 644 EAST	
~	From:	North Carolina State Line	
Huell Matthews Hwy	Halifax County	2.46 <b>3000 G</b> 89% 0% 1% 1% 10% 0% F 0.083	= 0.576 3000 G
	To- From:	SR 96 Virgilina Rd	
Huell Matthews Hwy	Halifax County	3.84 <b>4000 G</b> 89% 0% 1% 1% 10% 0% C 0.089	= 0.527 4100 0
~	To: From:	41-658 Cluster Springs Rd	
601 Huell Matthews Hwy	Halifax County	4.64 <b>5400 G</b> 89% 0% 1% 1% 10% 0% F 0.082	0.54 5500
~ <i>/</i>	To:	US 58, US 360; SCL South Boston	

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Doute	luvia di atio	an Longth	AADT		4Tiro	Due		Tru	ck		00	K	OK	Dir	AAMDT	014
Route	Jurisdiction	on Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Andre Ot	From	US 58, US				00/		00/	00/	00/	_	0.000	_	0.54	10000	0
501 Main St	Town of South		18000	G	97%	0%	0%	0%	2%	0%	С	0.088	F	0.54	19000	G
	From		501 P; Broa 501 P Mai													
501 Broad St	Town of South		8400	G	97%	0%	0%	0%	2%	0%	F	0.095	F		8900	G
301)	Combined Traffic Estimates for 2 Parallel			G	97%	0%	0%	0%	2%	0%	F	0.089	F	0.572	16000	G
	To	SD :	304 Seymor	ur Dr												
501 Broad St	Town of South		8000	G	97%	0%	0%	0%	2%	0%	С	0.096	F		8500	G
301)	Combined Traffic Estimates for 2 Parallel			G	97%	0%	0%	0%	2%	0%	С	NA			17000	G
	To		29 North M													
501 Broad St	Town of South		6200	G	97%	0%	0%	0%	2%	0%	F	0.089	F		6600	G
301)2.000	Combined Traffic Estimates for 2 Parallel			G	97%	0%	0%	0%	2%	0%	F	NA	•		14000	G
	To To				0.70	0,0		0,0	_,,	0,70	-					<b>.</b>
501 Broad Street	Town of South	Boston 0.18	Third St 5900	G	97%	0%	0%	0%	2%	0%	С	0.09	F		6300	G
501 Broad Girect	Combined Traffic Estimates for 2 Parallel			G	97%	0%	1%	0%	2%	0%	F	0.085	F	0.54	15000	G
	To the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of th				07 70	0 70		0 / 0	270	0 70	•	0.000	•	0.04	10000	ŭ
501 Broad Street	Town of South		Edmunds S 6000	G G	97%	0%	0%	0%	2%	0%	F	0.089	F		6400	G
501 Bload Street	Combined Traffic Estimates for 2 Parallel			G	97%	0%	1%	0%	2%	0%	F	0.086	F	0.543	15000	G
	To		13000 11 P Wilbon		31 /6	0 /6	1 /8	0 /6	2/0	0 /6	'	0.000	'	0.545	13000	ч
	From		501 P; Broa													
501 Wilborn Ave	Town of South	Boston 0.51	14000	G	97%	0%	0%	0%	2%	0%	F	NA			16000	G
<del></del>	To	Н	lamilton Bl	vd												
501 Halifax Rd	Town of South	Boston 0.69	16000	G	97%	0%	0%	0%	2%	0%	F	0.085	F	0.718	17000	G
~)	To	Old N	CL South I	Boston												
501 Halifax Rd	Town of South		17000	G	97%	0%	0%	0%	2%	0%	F	0.091	F	0.567	18000	G
	To	SR 120	N, Old Ha	lifay Rd			<u> </u>									
501 Halifax Rd	Town of South		22000	G	94%	1%	1%	1%	2%	0%	С	0.094	F	0.575	22000	G
301)	To	NC	L South Bo	atam												
501 Halifax Rd	Halifax Cou		12000	G	96%	0%	1%	1%	2%	0%	С	0.080	F	0.527	12000	G
501) Hamax Ha	Tiamax Got					0 70		1 70	_ /0	0 70	Ū	0.000	•	0.027	12000	ŭ
501 Main St	Town of Halifax (I		SCL Halifa 11000	x G	96%	0%	1%	1%	3%	0%	С	0.081	F	0.571	11000	G
501 Maiii St	Town of Haillax (I				90%	076	1 70	1 70	3%	0%	C	0.061	Г	0.571	11000	G
~~~	Towns of Hallford		0 S, Mount		0.40/	40/		40/	00/	00/	_	0.000	_	0.005	0700	_
501 360 Main St	Town of Halifax (I	Maint: 41) 0.78	8500	G	94%	1%	1%	1%	2%	0%	F	0.082	F	0.625	8700	G
<u>~~ </u>	To From		60 N, Beth				 									
501 L P Bailey Memorial Hw	y Town of Halifax (I	Maint: 41) 0.67	5000	G	87%	1%	2%	1%	9%	0%	F	0.086	F	0.622	5100	G
~~~			ECL Halifa													
501 L P Bailey Memorial Hwy	y Halifax Cou	unty 6.56	4400	G	87%	1%	2%	1%	9%	0%	F	0.075	F	0.633	4500	G
	To From	41-642 Me	adville Rd,	Liberty	Rd		$\Box$ $\vdash$									
501 L P Bailey Memorial Hwy	y Halifax Cou	inty 5.85	3400	G	87%	1%	2%	1%	9%	0%	С	0.078	F	0.57	3500	G
<u> </u>	To	41	-603 Cody	Rd												

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:		603 Volens Rd												_
501 L P Bailey Memorial Hwy	Halifax County	2.57	2800 G	87%	1%	2%	1%	9%	0%	F	0.081	F	0.521	2900	G
~~~\. B.B. ii. M	To From:		5 State Shed Rd		10/		10/	00/	00/		0.075		0.554	0.1.00	
501 L P Bailey Memorial Hwy	Halifax County	4.90	3100 G	85%	1%	3%	1%	9%	0%	С	0.075	F	0.551	3100	G
CONTRACTOR DE LA DESTRUCCIÓN D	To: From:		Stage Coach Ro		10/	10/	10/	00/	00/		0.001	F	0.550	4000	
501 40 L P Bailey Memoria	al Hwy Halifax County	0.97	4700 G		1%	1%	1%	8%	0%	С	0.081	г	0.553	4800	G
	From:		ax County Line												
501 (40) Lusardi Dr	Campbell County	0.09	5100 F	90%	1%	1%	1%	8%	0%	F	0.082	F	0.583	5200	F
\smile	To: From:	SC	CL Brookneal												
501 40 Lusardi Dr	Town of Brookneal (Maint: 15)	0.76	5100 N	90%	1%	1%	1%	8%	0%	Ν	0.082	Ν	0.583	5200	Ν
\smile	To From:	SR 40	0 Wickliffe Ave												
501 Lynchburg Ave	Town of Brookneal (Maint: 15)	1.52	6700 F	91%	1%	1%	1%	6%	0%	С	0.083	F	0.602	6800	F
\	To: From:	NC	CL Brookneal												
501 Brookneal Hwy	Campbell County	1.40	6700 N	91%	1%	1%	1%	6%	0%	Ν	0.083	Ν	0.602	6800	Ν
	To: From:	15-633	Phelps Creek R	d											
501 Brookneal Hwy	Campbell County	3.48	4500 F	91%	1%	1%	1%	6%	0%	F	0.081	F	0.54	4600	F
\	To: From:	15-93	17 Railview Rd												
(501) Brookneal Hwy	Campbell County	4.79	5600 G	85%	1%	4%	1%	9%	0%	С	NA			5700	G
	To: From:	15-761	Long Island Ro	l		\neg \vdash									
501 Brookneal Hwy	Campbell County	8.33	6400 F	91%	1%	1%	1%	6%	0%	F	0.083	F	0.661	6600	F
	To: From:	SR 24	W, Colonial Hw	y		\Box									
(501) (24) Campbell Hwy	Campbell County	0.92	10000 F	97%	0%	1%	0%	2%	0%	F	0.097	F	0.555	10000	F
\smile	To: From:	SR 24	E, Village Hwy			\Box \vdash									
501 Campbell Hwy	Campbell County	4.15	8300 A	97%	0%	1%	0%	2%	0%	С	0.117	Α	0.691	9300	Α
	To: From:	15-670	Sunnymeade R	1		-									
(501) Campbell Hwy	Campbell County	2.82	9200 F	97%	0%	1%	0%	2%	0%	F	0.097	F	0.681	10000	F
<u> </u>	To: From:	SC	L Lynchburg			\Box \vdash									
501 Campbell Ave	City of Lynchburg	0.93	11000 F	97%	0%	1%	0%	2%	0%	F	0.106	F	0.685	13000	F
- Bus	To: From:	E	Bus US 460												
Bus 501 460 Campbell Ave	City of Lynchburg	0.15	11000 N	97%	0%	1%	0%	2%	0%	Ν	0.106	Ν	0.685	13000	Ν
301)(400) *** 1 ***	To:		460 Richmond												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		S 29, US 460							_					
[501](460](29)(29)	City of Lynchburg (Maint: 15)	1.91	35000 A	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.504	36000	Α
~~~	To: From:	,	460 Richmond												
[501]	City of Lynchburg	0.32	15000		0%	1%	1%	1%	0%	F	NA			16000	G
~	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	15000 G								NA			NA	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Б	1		47.			Truck	(0.0	K	014	Dir	A A14/5-T	_
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3	3+Axle 1	Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~~~	From:	SR 128 Mayflower Dr												
(128) Candlers Mtn Rd	City of Lynchburg	0.43 <b>38000 F</b>	97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	
~ _	To:	Bus US 29 Lynchburg Express	_											
Bus 501 (29) Lynchburg Expressway	City of Lynchburg	SR 128 Candlers Mtn Rd 0.33 <b>38000 N</b>	97%	0%	0%	1%	1%	0%	Ν	0.096	N	0.538	39000	
501 (29) Lynchburg Expressway	City of Lynchburg		31 /0	0 /6	0 /6	1 /0	1 /0	0 /6	IN	0.090	IN	0.556	39000	
	From	Bus US 29 Wards Rd	000/	40/	10/	40/	00/	00/	_	0.004	_	0.504	40000	
Lynchburg Expressway	City of Lynchburg	1.37 <b>43000 F</b>	96%	1%	1%	1%	2%	0%	С	0.091	F	0.521	46000	
~~	To: From:	Bus 460 Timberlake Rd												
SO1 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>43000 G</b>	97%	0%	1%	1%	1%	0%	F	NA			46000	
<del>~</del>	To:	Graves Mill Rd												
Conclude Expressway	City of Lynchburg	1.24 <b>33000 F</b>	96%	0%	1%	1%	2%	0%	С	0.089	F	0.525	35000	
	To	Lakeside Dr												
SO1 Lynchburg Expressway	City of Lynchburg	0.31 <b>34000 F</b>	97%	0%	1%	1%	1%	0%	С	0.082	F	0.531	37000	
2) Lynandary Expressival	any or Lynonisung			0 70		170	1 70	0 70	Ū	0.002	•	0.001	0,000	
Lunghhum Funnanum	Too.	118-6044 Old Forest Rd		00/	10/	10/	10/	00/		0.000		0.574	1 1000	
Lynchburg Expressway	City of Lynchburg	1.23 <b>13000 F</b>	97%	0%	1%	1%	1%	0%	F	0.088	F	0.574	14000	
~	To: From:	Wiggington Rd												
01 Lynchburg Expressway	City of Lynchburg	1.86 <b>13000 F</b>	97%	0%	1%	1%	1%	0%	F	0.088	F	0.605	14000	
~ <u></u>	To:	Boonsboro Rd												
Pagashara Dd	City of Lynchburg	Lynchburg Expressway	96%	10/	10/	00/	20/	00/	0	0.007	F	0.64	0200	
Boonsboro Rd	City of Lynchburg	1.80 <b>8800 F</b>	90%	1%	1%	0%	2%	0%	С	0.097	Г	0.64	9300	
~~	To: From:	WCL Lynchburg												
01 Lee Jackson Hwy	Bedford County	3.64 <b>2500 F</b>	96%	1%	1%	0%	2%	0%	F	0.098	F	0.556	2700	
<b>~</b>	To: From:	09-651 Short Cut Rd			$\neg$ —									
(in the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t	Bedford County	6.32 <b>2300 F</b>	96%	1%	1%	0%	2%	0%	F	0.097	F	0.560	2400	
$\stackrel{\sim}{\sim}$	To	SR 122 Big Island Hwy												
601 Lee Jackson Hwy	Bedford County	4.33 <b>1700</b> F	86%	1%	1%	1% 1	1%	0%	С	0.104	F	0.5	1800	
01)255 64516511 1111,	To:	Amherst County Line	0070	1 70		1,0 1	1 /0	0 70	Ū	0.101	•	0.0	1000	
	From:	Bedford County Line												
501	Amherst County	0.14 <b>1300 F</b>	86%	1%	1%	1% 1	1%	0%	F	0.1	F	0.607	1400	
~ <i></i>	To:	SR 130 Elon Rd												
601 (130)	Amherst County	3.94 <b>1700</b> F	89%	1%	2%	1%	8%	0%	С	0.096	F	0.586	1700	
01)(100)	To:	Rockbridge County Line	:											
~~	From:	Amherst County Line												
(130) Glasgow Hwy	Rockbridge County	2.43 <b>1800 F</b>	83%	1%	2%	1% 1	2%	0%	С	0.1	F	0.581	1900	
~ _	To: From:	SR 130 Wert Faulkner Hw	vy											
Glasgow Hwy	Rockbridge County	6.34 <b>3000 F</b>	93%	1%	1%	1%	4%	0%	С	0.101	F	0.543	3200	
~ <i></i>	To:	SCL Buena Vista												
Magnolia Ave	City of Buena Vista	0.97 <b>3300 F</b>	92%	1%	1%	1% 4	4%	0%	С	0.103	F	0.538	3500	
Widghold Ave	Oity of Bucha Vista		JL /6	1 /0	1 /0	1/0	T /U	<b>J</b> /0	J	0.100	'	0.000	0000	
~~	From	2nd St	0==:	0-1		10/	201	001		0.45=		0.5:-	7000	
Magnolia Ave	City of Buena Vista	1.09 <b>7100 F</b>	95%	0%	1%	1%	3%	0%	С	0.107	F	0.515	7600	
<u></u>	To:	15th St												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Primary ar	iu iiileisia	ale no	uics			Tru	alı			- V		Div		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	K	QK	Dir Factor	AAWDT	QW
	From	:	15th St				ZAXIE	3+Axie	TITALI	ZITAII		Factor		Factor		
501 Magnolia Ave	City of Buena	Vista 0.71	2700	F	99%	1%	1%	0%	0%	0%	С	0.147	F	0.595	2900	F
(301)aga.ra	5.ty 5. 245.ta					. , ,	.,,	0,0	0,70	0 / 0	Ū	<b>0</b>	•	0.000		•
(501) Park Ave	City of Buena	Vista 0.28	25th St 3800	F	99%	0%	0%	0%	0%	0%	С	0.098	F	0.639	4100	F
501 Faik Ave	City of Buerla	VISIA 0.20	Beech Ave		99 /o	0 /0	0 /0	0 /6	0 /0	0 /6	C	0.090	'	0.039	4100	'
	From	:	Park Ave													
501 Beech Ave	City of Buena	Vista 0.12	11000	F	95%	1%	1%	1%	3%	0%	С	0.087	F	0.538	12000	F
	To		29th St													
	From	US	501 Broad	St												
(5g1) Main St	Town of South	Boston 0.07	7100	G	97%	0%	1%	0%	2%	0%	F	0.089	F		7600	G
(F)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	97%	0%	0%	0%	2%	0%	F	0.089	F	0.572	16000	G
	To	CD	304 Seymou	ne De												
Main St	From Town of South		7600	G	97%	0%	1%	0%	2%	0%	С	0.088	F		8000	G
(381)a	Combined Traffic Estimates for 2 Parallel			G	97%	0%	0%	0%	2%	0%	С	NA	•		17000	G
	Combined Traine Estimates for 2 Taraner				01 70	0 70	070	0 70	270	0 70	O	1471			17000	ď
(Tax ) Milhama Ava	Town of South	•	29 North M <b>7400</b>	ain St <b>G</b>	97%	0%	1%	0%	2%	0%	F	0.088	F	0.909	7800	G
Sβ1 Wilborne Ave											F		Г	0.909		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	97%	0%	0%	0%	2%	0%	г	NA			14000	G
~~~	To From		Third St													
(501) Wilborne Ave	Town of South		8600	G	97%	0%	1%	0%	2%	0%	F	0.083	F	0.801	9100	G
	Combined Traffic Estimates for 2 Parallel			G	97%	0%	1%	0%	2%	0%	F	0.085	F	0.54	15000	G
	То	US :	501 Broad S	treet												
~~~~~~~~~~	From		US 501													
[501](460](29](29)	City of Lynchburg		35000	Α	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.504	36000	Α
	To	Bus US 501														
( <del></del> )	City of Lynch		S 460 Richn	nond Hv	/ <b>y</b>							NA			NA	
[5 <u>β</u> 1]		-										NA				
	Combined Traffic Estimates for Parallel	SR 128 Mayfle	NA	ndlare N	Itn Dd							INA			NA	
	From		Bus US 29		Tui Ku		-									
591	City of Lynch		NA									NA			NA	
<u></u>	To		ynchburg E	xpresswa	ay											
ALT	From		Park Ave													
501 Beech Ave	City of Buena	Vista 0.37	7200	F	94%	1%	1%	1%	3%	0%	С	0.088	F	0.524	7600	F
(601)	To		22-164													
ALT	From		22nd St													
501 Sycamore Ave	City of Buena	Vista 0.38	6300	F	94%	0%	1%	1%	4%	0%	С	0.091	F	0.516	6700	F
	To		18th St				<u> </u>									
ALT 501 Sycamore Ave	City of Buena	Vista 0.03	6000	F	94%	0%	1%	1%	4%	0%	F	0.093	F	0.513	6400	F
501 Sycamore Ave	Oity of Buerla	visia 0.03	16th St	г	94 ⁻ /0	U-76	1 70	I 70	470	U-76	Г	0.093	Г	0.513	0400	Г
	.0	1					<u> </u>									
Bus Bus	From		US 460		070/	00/		10/	10/	00/	_	0.000	_	0.040	00000	_
501 460 Campbell Ave	City of Lynch		19000	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	F
	To	1	Florida Ave	<u> </u>												

