COMMONWEALTH of VIRGINIA DEPARTMENT of TRANSPORTATION



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



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2014

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

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

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

(600) Secondary Route

Special Routes

Bus Bus - Business Route
29 Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route

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.

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

						Fruck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle 3+Ax			QC	Factor	QK	Factor	AAWDT	Q۱
\sim	From:	North Carolina State Li		40/	10/ 10/	70/	00/	_	0.440		0.040	1100	
_1 }	Mecklenburg County	1.99 1100 G		1%	1% 1%	7%	0%	С	0.118	F	0.649	1100	G
~	From:	58-712 Paschall Rd; Palmer Sp 58-712 Palmer Springs											
1	Mecklenburg County	6.98 1900 G		1%	1% 2%	5%	0%	С	0.107	F	0.686	2000	(
\downarrow	esimonisang seamly		. 0=70	. , 0		0,0	0,0	Ū	0	•	0.000	_000	
\neg	From	US 58 Big Fork	050/	10/	10/ 10/	00/	00/		0.000		0.505	0000	
1) (58)	Mecklenburg County	3.23 9000 G	95%	1%	1% 1%	2%	0%	F	0.088	F	0.535	9600	(
<u> </u>	To: From:	US 1 Southbound, Bus US 58 Wes	stbound ramp										
1 \ (58)	Mecklenburg County	0.20 6200 N	81%	1%	<u>1</u> % 1%	16%	1%	Ν	0.083	Ν	0.522	6100	
\sim	To:	58-780 Theater Rd											
Bus	From:	Bus US 58; 58-780 Theate		40/	10/ 10/	00/	00/	N.	0.44		0.505	5400	
1) (58) Danville St	Mecklenburg County	0.16 4800 N	95%	1%	1% 1%	2%	0%	N	0.11	N	0.565	5100	ı
Bus	To: From:	SCL South Hill											
1 58 Danville St	Town of South Hill	1.89 4800 G	95%	1%	1% 1%	2%	0%	С	0.11	F	0.565	5100	(
.) (30)	To												
Bus	From:	Locust St											
1 58 Danville St	Town of South Hill	0.28 7000 G	95%	1%	1% 1%	2%	0%	F	0.095	F	0.603	7400	
~	To:	Plank Rd											
Bus	From:							_		_			
1) (58) Danville St	Town of South Hill	0.09 7300 G	95%	1%	1% 1%	2%	0%	F	0.097	F	0.563	7800	(
Bus	To: From:	Goodes Ferry Blvd											
1 \ \(\sum_{58} \) Danville St	Town of South Hill	0.23 6300 G	95%	1%	1% 1%	2%	0%	F	0.103	F	0.551	6700	
1) (36) 24.17	To:	Mecklenburg Ave	. 0070	1 /0		270	0 70	•	0.100	•	0.001	0,00	
Bus	From:	Danville St											
1 58 Mecklenburg Ave	Town of South Hill	0.16 7200 G	96%	1%	1% 1%	2%	0%	F	0.09	F	0.557	7700	(
\mathcal{I}	To:	US 58 BUS; SR 47 Atlant	tic St										
1 Mecklenburg Ave	Town of South Hill	0.08 7300 G		1%	1% 1%	2%	0%	F	0.089	F	0.529	7800	(
) modulo is a 1 vi	-		. 0070	1 /0		270	0 70	•	0.000	•	0.020	7000	
Marablanda A	From	Windsor St	000/	40/	10/ 10/	00/	00/	_	0.000		0.500	0000	
1 Mecklenburg Ave	Town of South Hill	0.58 9000 G	96%	1%	1% 1%	2%	0%	F	0.089	F	0.506	9600	(
~	To: From:	E Ferrell St											
1 Mecklenburg Ave	Town of South Hill	