8/4/2014

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	to order all earliers	1	44DT 6		4T!	D		Tru	ck		00	K	01/	Dir	A A \ A \ D T	- 01
Route	Jurisdiction	Length	AADI G	JΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
Bus Bus	From		lorida Ave													
Campbell Ave	City of Lynchburg	0.48	16000	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	F
Bus Bus	To: From:	Ma	ayflower Dr													
501 (460 Campbell Ave	City of Lynchburg	0.88	17000	F	97%	0%	1%	1%	1%	0%	С	0.092	F	0.629	18000	F
	To:		Kemper St													
Bus Bus	From:		mpbell Ave	_	000/	40/	40/	40/	00/	00/	_	0.000	_	0.500	0000	
601 460 Kemper St	City of Lynchburg	0.34		F	96%	1%	1%	1%	2%	0%	С	0.096	F	0.589	8900	
Bus Bus	From:		urg Expresswa US 221	ay												
501 (221) (460 Kemper St	City of Lynchburg			F	96%	1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	-
01)(221)(400)	To:		12th St													
Bus Bus	From:		027; 118-6031													
601)(221)(460)12th St	City of Lynchburg	0.18	8400	G	96%	1%	1%	0%	1%	0%	С	NA			9000	(
Bus	To: From:	]	Fort Ave													
Campbell Ave	City of Lynchburg	0.23	8100	G	98%	0%	1%	0%	0%	0%	F	NA			8700	(
001)						0,0		0,0	0,70	0 / 0	•				0.00	
Bus	From:		Park Ave													
Langhorne Rd	City of Lynchburg	0.27	10000	F	98%	1%	1%	0%	0%	0%	С	0.078	F	0.534	11000	I
~ <u></u>	To	Me	emorial Ave													
Bus 501 Langhorne Rd	City of Lynchburg	0.29	17000	F	98%	1%	1%	0%	0%	0%	С	0.078	F	0.574	18000	
2 Langhorne rid	City of Lynchburg				30 /6	1 70	1 /0	0 70	0 70	0 70	O	0.070	•	0.574	10000	
Bus	To: From:	N	Aurrell Rd													
Canghorne Rd	City of Lynchburg	1.06	13000	F	98%	0%	1%	0%	0%	0%	С	0.086	F	0.689	13000	ı
<del>~</del>	Toc		Hill St													
Bus	City of Lynchhause	0.47		-	000/	00/	10/	00/	00/	00/	_	0.004	F	0.000	10000	
Langhorne Rd	City of Lynchburg	0.47	9500	F	98%	0%	1%	0%	0%	0%	г	0.084	г	0.686	10000	
Bus	To: From:	Cı	ranehill Dr													
Contraction (Langhorne Rd	City of Lynchburg	1.37	7600	F	99%	0%	0%	0%	0%	0%	С	0.086	F	0.612	8100	
	To:	River	rmont Terrace	)												
Bus	From:		nghorne Rd													
Rivermont Terrace	City of Lynchburg	0.25		F	99%	0%	0%	0%	0%	0%	F	0.09	F	0.582	5400	ı
Bus	From:		rmont Ave	,												
Rivermont Ave	City of Lynchburg			F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.577	15000	
01)						0,0		0,0	0,70	0 / 0	•	0.000	•	0.0	.0000	
Bus	From:		Link Rd													
Boonsboro Rd	City of Lynchburg	0.76	13000	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.589	14000	ı
200	To: From	Trei	nts Ferry Rd				<u> </u>									
Bus 501 Boonsboro Rd	City of Lynchburg			F	99%	0%	1%	0%	0%	0%	С	0.098	F	0.532	13000	ı
201 Poorigooro La	City of Lynchburg	1./0	12000	г	JJ 70	U 7/0	1 70	070	U 70	070	U	0.090	Г	0.552	13000	Г

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Tru	ıck			K	<b></b>	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	US 60 Ja	mes Ander	son Hwy												
522 Maidens Rd	Powhatan County	4.82	4300	G	94%	1%	1%	1%	2%	0%	С	0.102	F	0.573	4400	G
<u></u>	To	72.71	1.77	. T. '1												
522 Maidens Rd	Powhatan County	4.00	1 Hugueno 4000	G	94%	1%	1%	1%	2%	0%	F	0.104	F	0.708	4100	G
522 Walderis Hu	To:		land Count		J4 /6	1 /0	1 /0	1 /0	2 /0	0 /6	•	0.104	•	0.700	4100	u
	From:		atan Count													
522 Maidens Rd	Goochland County	0.38	3900	G	94%	1%	1%	1%	2%	0%	F	0.111	F	0.642	4000	G
322)	To:	S SR 6	River Roa													
	From:		6; Maiden													
522 ( 6 ) River Road West	Goochland County	1.74	6500	G	97%	0%	1%	0%	2%	0%	F	0.086	F	0.548	6700	G
$\smile$	To:	N SR (	s; Sandy H	ook Rd												
~~~ - · · · · · - ·	From:		River Roa										_			_
522 Sandy Hook Rd	Goochland County	6.24	3800	G	97%	0%	1%	0%	2%	0%	С	0.099	F	0.574	3900	G
	To:		isa County													
Cross County Dd	Louise County (Mointy 27)		land Count		0.40/	1%	10/	10/	20/	00/	F	0.000	F	0.641	4000	_
522 Cross County Rd	Louisa County (Maint: 37)	0.35	4200	G	94%	1%	1%	1%	2%	0%	г	0.093	г	0.641	4300	G
	To: From:	US 25	0 Broad Str	eet Rd												
522 Cross County Rd	Louisa County	0.52	5000	F	97%	0%	1%	0%	1%	0%	С	0.103	F	0.768	5100	F
<i></i>	Toc		I-64													
522 Cross County Rd	Louisa County	8.52	3300	F	93%	1%	1%	1%	4%	0%	F	0.106	F	0.612	3400	F
322) 0.000 000) 1.0					00,0	. , •		. , 0	. , 0	0 / 0	•	01.00	•	0.0	0.00	•
~~~	From:		48 Gardner		000/	40/		40/	40/	00/	_	0.400		0.504	0.400	
522 Cross County Rd	Louisa County	6.32	2300	F	93%	1%	1%	1%	4%	0%	С	0.106	F	0.534	2400	F
	To: From:	US 3	3 Jefferson	Hwy			$\Box$									
522 (33) Jefferson Hwy	Louisa County	0.66	5700	F	98%	1%	1%	0%	1%	0%	F	0.095	F	0.544	5900	F
$\longrightarrow$	To:	IIC 3	3 Jefferson	Hww												
522 Pendelton Rd	Louisa County	3.19	5000	F	94%	2%	1%	1%	3%	0%	С	0.099	F	0.683	5200	F
322). Graditari Ta					0 . 70		. , ,	. , 0	0,0	0 / 0	Ū	0.000	•	0.000	0200	•
~~	To: From:		CL Minera													
522 Mineral Ave	Town of Mineral (Maint: 54)	0.66	5000	N	94%	2%	1%	1%	3%	0%	N	0.099	N	0.683	5200	Ν
<del>~</del>	To: From:	Sl	R 22, SR 20	08												
522 208 Louisa Ave	Town of Mineral (Maint: 54)	0.39	3700	F	94%	2%	1%	1%	3%	0%	F	0.084	F	0.591	3800	F
	To		ICL Minera	.1												
522 (208) Zachary Taylor Hwy	Louisa County	5.04	3700	N N	94%	2%	1%	1%	3%	0%	N	0.084	N	0.591	3800	N
522 208 Zachary Taylor Hwy	Louisa County				34 /6	2 /0	1 /0	1 /0	J /6	0 /6	IN	0.004	IN	0.551	3000	IN
~~~	To: From:		8 New Brid													
522 Zachary Taylor Hwy	Louisa County	3.72	3100	F	94%	2%	1%	1%	3%	0%	F	0.097	F	0.541	3100	F
<u> </u>	To: From:		vania Cour													
Zaskam Taskam II			isa County		000/	401		061	FC′	001	_	0.400	_	0.554	0000	^
522 Zachary Taylor Hwy	Spotsylvania County	1.01	2700	G	92%	1%	1%	2%	5%	0%	С	0.102	F	0.554	2800	G
	To: From:	88-6	12 Monrov	ia Rd												
522 Zachary Taylor Hwy	Spotsylvania County	0.94	2600	G	92%	1%	1%	2%	5%	0%	F	0.099	F	0.539	2700	G
	To:	Orar	ige County													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Orange County Orange County Too From Culpeper County	8.87 SR 20 C 6.84 Culper Orans	vania County 2400 Constitution	y Line G	4Tire 92%	Bus 1%		Tru 3+Axle 2%	-		QC C	K Factor 0.097	QK F	Dir Factor	AAWDT	QW
Orange County Tool From: Tool From:	8.87 SR 20 C 6.84 Culper Orans	2400 Constitution 1 5300	G	92%	1%	1%	2%	4%	0%	C	0.007				
Orange County To: From:	SR 20 C 6.84 Culpep Orang	Constitution 3		92%	1%	1%	2%	4%	0%	C	0.007	F			_
To: From:	6.84 Culper Orans	5300	Hwy						0,0	O	0.097	1.	0.544	2500	G
To: From:	Culper Orang														
Culpeper County	Orang	C I	G	92%	1%	1%	2%	4%	0%	F	0.091	F	0.614	5400	G
Culpeper County															
Culpeper County		ge County Li		000/	00/	10/	20/	40/	00/	F	0.00	F	0.606	E000	G
To:	6.36	5100	G	92%	0%	1%	3%	4%	0%	Г	0.09	Г	0.606	5200	G
From:		Cedar Grove													
Culpeper County	0.92	7000	G	92%	0%	1%	3%	4%	0%	С	0.091	F	0.620	7100	C
To:			_												
Culpeper County				Q1%	10/-	10/-	20/-	5%	0%	N	0.084	N	0.576	15000	Ν
	0.52	14000	IN	3176	1 /0	1 /0	2 /0	3 /6	0 /6	IN	0.004	IN	0.570	13000	,
To: From:															
Culpeper County	0.34	14000	G	91%	1%	1%	2%	5%	0%	С	0.084	F	0.576	15000	G
To: From:	EC	CL Culpeper				\neg \vdash									
Town of Culpeper	0.96	8200	G	92%	1%	3%	1%	2%	0%	С	0.087	F	0.577	8700	C
To:	US 15 I	Bus Orange I	Road												
From:															
Town of Culp <u>eper</u>				97%	1%	1%	0%	1%	0%	С	0.090	F	0.622	5500	(
To:															
Town of Culpapar				Ω70/	10/	10/	Λ9/	10/	00/	C	0.077	_	0.511	12000	(
Town or ourpeper	0.20	12000	G	31 /6	1 /0	1 /6	0 /6	1 /0	0 /6	O	0.077	•	0.511	13000	
To: From:	204-30	651 Orange	Rd												_
Town of Culpeper	0.59	18000	G	95%	1%	2%	1%	1%	0%	С	0.074	F	0.543	20000	C
To:		Evans St													
From:	Bus US 15,	, Bus US 29	Main S	t											
Town of Culpeper	0.08	15000	G	95%	0%	2%	1%	1%	0%	С	0.08	F	0.567	16000	C
To:															
Town of Culpanar				070/	10/	10/	00/	10/	00/	0	0.007	_	0.605	11000	,
Town of Culpeper	1.44	11000	G	97%	170	170	0%	170	0%	C	0.067	Г	0.625	11000	C
To: From:															
Culpeper County	7.34	5400	G	96%	1%	1%	1%	1%	0%	С	0.083	F	0.531	5600	(
To:	23-707	7 Slate Mills	s Rd												
Culpeper County	0.93	2500	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.551	2500	(
To:	Rappahar	nnock Count	ty Line												
From:	Culper	per County L	Line												
Rappahannock County	4.67	2000	F	96%	1%	1%	1%	1%	0%	F	0.089	F	0.561	2100	F
To	78-6	18 Hawlin R	Rd			\lnot \vdash									
Rappahannock County	4.02	1900	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.568	1900	F
то															
Poppelsonnests Country				060/	00/	10/	10/	20/	00/		0.004		0.505	2000	
Happanannock County				90%	υ%	1%	1%	2%	υ%	U	0.084	Г	0.525	3600	F
	Culpeper County Too From: Culpeper County Town of Culpeper Town of Culpeper Too From: Town of Culpeper Too From: Town of Culpeper Too From: Town of Culpeper Too From: Town of Culpeper Too From: Town of Culpeper Too From: Culpeper Too From: Culpeper Culpeper Culpeper Culpeper Culpeper Culpeper Culpeper County Too From: Culpeper County Too From: Culpeper County Too From: Culpeper County	Tox	Tow SR 3 Germanna From SR 3; Zachary Taylor	SR 3 Germanna Hwy SR 3; Zachary Taylor Hwy Culpeper County 0.32 14000 N	SR 3 Germanna Hwy SR 3; Zachary Taylor Hwy	SR 3 Germanna Hwy SR 3; Zachary Taylor Hwy	SR 3 Germanna Hwy SR 3: Zachary Taylor Hwy Culpeper County 0.32 14000 N 91% 1% 1% 1% 1% 1% 1% 1	SR 3 Germanna Hwy SR 3; Zachary Taylor Hwy	SR 3 Germanna Hwy SR 3; Zachary Taylor Hwy Culpeper County 0.32 14000 N 91% 1% 1% 2% 5%	SR 3 Germanna Hwy SR 3; Zachary Taylor Hwy Culpeper County 0.32 14000 N 91% 1% 1% 2% 5% 0%	SR 3 Germanna Hwy SR 3; Zachary Taylor Hwy Culpeper County O.32 14000 N 91% 1% 1% 2% 5% 0% N	SR 3 Germanna Hwy SR 3; Zachary Taylor Hwy SR 3; Fort Valley Rd SR 2; I Fort V	SR 3 Germanna Hwy SR 3; Zachary Taylor Hwy Culpeper County 0.32 14000 N 91% 1% 1% 2% 5% 0% N 0.084 N N 0.084 N SR 3; Zachary Taylor Hwy SR 3; Zachary Taylor Hwy SR 3; Zachary Taylor Hwy Two SR 3; Zachary Taylor Hwy Two SR 3; Zachary Taylor Hwy Two SR 3; Zachary Taylor Hwy Two SR 3; Zachary Taylor Hwy Two Two Culpeper U.S 15; U.S 29 U.S 15; U.S 29 U.S 15; U.S 29 U.S 15; U.S 29 U.S 15; U.S 29 U.S 15; U.S 15; U.S 200 G 92% 1% 3% 1% 2% 0% C 0.087 F U.S 15; U.S 15; U.S 200 G 97% 1% 1% 0% 1% 0% C 0.090 F U.S 15; U.S 2000 G 97% 1% 1% 0% 0% C 0.090 F U.S 15; U.S 2000 G 97% 1% 1% 0% 0% C 0.090 F U.S 15; U.S 2000 G 97% 1% 1% 0% 0% C 0.077 F U.S 15; U.S 2000 G 97% 1% 1% 0% 0% C 0.077 F U.S 15; U.S 2000 G 97% 1% 1% 0% 0% C 0.077 F U.S 15; U.S 2000 G 95% 1% 1% 0% 0% C 0.077 F U.S 15; U.S 2000 G 95% 1% 1% 0% 0% C 0.077 F U.S 15; U.S 2000 G 95% 1% 1% 0% 0% C 0.087 F U.S 15; U.S 2000 G 95% 0% 2% 1% 1% 0% C 0.087 F U.S 15; U.S 2000 G 95% 0% 2% 1% 1% 0% C 0.087 F U.S 15; U.S 2000 G 95% 0% 2% 1% 1% 0% C 0.087 F U.S 15; U.S 2000 G 95% 1% 1% 1% 0% C 0.087 F U.S 15; U.S 2000 G 96% 1% 1% 1% 1% 0% C 0.087 F U.S 15; U.S 2000 G 96% 1% 1% 1% 1% 0% F 0.089 F U.S 15; U.S 2000 F 96% 1% 1% 1% 1% 1% 0% F 0.089 F U.S 15; U.S 2000 F 96% 1% 1% 1% 1% 1% 0% F 0.089 F U.S 15; U.S 2000 F 96% 1% 1% 1% 1% 1% 0% F 0.089 F U.S 15; U.S 2000 F 96% 1% 1% 1% 1% 0% F 0.089 F U.S 15; U.S 2000 F 96% 1% 1% 1% 1% 1% 0% F 0.089 F U.S 15; U.S 2000 F 96% 1% 1% 1% 1% 0% F 0.089 F U.S 15; U.S 2000 F 96% 1% 1% 1% 1%	SR 3 Germanna Have SR 3 Zachary Taylor Hay SR 3 Zachary Taylor H	SR 3 Germanna Hov SR 3 Lachary Taylor Hov Figure

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~~~	From:	Main St; Sperry													
Sperryville Pike	Rappahannock County	0.11 <b>2900</b>	F	89%	2%	4%	3%	3%	0%	С	0.085	F	0.542	3000	F
~	To:	US 211 S, Le													
Loo Highway	Pannahannaak County	S US 211 Lea		96%	10/	10/	10/	10/	09/	_	0.089	F	0.546	4500	F
522 211 Lee Highway	Rappahannock County	4.62 <b>4400</b>	F	90%	1%	1%	1%	1%	0%	Г	0.069	Г	0.546	4500	
~~~~~	To: From:	US 211 BUS SOUTH OF													
522)(211)Lee Highway	Rappahannock County	0.68 5000	F	96%	1%	1%	1%	1%	0%	F	0.097	F	0.504	5100	ı
~~	To	CL Washin	gton												
522 (211) Lee Highway	Town of Washington (Maint: 78)	0.02 5000	N	96%	1%	1%	1%	1%	0%	Ν	0.097	Ν	0.504	5100	- 1
3)()	To	CL Washin	atan												
522)(211) Lee Highway	Rappahannock County	0.39 5000	N N	96%	1%	1%	1%	1%	0%	N	0.097	Ν	0.504	5100	1
522 (211) Lee riigilway	riappariamock odunty	0.00 3000	17	30 70	1 /0	1 70	1 /0	1 /0	0 70	11	0.007	14	0.504	3100	
~~~	To: From:	Bus US 211 East of													
522 (211) Lee Highway	Rappahannock County	2.38 <b>5400</b>	F	96%	1%	1%	1%	1%	0%	F	0.090	F	0.529	5600	F
<del></del>	To:	N US 211 Le													
Zacham, Taylor Ava	Donnahannak County	US 211 N, Le		069/	0%	10/	10/	20/	00/	F	0.000	F	0.528	2200	
Zachary Taylor Ave	Rappahannock County	2.82 <b>3100</b>	F	96%	0%	1%	1%	2%	0%	Г	0.092	Г	0.528	3200	
	To: From:	78-641 N, Fodde	rstack Rd												
Zachary Taylor Ave	Rappahannock County	7.26 <b>3500</b>	F	96%	0%	1%	1%	2%	0%	С	0.093	F	0.533	3600	
~	To:	Warren Coun	-												
~~	From:	Rappahannock C		070/	00/	10/	40/	40/	00/	_	0.005	_	0.540	0000	,
522	Warren County	3.77 <b>7900</b>	G	97%	0%	1%	1%	1%	0%	С	0.085	F	0.543	8200	(
	To: From:	SCL Front F	Royal												
522 Chester Gap Rd	Town of Front Royal	0.60 <b>7600</b>	G	97%	1%	1%	1%	1%	0%	С	0.093	F	0.515	7900	(
<i></i>	Too	Criser R	d												
S22 Remount Rd	Town of Front Royal	0.35 11000		97%	1%	1%	1%	1%	0%	F	0.089	F	0.587	11000	(
522) 10.110 and 110	Town or Front Hoyar			0,70	. 70		1 70	. 70	070	•	0.000	•	0.007	11000	•
~~	To: From:	SR 55 Sout													
Commerce Ave	Town of Front Royal	0.47 <b>22000</b>	) G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.525	23000	(
<del>~</del>	To: From:	Main S	t												
Commerce Ave	Town of Front Royal	0.74 <b>2000</b> 0	) G	97%	0%	1%	1%	1%	0%	С	0.09	F	0.508	21000	(
~	To	Happy Cree	l Dd												
522 Commerce Ave	Town of Front Royal	0.35 <b>1400</b> 0		95%	1%	2%	1%	1%	0%	С	0.089	F	0.536	15000	(
522 Odiffineree Ave	To:	US 340 North R		33 76	1 /0		1 /0	1 /0	0 70	O	0.000	'	0.550	13000	`
	From:	Commerce													
522 (340) (55) North Royal Ave	Town of Front Royal	0.35 <b>23000</b>		97%	1%	1%	1%	1%	0%	С	0.088	F	0.540	24000	(
,	To:	14th St													
	From:	North Royal	l Ave												
522 (340) (55) 14th St	Town of Front Royal	0.24 <b>23000</b>	) G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.545	24000	(
~~~	To:	Shenandoah													
~~~~~	From:	14th St													
522 (340 (55 ) Shenandoah Ave	Town of Front Royal	0.34 <b>30000</b>	) G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.518	31000	(
$\sim$	To:	NCL Front I	Royal												

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Warren County  Too  Warren County  Warren County  Too  From  Warren County  Warren County	NC 0.45 SR 55 0.22	AADT  2L Front Ro  31000  W, Strasbu  29000	yal <b>G</b>	4Tire 96%	Bus 1%		Tru 3+Axle 1%			QC C	K Factor	QK N	Dir Factor	AAWDT	QW
Warren County  Warren County  Too  Warren County  Too  From  Too  From	0.45 SR 55 0.22 Old N	31000 W, Strasbu 29000	<b>G</b> arg Rd	96%	1%	1%	1%	1%	0%	С	0.09	N	0.510		
Warren County  Warren County  Too  Warren County  Too  From  Too  From	SR 55 0.22 Old N	W, Strasbu 29000	ırg Rd	96%	1%	1%	1%	1%	0%	С	0.09	Ν	0 510		
Warren County	0.22 Old N	29000	_									-	0.518	31000	G
Warren County	Old N		G												
To: From:		ICI E	ŭ	97%	0%	1%	1%	1%	0%	F	0.086	F	0.546	30000	G
To: From:	0.83	NCL Front I	Royal												
To From:		30000	G	97%	0%	1%	1%	1%	0%	С	0.087	F	0.549	31000	G
Marran Caunty		I-66													
Warren County	1.28	22000	G	86%	1%	1%	2%	10%	0%	С	0.08	F	0.515	23000	G
To	93-6	527 Reliance	e Rd												
Warren County	2.81	16000	G	85%	1%	1%	2%	11%	0%	С	0.080	F	0.509	17000	G
To:	02.907	7 7ion Chur	roh Dd												
Warren County				85%	1%	1%	2%	12%	0%	С	0.081	F	0.503	17000	G
To:				0070	. , 0		_,,	,	0,0	Ū	0.00.	•	0.000	.,,,,,	<u> </u>
From:															
Frederick County (Maint: 93)	0.53	17000	G	85%	1%	1%	2%	12%	0%	С	0.081	F	0.503	17000	G
To:															
Warran County				95%	10/	10/	20/	120/	00/	C	0.001	_	0.502	17000	G
vvaileir County				03 /6	1 /0	1 /0	2/0	12/0	0 /6	C	0.001	'	0.505	17000	G
From:															
Frederick County (Maint: 93)	0.30	17000	G	85%	1%	1%	2%	12%	0%	С	0.081	F	0.503	17000	G
To:															
From:				050/	40/		00/	100/	201	_	0.004	_	0.500	47000	_
Warren County				85%	1%	1%	2%	12%	0%	C	0.081	F	0.503	1/000	G
From:												—			
Clarke County (Maint: 93)				85%	1%	1%	2%	12%	0%	С	0.081	F	0.503	17000	G
To															
Clarke County (Maint: 34)					1%	1%	1%	11%	0%	F	0.086	F	0.561	14000	G
To:				07 70	1 /0		1 /0	1170	0 70	'	0.000	'	0.501	14000	ч
From:															
Frederick County	2.28	14000	G	87%	1%	1%	1%	11%	0%	С	0.091	F	0.560	14000	G
Τα	34-642 N: 1	Macedonia	Church	Rd		<b>—</b>									
Frederick County	2.41	16000	F	89%	1%	1%	1%	8%	0%	С	0.093	F	0.578	17000	F
To:	24.64/	4 N. Donorn	aill D.d												
				85%	1%	1%	2%	10%	0%	С	0.084	F	0.534	15000	G
To:				0070	170		270	1070	0 70	Ü	0.001	•	0.001	10000	ŭ
From:				)											
Frederick County	0.16	39000	G	95%	1%	1%	1%	2%	0%	F	0.08	F	0.563	42000	G
To:	EC		ter												
City of Minchastar	0.00		, Al	000/	00/	10/	00/	10/	00/	N.I	0.000	N.I	0.620	20000	N.I
City of winchester				90%	υ%	1%	0%	1%	υ%	IN	บ.บชช	IN	U.039	∠6000	N
	Warren County  Too From:  Frederick County (Maint: 93)  Too From:  Warren County  Too From:  Frederick County (Maint: 93)  Too From:  Clarke County (Maint: 93)  Too From:  Clarke County (Maint: 93)  Too From:  Clarke County (Maint: 94)  Too From:  Frederick County  Frederick County  Frederick County  Frederick County  Frederick County  Frederick County  Frederick County  Frederick County  Frederick County  Frederick County  Frederick County  Frederick County	Warren County		93-802 Zion Church Rd	Warren County	Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second	Warren County	Part	Part	Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Profession   Pro	Marren County	Marren County	Part   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line	Prederick County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County   County	Pickerick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Prederick County Line   Pred

# Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		T filliary and file					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:	US 50 Par, M	fillwood Ave			1					. 4010.		. 45151		
522 50 17 Jubal Early Dr	City of Winchester	0.06 <b>260</b>		98%	0%	1%	0%	1%	0%	С	0.088	F	0.639	28000	G
	To:	Apple Blo	ossom Dr												
~~~ ~~~	From:	Jubal E													
$\{522\}\{50\}\{17\}$ Apple Blossom Dr	City of Winchester	0.05 110		98%	0%	1%	0%	1%	0%	F	0.089	F	0.87	11000	G
	To:	US 50 Par, N													
Mailline and Area	City of Minch pater	US 50 Par; App			00/		00/	10/	00/	0	0.005	F	0.500	1 1000	_
(522) (50) (17) Millwood Ave	City of Winchester	0.75 130		97%	0%	2%	0%	1%	0%	С	0.085	Г	0.563	14000	G
	From:	US 11 Ca Millwoo													
(522)(11)(11)(50) Cameron St	City of Winchester	0.53 61 0		97%	1%	1%	0%	1%	0%	С	0.089	F	0.556	6400	G
522 11 11 50 Cameron St	oined Traffic Estimates for 2 Parallel Roadways	_		97%	1%	1%	0%	0%	0%	C	NA	•	0.000	14000	G
Some	Jinea Traine Estimates for 21 araner floadways	On this riodic. 130	,00 G	31 70	1 /0	1 /0	0 70	0 70	0 70	J	INA			14000	ч
~~~~	To: From:	Boscav										_			
(522)(11)(1)(50) Cameron St	City of Winchester	0.17 <b>82</b> 0		97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8700	G
Comb	oined Traffic Estimates for 2 Parallel Roadways			97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	To:	SR 7 Picc	_												
Piggadilly St	City of Winchester	US 11 Ca		99%	0%	00/	00/	00/	00/	_	0.001	F	0.600	0000	_
522 7 50 Piccadilly St	•	0.18 770				0%	0%	0%	0%	_	0.091		0.630	8200	G
Comb	pined Traffic Estimates for 2 Parallel Roadways	on this Route: 960	00 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
	To: From:	US 50, SR 7	Braddock St												
522 Piccadilly St	City of Winchester	0.19 <b>54</b> 0	00 G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.599	5700	G
	To:	Fairmo													
~~~~ · · · ·	From:	Piccad		070/	00/		00/	40/	00/	_	0.400	_	0.505	<b>5000</b>	_
522 Fairmont Ave	City of Winchester	0.22 53 0	00 G	97%	0%	1%	0%	1%	0%	F	0.102	F	0.595	5600	G
	To: From:	Comme	rcial St												
522 Fairmont Ave	City of Winchester	0.55 110	000 G	97%	0%	1%	0%	1%	0%	С	0.101	F	0.636	12000	G
	To	NCL Win	nahastar												
522 Maple St	Frederick County	1.60 110		97%	0%	1%	0%	1%	0%	С	0.103	F	0.632	12000	G
(322) Wapie St	Treadner durity			01 70	0 70		0 70	1 /0	0 70	J	0.100	•	0.002	12000	ď
~~	To: From:	SR										_			
522 Frederick Pike North	Frederick County	2.91 210	000 G	89%	1%	1%	1%	7%	0%	С	0.087	F	0.692	20000	G
	To: From:	34-654 Ceda	ar Grove Rd												
522 Frederick Pike North	Frederick County	4.24 180	000 G	86%	1%	1%	1%	12%	0%	F	0.087	F	0.699	17000	G
	To:	34-600 \$	Cilor Dd												
522 Frederick Pike North	Frederick County	5.08 160		86%	1%	1%	1%	12%	0%	F	0.085	F	0.659	15000	G
522) Tredefick Tike North	Treatment County			00 70	1 /0	1 /0	1 /0	12 /0	0 70	'	0.000	•	0.000	13000	a
	To: From:	SR 127 Bloo													
(522) Frederick Pike North	Frederick County	3.26 82 0	00 A	86%	1%	1%	1%	12%	0%	С	0.121	Α	0.622	7800	Α
	To: From:	34-694 Cumbe	rland Trail Rd	l		}									
522 Frederick Pike North	Frederick County	4.40 780		86%	1%	1%	1%	12%	0%	F	0.078	F	0.534	7300	G
	To:	West Virgini	ia State Line												
	From:	US 522 I-64-E159A	FROM & TO	IS 64			_		•		_		_		
522 Ramp	Goochland County	0.26 30		15 07							0.191	F		3000	G
(322)	To:	I-64-E FRO US 522		ORTH							0.701	•		5500	-
		1-01-L1RO 03 322	SCOTIL CINC	/1/111		1									

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdicti		Length	AADT			Ruc		Tru	ick		QC	K	QK	Dir	ΔΑΜΠΤ	OW
	Julisuiciii						Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QW
(522)Ramp	Goochland C		522 I-64-W 0.27	159A FRO 1000	M & TO G	IS 64							0.098	F		1000	G
(522) Hamp	To		-W FROM U		-	ORTH							0.030	•		1000	u
	Fron		522 I-66-E0					i									
S22 Ramp	Warren Co		0.15	5500	G								0.076	F		5500	G
$\stackrel{\smile}{\smile}$	Te	∴ I-66-E F	ROM RT 52	22; 34000- 3	SOUTH	& NORT	Н										
North	Fron	n:		TO RT 66										_			_
522 Ramp	Warren Co		0.19 6-W FROM	3500	G	DTH		_					0.103	F		3500	G
	From	1-00		,		KIH											
South (522) Ramp	Warren Co	untv	0.15	TO RT 66 2700	G WEST								0.087	F		2700	G
(522) ramp	To	•	6-W FROM			UTH							0.007	•		2700	ŭ
	Fron	n:		US 11 Can													
(52) (11) (50) Gerrard St	City of Winch	nester	0.10	8600	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9100	G
	T. T. Groot	2	US	11 Valley A	Ave			<u> </u>									
(522) (50) Gerrard St	City of Winch	nester	0.07	6900	G	97%	1%	2%	0%	0%	0%	F	0.086	F	0.529	7300	G
	Te	D:		Braddock St	t												
(522)(50) (1,1) (50) Brado	dock St City of Winch	ester	0.53	Gerrard St 7400	G	97%	1%	2%	0%	0%	0%	С	0.087	F		7800	G
[522] [50] [11] [50] Brade	Combined Traffic Estimates for 2 Parallel				G	97%	1%	1%	0%	0%	0%	C	NA	-			G
	т			0 Boscawe	en St												
(52) (11) (50) (522) Brade	dock St City of Winch	nester	0.17	6100	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6500	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	To	D:	US 5	22 Piccadil	lly St												
Bus Bus	Fron		S 211 SOU														
522 211 Main St	Rappahannock	County	0.72	870	F	99%	0%	0%	0%	0%	0%	С	0.096	F	0.548	890	F
Bus Bus	T. Fron	n:	WC	L Washing	gton												
522 (211) Main St	Town of Washingto	n (Maint: 78)	0.37	870	N	99%	0%	0%	0%	0%	0%	Ν	0.096	Ν	0.548	890	Ν
<u> </u>	Tr.	0:		liddle St; W													
Bus Bus (522) (211) Warren St	Town of Washingto	n (Maint: 78)	0.26	Middle St; I 870	Main St N	99%	0%	0%	0%	0%	0%	N	0.096	N	0.548	890	N
(522)(211) Wallon of	. Swi of Washingto						0 70		070	070	0 70	.,	0.000		0.010	000	.,
Bus Bus	Fron	n:		L Washingt													
[522][211]	Rappahannock	County	0.15	870	N	99%	0%	0%	0%	0%	0%	N	0.096	N	0.548	890	N
NI	Eron	n I		11 Lee High				_								3500 2700 9100 7300 7800 14000 6500 15000	
North (564) Ramp	City of Norfolk (N	Maint: 64)	0.29	4-Westbour	na								NA			NA	
					A I 544 F	Pay										. *, `	
North	Fron		Ramps from		u 1-304 F	tev			_						_		
564 Ramp	City of Norfolk (vlaint: 64)	0.16	NA	oth or 1								NA			NA	
	11		Kamp fro	om I-64 Eas	stoound												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

									Tru	ck			K		Dir		
Route	Jurisdictio	on Le	ngth	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
lorth	From:		- / -	S 460 Gra													_
564)	City of Norfolk (N	,	-	34000	G	98%	0%	0%	0%	1%	0%	F	0.126	F		42000	G
	Combined Traffic Estimates for 2 Parallel				G	98%	0%	0%	0%	1%	0%	F	NA			68000	G
	To:			national Te													
orth	From:			national Te								_					
564	City of Norfolk (N	,		18000	Α	98%	0%	0%	0%	1%	0%	С	0.211	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel			38000	F	98%	0%	0%	0%	1%	0%	С	0.13	Α	0.865	46000	F
	To:	SR	337 Ac	dmiral Tau	ssig Blv	d											
Rev	From:			I-64 Rev													
Reversible Ramp	City of Norfolk (M	Maint: 64) 0	.31	NA									NA			NA	
	To:	Ramps	to I-564	4 NB and F	rom I-50	64 SB											
Rev	From:			I-564 Rev													
Ramp	City of Norfolk (M	Maint: 64) 0	.08	4500	G								0.292	F		4500	G
04)	To:			4 Northbou													_
o tho	From:			4 Eastbour													
outh 564 Ramp	City of Norfolk (N	Agint: 64) 0	.16	NA Eastbour	IU								NA			NA	
,64 hallip	City of Noriok (iv		_	R 165 Little	Cuantr I	2.4							INA			INA	
outh	From:		•	S 460 Gra		Ku											
64)	City of Norfolk (N			21000	G	98%	0%	0%	0%	1%	0%	F	NA			26000	C
104)	Combined Traffic Estimates for 2 Parallel		-		G	98%	0%	0%	0%	1%	0%	F	NA			68000	9
	To:	Tioadways on this rit		5 Terminia		30 /6	0 /6	0 /8	0 /6	1 /0	0 /6	'	INA			00000	
outh	From:	SR 40		national Te		Blvd											
564)	City of Norfolk (N			20000	F	98%	0%	0%	0%	1%	0%	С	0.224	Α		24000	F
004)	Combined Traffic Estimates for 2 Parallel			38000	F	98%	0%	0%	0%	1%	0%	С	0.135	Α	0.880	46000	F
	To:			dmiral Tau			0 70		0 70	1 /0	070	Ü	0.100		0.000	10000	•
o th	From:			4 Southbor													
outh 564)Ramp	City of Norfolk (N	Maint: 64) 0	.16	2600	G								0.176	F		2600	G
064) Hamp	Tro.			East Little (1							0.170	'		2000	G
		31				1											
outh	Other of Nieufelle (Ni	1 - 1 - 1 - 0 4 \		4 Southbox	ınd								N.1.0			NI A	
Ramp	City of Norfolk (N		.35	NA			1.50						NA			NA	
outh.	From:	Ramps from SR		d to I-64 V 01A FROI			460										
outh 564)Ramp	City of Norfolk (N		.12	NA NA	VI K I 40	10							NA			NA	
664 / Tamp	City of Norion (IV			C TO RT	64 WES	т							INA			INA	
outh	From:	Ramp from I-56					Blvd										
Ramp	City of Norfolk (M		.25	NA	DIC 100		31, u						NA			NA	
004)	To:			460 Granby	v St												
	From					1		! I									
outh Pamp	City of Norfolk (N		.45	n I-564 So NA	utnboun	1							0.107	F		NA	
Ramp	City of Noriolk (IV	nann. 04) U			1								0.107	Г		INA	
	10.	<u> </u>		4 Westbou													
outh	From:			4 Southbox		•			-		-						
Ramp	City of Norfolk (N	Maint: 64) 0	.08	7400	G								0.294	F		7400	G
\smile	To:]	I-564 Rev													

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

									Tru	ck			K		Dir		
Route	Jurisdictio	n Len	igth 🖊	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	SR 24 E	lm Ave:	US 220 V	Webber	Expv		ZAXIC	0+AXIC	TITAL	ZIIdii		1 40101		1 actor		
581 220	City of Roanoke (N			36000	G	94%	1%	1%	1%	4%	0%	F	0.09	F		39000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Roa	ute: 7	70000	G	94%	1%	1%	1%	4%	0%	F	0.092	F	0.538	78000	G
N	Tax		US 11 W	Villiamsor	n Rd			_									
North (581) (220)	City of Roanoke (N	Maint: 80) 0.3	31 3	39000	G	94%	1%	1%	1%	4%	0%	F	0.092	F		44000	G
(381)(220)	Combined Traffic Estimates for 2 Parallel	,	-		G	94%	1%	1%	1%	4%	0%	F	0.095	F	0.518	81000	G
	To:			Orange A	-	0.70	. , ,		. , 0	.,0	0,70	•	0.000	•	0.0.0	0.000	
North	From:	4-1-4-00)				0.40/	40/	40/	40/	40/	00/	_	0.400			40000	
581 220	City of Roanoke (N	,		39000	A	94%	1%	1%	1%	4%	0%	F	0.108	A	0.507	42000	A
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Hol			Α	94%	1%	1%	1%	4%	0%	Г	0.105	Α	0.507	84000	Α
North	To: From:		Valley	y View Bl	vd												
(581)(220)	City of Roanoke (N	,	_	31000	Α	94%	1%	1%	1%	4%	0%	С	0.111	Α		34000	Α
\bigcirc \bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute: 6	31000	Α	94%	1%	1%	1%	4%	0%	С	0.109	Α	0.507	68000	Α
North	To: From:	S	SR 101 H	Hershberg	er Rd												
(581)(220)	City of Roanoke (N	Maint: 80) 1.3	75 2	27000	Α	94%	1%	1%	1%	4%	0%	F	0.114	Α		30000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Roa	ute: 5	55000	Α	94%	1%	1%	1%	4%	0%	F	0.108	Α	0.512	60000	Α
N. d	Tox	S	R 117 P	eters Cree	ek Rd												
North (581) (220)	Roanoke Co	untv 0.8	84 2	23000	G	94%	1%	1%	1%	4%	0%	F	0.104	F		25000	G
(581)(220)	Combined Traffic Estimates for 2 Parallel	,	-		G	94%	1%	1%	1%	4%	0%	F	0.099	F	0.519	52000	G
	To:	Trodunajo on ano rio				0170	1 70		1 70	170	0 70	•	0.000	•	0.010	02000	
North	From:			to I-81 No												.=	
581 I-581 North Ramp	Roanoke Co	,		4000	G	94%	1%	1%	1%	4%	0%	F	0.106	F	0.514	15000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Roi		28000 31 South	G	94%	1%	1%	1%	4%	0%	F	0.099	F	0.514	31000	G
North	From:			81 North													
North (581) Ramp	City of Roanoke (N	Maint: 80) 0.		8700	G								0.086	F		8700	G
<u> </u>	To:			E, Orange										-			
North	From:		I-58	81 North													
(581) Ramp	City of Roanoke (M	Maint: 80) 0.	12 3	3300	G								0.107	F		3300	G
	To:	Ţ	JS 460 V	W, Orange	e Ave												
North	From:			81 North								_					
Ramp to Valley View Bl	vd City of Roanoke (N	Maint: 80) 0.		7700	G	99%	0%	0%	0%	0%	0%	С	0.099	F		8200	G
	10:			y View Bl	vd												
North (581) Ramp	City of Roanoke (N	Maint: 80) 0.2		81 North 7900	G								0.093	F		7900	G
281	To:			Hershber									0.000	'		1 300	u
North	From:	<u> </u>		81 North	J												
(581)Ramp	City of Roanoke (N	Maint: 80) 0.		3600	G								0.093	F		3600	G
	To:	SR	101 W	, Hershbei	rger Rd												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	n Lenath	AADT	ΩΛ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	. OM
	Econ				71110	Duo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QI.	Factor	70000	Q 11
North 581 Ramp	City of Roanoke (M		I-581 North 4900	G								0.111	F		4900	G
361)	To:		E, Peters C									••••	•		.000	<u> </u>
North	From:		I-581 North													
581 Ramp	City of Roanoke (N		3900	G								0.107	F		3900	G
<u> </u>	To:	SR 117	W, Peters C	reek Rd												
North	From:		I-581 North		0.40/	40/	40/	40/	40/	00/	_	0.400	_		40000	0
581 220 Ramp	Roanoke Cou ™	inty 0.29	9300 I-81 North	G	94%	1%	1%	1%	4%	0%	F	0.106	F		10000	G
South	From:	SR 24 Elm A		Wahhar	Evny											
581)(220)	L City of Roanoke (M		34000	G	<u>ехру</u> 93%	1%	1%	1%	5%	0%	F	0.101	F		38000	G
3017(220)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	70000	G	94%	1%	1%	1%	4%	0%	F	0.092	F	0.538	78000	G
	Tor	IIS 1	1 Williamso	n Rd												
South	City of Roanoke (M		34000	G	93%	1%	1%	1%	5%	0%	_	0.099	F		38000	G
581 220	Combined Traffic Estimates for 2 Parallel F	,		G	94%	1%	1%	1%	3 <i>%</i>	0%	, F	0.095	r F	0.518	81000	G
	Combined Traine Estimates for 21 drainers				34 /0	1 /0	1 /0	1 /0	4 /0	0 70	'	0.033	'	0.510	01000	ч
South	From:		460 Orange													
581 220	City of Roanoke (N	,	39000	Α	93%	1%	1%	1%	5%	0%	F -	0.104	Α		42000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	78000	Α	94%	1%	1%	1%	4%	0%	F	0.105	Α	0.507	84000	Α
South	To: From:	Va	lley View B	lvd												
581 220	City of Roanoke (N	Maint: 80) 1.49	31000	Α	93%	1%	1%	1%	5%	0%	С	0.111	Α		34000	Α
$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	61000	Α	94%	1%	1%	1%	4%	0%	С	0.109	Α	0.507	68000	Α
South	To: From:	SR 10	1 Hershberg	ger Rd												
581) 220	City of Roanoke (M	Maint: 80) 1.33	27000	Α	93%	1%	1%	1%	5%	0%	F	0.114	Α		30000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	55000	Α	94%	1%	1%	1%	4%	0%	F	0.108	Α	0.512	60000	Α
	To	N	ICL Roanok	e			\neg \vdash									
South	Roanoke Cou	inty 0.14	27000	Α	93%	1%	1%	1%	5%	0%	F	0.114	Α		30000	Α
581 220	Combined Traffic Estimates for 2 Parallel F	,		A	94%	1%	1%	1%	4%	0%	F	NA	,,		60000	Α
	To		7 Peters Cre			.,,			.,.							
South	From: L				000/	40/	40/	40/	5 0/	00/	_	0.440	_		00000	0
581 (220)	Roanoke Cou Combined Traffic Estimates for 2 Parallel F	,	23000	G	93%	1%	1%	1%	5%	0%	-	0.116	F	0.510	26000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	46000 I-81	G	94%	1%	1%	1%	4%	0%	г	0.099	F	0.519	52000	G
South	From:	Ra	mp from I-8	1 S												
581 S Ramp	Roanoke Cou	•	14000	G	93%	1%	1%	1%	5%	0%	F	0.115	F		16000	G
\smile	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:		G	94%	1%	1%	1%	4%	0%	F	0.099	F	0.514	31000	G
	To:		I-81 N													
South	From L City of Roanoke (M		I-581 South 11000	G								0.004	F		11000	G
(581) Ramp	City of Roanoke (iv	iairit. 80) 0.09	11000	G								0.084	Г		11000	G

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		T Tilliary at	.c morotat	J 1.00											
Route	Jurisdiction	Length	AADT	QA	4Tire Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 581 Ramp	City of Roanoke (Maint:	80) 0.14	I-581 South 6100 1 Williamson	G Rd							0.141	F		6100	G
South 581	City of Roanoke (Maint:	IS-00581-S002A(R)/S	PLIT OF RA	MP FRO							NA			NA	
South Ramp	City of Roanoke (Maint:	80) 0.13	I-581 South 7000 50 E, Orange	G Ave							0.083	F		7000	G
South 581 Ramp	City of Roanoke (Maint:	80) 0.13	I-581 South 2600 60 W, Orange	G Ave							0.089	F		2600	G
South [581] Ramp	City of Roanoke (Maint:	80) 0.20	I-581 South 5800 E, Hershberg	G							0.093	F		5800	G
South (581) Ramp	City of Roanoke (Maint:	80) 0.27	I-581 South 2200 W, Hershberg	G ger Rd							0.375	F		2200	G
South Ramp	City of Roanoke (Maint:	80) 0.19	I-581 South 2600 E, Peters Cre	G ek Rd							0.133	F		2600	G
South Ramp	City of Roanoke (Maint:	80) 0.19	I-581 South 2000 W, Peters Cre	G							0.145	F		2000	G
598 E River Mountain Rd	Bland County	4.27	Virginia State 170 52 North Scer	G	93% 3%	3%	0%	2%	0%	С	0.13	F	0.542	170	G
598 Ramp	Bland County	SR 598 F 0.22	70 I-77 South	tain Rd G							0.157	F		70	G
598 (52) Ramp	Bland County	US 52 0.10	North Scenic 510 I-77 North	Hwy G							0.123	F		510	G
664 I-664 Exit 5 Ramp (from both directions	s merge 6)ty of Newport News (Mai	nt: 99) 0.11	/B I-664 Exit NA S 60 WB War								NA			NA	
664 I-664 Exit 5 Ramp (from both directions	s merge 6 jty of Newport News (Mai	nt: 99) 0.11	NA 35th St	WICK A	vc						NA			NA	
664 Ramp	City of Newport News (Mai		WARWICK NA PFROM ROU								NA			NA	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Trι	ıck			K	-··	Dir		
Route	Jurisdiction	on Leng	th AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From		4-W009B TO	ROUTE												
Ramp	City of Suffolk (N											NA			NA	
<u> </u>	To	SR 1	64 FROM RC	UTE 664												
East	Prom	Maint: 00) 0.00	I-64 East		0.40/	0%	10/	10/	40/	00/	_	0.004	_		00000	_
Hampton Roads Beltway	City of Hampton (Maint: 99) 0.27	7 27000	F	94%	0%	1%	1%	4%	0%	г	0.094	F		29000	F
East	To From	R	amp from I-64	West												
Hampton Roads Beltway	City of Hampton (Maint: 99) 0.86	40000	F	94%	0%	1%	1%	4%	0%	F	0.104	F		44000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 80000	F	94%	0%	1%	1%	4%	0%	F	0.090	F	0.646	86000	F
		East I-664	is signed a	as Sout	h I-664											
<u> </u>		<u> </u>	Powhatan Par	kway												
Hampton Roads Beltway	City of Hampton (Maint: 99) 1.21	39000	F	94%	0%	1%	1%	4%	0%	F	0.108	F		42000	F
	Combined Traffic Estimates for 2 Parallel	•	e: 77000	F	94%	0%	1%	1%	4%	0%	F	NA			83000	F
		East I-664	is signed a	as Sout	h I-664											
	To	×	Aberdeen R	oad												
East 664) Hampton Roads Beltway	City of Hampton (Maint: 99) 0.66	37000	F	94%	0%	1%	1%	4%	0%	_	0.109	F		40000	_
/	Combined Traffic Estimates for 2 Parallel	,		F	94%	0%	1%	1%	4% 4%	0%	F	NA	'		79000	F
	Combined Traine Estimates for 21 drailer	East I-664				0 70	1 /0	1 /0	770	0 70	•	INA			73000	•
	То		CL Newport		77 007											
East	From		SCL Hampt													
Hampton Roads Beltway	City of Newport New			F	94%	0%	1%	1%	4%	0%	F	0.109	F		40000	F
	Combined Traffic Estimates for 2 Parallel	•		F	94%	0%	1%	1%	4%	0%	F	NA			79000	F
		East I-664	is signed a	as Sout	h I-664											
East	To From	Roa	noke Ave; Ch	estnut St												
Hampton Roads Beltway	City of Newport New	rs (Maint: 99) 1.02	34000	F	94%	0%	1%	1%	4%	0%	F	0.11	F		36000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 67000	F	94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	72000	F
		East I-664	is signed a	as Sout	h I-664											
F -	To From	SR 14	3 Jefferson A	ve; 35th S	it .											
East 664 Hampton Roads Beltway	City of Newport New	s (Maint: 99) 1.64	20000	F	94%	0%	1%	1%	4%	0%	F	0.081	F		22000	F
. /	Combined Traffic Estimates for 2 Parallel	,		F	94%	0%	1%	1%	4%	0%	F	0.088	F	0.664	56000	F
		East I-664		as Sout						• / •						
	То	X.	Terminal A													
East	From	······································			0.40/	00/	40/	10/	40/	00/	_	0.107	^		00000	ъ.
Monitor Merrimac Memori		,		В	94%	0%	1%	1%	4%	0%	F	0.127	Α		33000	В
	Combined Traffic Estimates for 2 Parallel	•		B So Sout	94%	0%	1%	1%	4%	0%	г	NA			68000	В
	То	East I-664	WCL Suffo		11-004											
			WCL Sulic	II.												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

								_		Tru	ck			K		Dir		
Route		Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ast	del Didde Toward	From:	- it- 04)		Newport N		0.40/	00/		40/	40/	00/	_	0.407			00000	_
Monitor Merrimac Memo		City of Suffolk (M	,	3.05	31000	В	94%	0%	1%	1%	4%	0%	-	0.127	A	0.570	33000	В
	Combined Traffic I	Estimates for 2 Parallel	•			B Court	94%	0%	1%	1%	4%	0%	F	0.109	Α	0.573	68000	В
			Ea	st I-664 is			111-004											
ast		To: From:		SR	135 College	e Dr												
664 Hampton Roads Beltway		City of Suffolk (M	laint: 61)	1.38	29000	В	94%	0%	1%	1%	4%	0%	С	0.131	Α		31000	В
	Combined Traffic I	Estimates for 2 Parallel	Roadways on the	his Route:	59000	F	94%	0%	1%	1%	4%	0%	С	0.107	В	0.562	63000	F
			Ea	ist I-664 is	signed a	s Sout	h I-664											
		To:		SR 16	4 Western F	reeway			\Box \vdash									
ast 64)Hampton Roads Beltway		City of Suffolk (M	laint: 61)	0.58	26000	G	94%	0%	1%	1%	4%	0%	F	0.118	F		28000	G
164) Hampton Houdo Boilinay		Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.601	62000	G
				ast I-664 is				0,0	. , 0	. , 0	.,0	0 / 0	•	0.00	•	0.00	02000	<u> </u>
		To:			S 17 Bridge													
ast		From:					2.424						_		_			_
Hampton Roads Beltway		City of Suffolk (M	,	0.62	38000	G	94%	0%	1%	1%	4%	0%	-	0.095	-	0.504	41000	G
	Combined Traffic I	Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	88000	G
		To:	Ea [st I-664 is	Signea a		11-664											
ast		From:			WCL Suffol													
Hampton Roads Beltway		City of Chesapeake	(Maint: 64)	0.16	38000	G	94%	0%	1%	1%	4%	0%	F	0.095	F		41000	G
	Combined Traffic I	Estimates for 2 Parallel	Roadways on th	his Route:	82000	G	94%	0%	1%	1%	4%	0%	F	NA			88000	G
			Ea	ast I-664 is	signed a	s Sout	h I-664											
·		To: From:		64-6	59 Pughsvil	le Rd			\Box \vdash									
East 664 Hampton Roads Beltway		City of Chesapeake	(Maint: 64)	2.02	39000	G	94%	0%	1%	1%	4%	0%	F	0.089	F		42000	G
564) Hampton Houde Boithay		Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.537	88000	G
			•	ast I-664 is					.,.	.,.	.,.		-		-			-
		To:			7 Portsmou													
ast		From:	(14 : 1 : 2 : 2 : 2 : 2 : 2 : 2 : 2 : 2 : 2				0.40/	201		40/	40/	00/	_		_		44000	_
Hampton Roads Beltway		City of Chesapeake	,	1.10	41000	G	94%	0%	1%	1%	4%	0%	-	0.086	F		44000	G
_	Combined Traffic I	Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	NA			93000	G
			Ea	st I-664 is			11-664											
East		To: From:		64-663	Dock Landi	ing Road												
664) Hampton Roads Beltway		City of Chesapeake	(Maint: 64)	1.18	41000	G	94%	0%	1%	1%	4%	0%	F	0.088	F		45000	G
\smile		Estimates for 2 Parallel	Roadways on th	his Route:	87000	G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	93000	G
			Ea	ast I-664 is	signed a	s Sout	h I-664											
		To:	U	JS 13, US 58	US 460 M	iliatry Hi	ghway											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

									Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:		US 13, US 58														_
664 Hampton Roads Beltway		,	1.13	43000	G	94%	0%	1%	1%	4%	0%	F	0.101	F		47000	G
	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%	1%	4%	0%	F	NA			119000	G
		Eá	ast I-664 is	signed a	s Sout	h I-664											
Foot			US 13, US 46	0 Military H	lighway	South											
East 664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.73	52000	G	94%	0%	1%	1%	4%	0%	F	0.101	F		56000	G
	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%	1%	4%	0%	F	NA	•		129000	G
	Combined Traine Estimates for 2 Taraner		ast I-664 is				0 70	1 70	1 /0	470	0 70	•	1471			120000	
	To		2017 00 7 10	I-64; I-264	o cour												
East	From			I-664 East													
Ramp	City of Hampton (I	Maint: 99)	0.16	5700	F								0.095	F		5700	F
004)	To	:		wer Plant Pk									0.000	•		0.00	·
East	From	r.		I-664 East				1									
Ramp	City of Hampton (I	Maint: 99)	0.14	6100	F								0.104	F		6100	F
004)	To	×		7025 Aberde													
East	From	1		I-664 East													
Ramp	City of Newport New	s (Maint: 99)	0.15	4100	F								0.125	F		4100	F
1	To	:	121-7	019 Chestnu	ut Ave												
East	From	ı		I-664 East													
Ramp	City of Newport New	vs (Maint: 99)	0.32	9000	F								0.223	F		9000	F
	To:		I-664 Wes	t Exit 5A To	35th St	reet											
East	From	ı:	I-664-E TO	INSPECTIO	N STA	ΓΙΟΝ											
Ramp	City of Newport New	s (Maint: 99)	0.21	NA									NA			NA	
	To:	I-	-664-E FROM	1 INSPECTI	ION ST	ATION											
East	From	12		I-664 East													
Ramp	City of Newport New	s (Maint: 99)	0.15	6100	F								0.126	F		6100	F
\mathcal{L}	To:	00		Exit 6B To													
East	From:	. (1.4 - : - + - 00)		6B TO 27TI	H STRE	ET							NIA			N.1.A	
Ramp	City of Newport New	s (Maint: 99)	0.10	NA 4US 60-P									NA			NA	
			* * * * * * * * * * * * * * * * * * * *														
East	City of Newport New	(Moint: 00)	0.16	6A TO 27TI NA	H STRE	ET							NA			NA	
Ramp	City of Newport New	(Mairit. 99)		OM ROUTE	664 EA	СТ							IVA			INA	
	F	.1						1									
East	City of Newport New	(c. (Maint: 00)	0.17	TERMINA NA	L AVE	NUE							NA			NA	
Ramp	Oity of Newport New		AL AVENUE		LITE 66	4 EASTS(TITH	1					INA			INA	
	Erom	I LIXWIIIV				1 1/10100	, U 111										
East 664) Ramp	City of Suffolk (N	(laint: 61)	0.26	64-E TO RT NA	155								NA			NA	
664/ Tallip	City of Sulloik (IV	лант. 01) ×		135 FROM I	I-664								1 1/7			11/7	
F1	From							I									
East 664) Ramp	City of Suffolk (N	Maint: 61)	0.21	64-E TO RT 4100	135 G								0.102	F		4100	G
604/Tallip	Oity of Sulloik (IV	nam. 01)		135 FROM I				1					0.102	'		7100	G
		1	SK.	1 JJ TROM I	1-004												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

		Timary and interestate rec		Truck	K		Dir	
Route	Jurisdiction	Length AADT QA	4Tire Bus	2Axle 3+Axle 1Trail 2	\sim	QK	Factor AAWDT	QW
East	From:	I-664-E TO ROUTE 164						
Ramp	City of Suffolk (Maint: 61)	0.23 9800 G			0.101	F	9800	G
	To:	LCCA ECOOD TO DOLUTE 1CA	A C/T					
East	From:	I-664-E009B TO ROUTE 164 E	A51					
(664) Ramp	City of Suffolk (Maint: 61)	0.18 NA			NA		NA	
	To:	SR 164 FROM ROUTE 66						
Foot	From:	I-664-E009A TO ROUTE 164 E	ACT					
East	City of Suffolk (Maint: 61)	0.46 NA	ASI		NA		NA	
Ramp	Oity of Suriok (Maint. 61)				INA		INA	
	10.	I-664-W009B TO ROUTE						
East	From:	I-664-E TO PUGHSVILLE RO	AD					
(664) Ramp	City of Chesapeake (Maint: 64)	0.35 6200 G			0.282	F	6200	G
	To	COLEDIAN TO PAGINAVILLE DOLL	D MODELL					
East	From:	-664-E010B TO PUGHSVILLE ROA	D NORTH					
Ramp	City of Chesapeake (Maint: 64)	0.08 NA			NA		NA	
		131-8529 FROM ROUTE 664 EAST	SOUTH					
F		-664-E010A TO PUGHSVILLE ROA						
East			D NORTH		NIA		NIA	
Ramp	City of Chesapeake (Maint: 64)	0.03 NA			NA		NA	
	To:	131-8529 TO & FROM ROU	J					
East	From:	I-664-E TO RT 337						
Ramp	City of Chesapeake (Maint: 64)	0.36 2700 G			0.093	F	2700	G
	To:	SR 337 FROM I-664						
For	From							
East	City of Change also (Mainty CA)	I-664-E TO RT 337 0.22 5400 G			0.101	F	5400	0
Ramp	City of Chesapeake (Maint: 64)				0.101	Г	5400	G
	10.	SR 337 SR 337-W014A TO AND FI	ROM I-6					
East	From:	I-664-E TO DOCK LANDING R	OAD					
(664) Ramp	City of Chesapeake (Maint: 64)	0.06 NA			NA		NA	
			DOO NODE					
East	From: 1-00	64-E012B TO DOCK LANDING ROA	AD00- NOR I					
(664) Ramp	City of Chesapeake (Maint: 64)	0.17 2300 G			0.115	F	2300	G
		131-8527 FROM ROUTE 664 EAST	SOUTH					
East		64-E012A TO DOCK LANDING ROA	AD00- NORT		NIA		NIA	
Ramp	City of Chesapeake (Maint: 64)	0.08 NA			NA		NA	
	To:	131-8527 TO & FROM ROU	J					
East	From:	I-664-E TO ROUTE 58,13&460 V	WEST					
(664) Ramp	City of Chesapeake (Maint: 64)				0.096	F	9900	G
	To:	US 58 FROM ROUTE 664 EASTS	OUTH					
Fact	From			 I				
East	Other of Observation (NA 1 to OA)	I-664-E TO ROUTE 58,13&460 I	EAS I		0.440	_	1000	_
Ramp	City of Chesapeake (Maint: 64)	0.25 1900 G			0.110	F	1900	G
$\overline{}$	Τα	US 58 FROM ROUTE 664 EASTS	OUTH					
East	From:	I-664 East						
(664) Ramp	City of Chesapeake (Maint: 64)	0.12 2400 G	92% 0%	1% 1% 6%	0% F 0.142	F	2500	G
,	To:	US 13; 1US 13-P FRO						
		05 15, 105 15 1 TRO						

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

						_		Trı	ıck			K		Dir		
Route	Jurisdiction	on Lengt	h AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ast	From		4-E TO I-264													
Ramp	City of Chesapeake			G								0.115	F		25000	G
	From		E FROM I-6													
est 64)Hampton Roads Beltv			I-64 West	F	94%	0%	1%	1%	4%	0%	_	0.114	F		32000	F
64 Triampion Roads Beill	vay Oity of Hampton (-	34 /6	0 /0	1 /0	1 /0	4 /0	0 /6	'	0.114			32000	
est	To From	1	Ramp to I-64	East												
64) Hampton Roads Beltv	vay City of Hampton ((Maint: 99) 1.23	39000	F	94%	0%	1%	1%	4%	0%	F	0.116	F		42000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 80000	F	94%	0%	1%	1%	4%	0%	F	0.090	F	0.646	86000	F
		West I-664	is signed	as Nort	th I-664											
oot .		F	owhatan Parl	cway												
est 64)Hampton Roads Beltv	vay City of Hampton ((Maint: 99) 1.27	38000	F	94%	0%	1%	1%	4%	0%	F	0.125	F		41000	F
04)	Combined Traffic Estimates for 2 Parallel	,	e: 77000	F	94%	0%	1%	1%	4%	0%	F	NA			83000	F
		West I-664		as Nort	th I-664											
	Te	x	Aberdeen Ro													
est	From	"L			0.40/	00/		40/	40/	00/	_	0.407	_		00000	
Hampton Roads Beltv		'		F	94%	0%	1%	1%	4%	0%	-	0.127	F		39000	
	Combined Traffic Estimates for 2 Parallel			F	94%	0%	1%	1%	4%	0%	F	NA			79000	F
	To	West I-664	CL Newport		1111-004		1									
est	From	r.	SCL Hampt													
64) Hampton Roads Beltv	vay City of Newport New	s (Maint: 99) 0.55	36000	F	94%	0%	1%	1%	4%	0%	F	0.127	F		39000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 73000	F	94%	0%	1%	1%	4%	0%	F	NA			79000	F
		West I-664														
	To		ke Avenue; C		St											
est 64)Hampton Roads Beltv	vay City of Newport New		noke Ave; Ch 33000	estnut St F	94%	0%	1%	1%	4%	0%	F	0.129	F		36000	1
64) Hampton Houde Bott	Combined Traffic Estimates for 2 Parallel	'		F	94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	72000	F
		West I-664		=		0,0	. 70	. , 0	.,0	0,0	•	0.000	•	0.0	000	•
	To		3 Jefferson A													
est	From	i:		ve; 55ui .							_					
Hampton Roads Beltv				F	94%	0%	1%	1%	4%	0%	F -	0.094	F -		34000	F
	Combined Traffic Estimates for 2 Parallel	•		F	94%	0%	1%	1%	4%	0%	F	0.088	F	0.664	56000	F
		West I-664	is signed	as Nort	th I-664											
est	To From	x x	Terminal A	ve									——			
64 Monitor Merrimac Mer	morial Bridge Tunnel City of Newport New	s (Maint: 99) 2.93	32000	В	94%	0%	1%	1%	4%	0%	F	0.118	Α		34000	Е
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: 63000	В	94%	0%	1%	1%	4%	0%	F	NA			68000	Е
		West I-664		as Nort	th I-664											
	Te	x	WCL Suffo	lk												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

										Tru	ck			K		Dir		
Route		Jurisdiction	L	.ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Vest	·	From:			Newport N		0.40/	00/	10/	40/	40/	00/	_	0.440			0.4000	
Monitor Merrimac Memor		City of Suffolk (Mai	*	3.46	32000	В	94%	0%	1%	1%	4%	0%	F _	0.118	Α		34000	В
	Combined Traffic I	Estimates for 2 Parallel Ro	•			В	94%	0%	1%	1%	4%	0%	F	0.109	Α	0.573	68000	В
		_	West I-	-664 IS	signed a	s Nort	n I-664											
Vest		To: From:		SR	135 College	Dr												
Hampton Roads Beltway		City of Suffolk (Mai	nt: 61)	1.04	30000	F	94%	0%	1%	1%	4%	0%	С	0.117	В		32000	F
		Estimates for 2 Parallel Ro	oadways on this F	Route:	59000	F	94%	0%	1%	1%	4%	0%	С	0.107	В	0.562	63000	F
			West I	-664 is	signed a	s Nort	h I-664											
		To:		SR 164	Western F	reewav												
Vest		City of Cuffolk (Mai	nt: 61)	0.40	32000	G	94%	0%	1%	1%	4%	0%	_	0.089	_		34000	G
Hampton Roads Beltway		City of Suffolk (Mai		-		G		0% 0%	1%	1%	4% 4%		Г	0.089	F	0.001		G
	Combined Traine	Estimates for 2 Parallel Ro	•				94%	076	170	1 70	470	0%	Г	0.094	Г	0.601	62000	G
			vvest i		signed a		11 1-004											
/est_		From:		US	17 Bridge	Rd												
64 Hampton Roads Beltway		City of Suffolk (Mai	nt: 61)	0.57	44000	G	94%	0%	1%	1%	4%	0%	F	0.083	F		47000	G
	Combined Traffic I	Estimates for 2 Parallel Ro	oadways on this F	Route:	82000	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	88000	G
			West I		signed a		h I-664											
		To:			L Chesapea													
Vest 664 Hampton Roads Beltway		City of Chesapeake (N	Maint: 64)	0.62	VCL Suffoli 44000	G	94%	0%	1%	1%	4%	0%	F	0.083	F		47000	G
1 ampion riodus Beitway		Estimates for 2 Parallel Ro				G	94%	0%	1%	1%	4%	0%	F	NA	'		88000	G
	Combined Traine I		•		signed a			0 70	1 /0	1 /0	770	0 70	'	13/3			00000	ч
		Tex	***************************************		_		111004		i									
/est		From:			9 Pughsville													
Hampton Roads Beltway		City of Chesapeake (N	•	2.10	43000	G	94%	0%	1%	1%	4%	0%	F	0.076	F		46000	G
	Combined Traffic I	Estimates for 2 Parallel Ro	•			G	94%	0%	1%	1%	4%	0%	F	0.085	F	0.537	88000	G
			West I	-664 is	signed a	s Nort	h I-664											
Vest		To: From:		SR 33'	7 Portsmout	h Blvd												
Hampton Roads Beltway		City of Chesapeake (N	Maint: 64)	1.03	45000	G	94%	0%	1%	1%	4%	0%	F	0.078	F		49000	G
004)		Estimates for 2 Parallel Ro	•			G	94%	0%	1%	1%	4%	0%	F	NA	-		93000	G
			•		signed a			• , •	. , .	.,.	.,.		-					-
		To:			k Landing F													
Vest		From:														_		
664 Hampton Roads Beltway		City of Chesapeake (N	•	1.48	45000	G	94%	0%	1%	1%	4%	0%	F	0.083	F		48000	G
	Combined Traffic I	Estimates for 2 Parallel Ro	•			G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	93000	G
		_			signed a													
		To:	US 13.	, US 58,	US 460 Mi	litary Hi	ghway											

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Devite	Jurisdictio	_	ما المحمد ال	AADT		4Tius	D		Tru	ck		QC	K	OK	Dir	AAWDT	
Route	Julisalctio			AADT		4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
West 664) Hampton Roads Beltway	City of Chesapeake		US 13, US 58, 1.21	US 460 Mi 67000	litary Hig G	ghway 94%	0%	1%	1%	4%	0%	F	NA			73000	G
	Combined Traffic Estimates for 2 Parallel					94%	0%	1%	1%	4 % 4%	0%	, F	NA			119000	
	Bombined Trainic Estimates for 2 Paraller				G A North		076	170	1 70	470	0%	Г	INA			119000	G
	To:		/est I-664 is	I-64; I-264	S NOILI	11-004											
West	From:	Mailata 00)		I-664 West									0.404	_		44000	F
Ramp	City of Hampton (I	viaint: 99)	0.22	11000	F								0.121	F		11000	F
	10.			I-64 East													
West	From:	14 : :		I-664 West									0.440	_		4000	_
664 Ramp	City of Hampton (I	Maint: 99)	0.13	4000	F								0.142	F		4000	F
<u> </u>	10:		Power Plant	Pkwy; Pow	hatan Pk	wy											
West	From:	<u> </u>		I-664 West										_			_
Ramp	City of Hampton (Иaint: 99)	0.16	3200	F								0.101	F		3200	F
<u> </u>	To:		114-7	025 Aberde	en Rd												
West	From:			I-664 West													
664)Ramp	City of Newport News	s (Maint: 99)	0.13	1200	F								0.113	F		1200	F
<u> </u>	Τα	<u></u>	121-7	017 Roanok	e Ave												
West	From:			I-664 West													
Ramp	City of Newport News	s (Maint: 99)	0.20	9400	F								0.131	F		9400	F
\smile	To:	<u> </u>	I-664 East	Exit 5A To	35th Stre	eet											
West	From:		I-664-W005	A TO JEFFE	ERSON A	AVE											
664)Ramp	City of Newport News	s (Maint: 99)	0.10	NA									NA			NA	
\bigcirc	To:		SR 143 FR	OM ROUTI	E 664 W	ES											
West	From:			I-664 West													
Ramp	City of Newport News	s (Maint: 99)	0.13	2700	F								0.205	F		2700	F
	To:			Exit 6B To													
West	From:	<u></u>		6B TO 25TI	H STRE	EΤ											
Ramp	City of Newport News		0.13	NA									NA			NA	
<u> </u>	To:		4US 60-P FR														
West	From:			6A TO 25TI	H STRE	ET											
664)Ramp	City of Newport News	s (Maint: 99)	0.10	NA									NA			NA	
\smile	To:		US 60 FRC	M ROUTE	664 WE	ST											
West	From:		I	-664 WB NI	В												
664) I-664 WB (NB) Exit 7 Ram	p City of Newport News	s (Maint: 99)	0.26	NA									NA			NA	
\smile	То:			Terminal Ave	e												
West	From:			4-W TO RT	135												
664)Ramp	City of Suffolk (M		0.16	1500	G	_							0.129	F		1500	G
\smile	To:		SR 135 RAM	P FR I-664	FROM_	I-664											
West	From:		I-66	4-W TO RT	135											·	
664)Ramp	City of Suffolk (M	aint: 61)	0.26	3500	G								0.12	F		3500	G
	To:	· · · · · · · · · · · · · · · · · · ·	SR 13.	5 FROM RT	E 664												

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT	QA 4Tire	Ruc	Truckle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Fact	$\Delta \Delta WDT$	QW
West Ramp	City of Suffolk (Maint: 61)	I-664-W TO INSPECTIO 0.26 360 I-664-W FROM INSPECT	G			0.119	F	360	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO ROU' 0.24 7300 SR 164 FROM ROUTE 664	G			0.083	F	7300	G
West 664 Ramp	City of Suffolk (Maint: 61)	0.11 12000 I-664-W009C TO ROUT	G			0.078	F	12000	G
West 664 Ramp	City of Suffolk (Maint: 61)	0.17 NA I-664-E009B I-664- 9B				NA		NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W009B TO ROUT 0.11 NA US 17 FROM ROUTE 664				NA		NA	
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W TO PUGHSVI 0.19 6700 I-664-W010B TO PUGHSV	G			0.106	F	6700	G
West 664 Ramp	City of Chesapeake (Maint: 64)	0.10 NA 131-8529 Pughsvi				NA		NA	
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W010A TO PUGHSY 0.05 NA 31-8529 FROM ROUTE 66				NA		NA	
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W TO RT 0.22 3600 SR 337 SR 337-E014B TO	G			0.096	F	3600	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664 West 0.36 6600 SR 337 Portsmout	G			0.094	F	6600	G
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W TO DOCK LAN 0.14 2500	G			0.14	F	2500	G
West 664 Ramp	City of Chesapeake (Maint: 64)	0.10 NA 31-8527 FROM ROUTE 66		ii -		NA		NA	
West 664 Ramp	City of Chesapeake (Maint: 64)	-W012A TO DOCK LAND 0.07 NA 131-8527 TO & FRO		Н		NA		NA	
West 664 Ramp	City of Chesapeake (Maint: 64)	I-664-W TO ROUTE 58,1 0.06 26000 I-664-W013B TO 58,13	G			0.107	F	26000	G

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tri e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	I-664-W013I	/ -		AST							0.400	_		00000	
664 Ramp	City of Chesapeake		23000 O ROUTE	G								0.108	F		23000	G
	- 0.0	•														
West	Prom:	I-664-W013A			AST							0.400	_		0000	_
664 Ramp	City of Chesapeake	(Maint: 64) 0.10 US 58 FROM R	2900	G	IODTH							0.182	F		2900	G
East	From:	I-95; SR 1:				40/	40/	00/	5 0/	00/	_	0.000	_		7700	_
895 Pocahontas Pkwy	Chesterfield C	•	7700	F	91%	1%	1%	2%	5%	0%	С	0.093	F		7700	F _
	Combined Traffic Estimates for 2 Parallel			F	90%	1%	1%	2%	5%	0%	С	NA			15000	F
East	To: From:		ico County field Coun													
895)Pocahontas Pkwy	Henrico Cou		7700	F F	91%	1%	1%	2%	5%	0%	С	0.093	F		7700	F
895) i oddiomas i kwy	Combined Traffic Estimates for 2 Parallel	•		F	90%	1%	1%	2%	5%	0%	C	0.094	F	0.532	15000	F
	Combined Trainic Estimates for 2 Faraller				90 /6	1 /0	1 /0	2/0	J /o	0 /6	C	0.034	'	0.552	13000	'
East	To: From:	La	ıburnum A	ve												
895 Pocahontas Pkwy	Henrico Cou	unty 4.94	2700	G	92%	1%	1%	1%	5%	1%	С	0.093	Ν		2900	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5300	G	92%	1%	1%	1%	5%	1%	С	NA			5700	G
	To:	j	I-295													
East	From:		R 895 Eas													
(₈₉₅)Ramp	Henrico Cou	unty 0.72	3000	Α	91%	1%	1%	2%	5%	0%	F	0.132	Α		3000	Α
\smile	Combined Traffic Estimates for 2 Parallel		5700	Α	90%	1%	1%	2%	5%	0%	F	0.120	Α	0.596	5700	Α
	To]	-295 North	1												
West	From:	I-95; SR 1:	50 Chippen	ham Pkv	vy											
895 Pocahontas Pkwy	Chesterfield C	County 0.64	7300	F	89%	1%	2%	2%	6%	0%	С	0.102	F		7300	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	F	90%	1%	1%	2%	5%	0%	С	NA			15000	F
	To:		ico County													
West	From:		field Coun	_							_		_			_
895 Pocahontas Pkwy	Henrico Cou	•	7300	F	89%	1%	2%	2%	6%	0%	С	0.102	F		7300	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	F	90%	1%	1%	2%	5%	0%	С	0.094	F	0.532	15000	F
West		La	ıburnum A	ve												
895)Pocahontas Pkwy	Henrico Cou	untv 4.60	2600	G	91%	1%	1%	1%	5%	1%	С	0.102	Ν		2800	G
(095) 1 Godinomico 1 mm)	Combined Traffic Estimates for 2 Parallel	•	5300	G	92%	1%	1%	1%	5%	1%	С	NA			5700	G
	To:	rioddways on this riodic.	I-295		JZ /0	1 /0	170	1 /0	370	1 /0	O	INA			3700	ч
West	From:	S	R 895 Wes	st												
895 Ramp	Henrico Cou	unty 0.43	2700	Α	89%	1%	2%	2%	6%	0%	F	0.121	Α		2700	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5700	Α	90%	1%	1%	2%	5%	0%	F	0.120	Α	0.596	5700	Α
	To:		-295 South	1												
West	From:	SR 895-W T	O ROUTE	95 SOL	TH											
(895)Ramp	Chesterfield C		NA									NA			NA	
·	To:	SR 150-E015A I	ROM RO	UTE 895	WEST											
West	From:	SR 895-W T	O ROUTE	95 NOF	TH											
(895)Ramp	Chesterfield C		460	G								0.121	F		460	G
000	To:	I-95-N FRO		_	EST											

8/4/2014

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AADT (A 4Ti	ire Bus		Truc			QC	K Factor	QK	Dir Factor	AAWDT	QW
90003 Colonial Parkway	James City County (Maint: US)		0							NA			NA	
	To: From:	Williamsburg Corporate James City County L									—			
90003 Colonial Parkway	City of Williamsburg (Maint: US)	3.20 4700 York County Line	0		\neg					NA			NA	
90003 Colonial Parkway	York County (Maint: US)		Limit O							NA			NA	
90003 Colonial Parkway	York County (Maint: US)	US 17 0.59 2200 1020, Moore House Rd; Yorkto	O wn Visitor	Center						NA			NA	
	From:	Washington Dulles Internation												
90004 Dulles Access Rd	Loudoun County (Maint: US)	0.71 NA Fairfax County Lin								NA			NA	
90004 Dulles Access Rd	Fairfax County (Maint: US)	Loudoun County Lin 12.94 30000 SR 267 Dulles Toll Road,	G							0.099	F	0.52	30000	G
90005 George Washington Memorial Parkway	Fairfax County (Maint: US)	SR 235 Mount Vernon Mem 8.44 16000								NA			NA	
90005 400 Washington St	City of Alexandria		G 98°	% 1%	0%	0%	0%	0%	С	0.104	F	0.793	31000	G
90005 400 Washington St	City of Alexandria	SR 236 Duke St 0.32 31000	G 98°	% 1%	0%	0%	0%	0%	F	0.083	F	0.846	33000	G
90005 400 Washington St	City of Alexandria	Queen St 0.39 32000	G 98°	% 1%	0%	0%	0%	0%	F	NA			35000	G
90005 400 Washington St	City of Alexandria	Madison St 0.17 33000	G 97°	% 1%	1%	0%	0%	0%	С	0.087	F	0.604	36000	G
90005 George Washington Memorial Parkway	City of Alexandria (Maint: US)	1st Street 1.81 49000	0							NA			NA	
90005 George Washington Memorial Parkway	Arlington County (Maint: US)	NCL Alexandria 5.56 62000	0							NA			NA	
90005 George Washington Memorial Parkway	Arlington County (Maint: US)		0							NA			NA	
90005 George Washington Memorial Parkway	Fairfax County (Maint: US)	Fairfax County Lin Arlington County Li 4.62 53000 I-495 Capital Beltw:	ne O							NA			NA	
I-64 HRBT WB Filler Link	City of Hampton (Maint: 99)	43000	F		-					0.078	В		44000	

Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

Route	Jurisdiction	Length AA	DT G	A 4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK Dir Fact	AAWD	T QW
	From:	I-6	4 E								
Ramp From I-64 E to Third St	City of Richmond	35	00	١				0.446	Α	4000	Α
	To:	3rc	St								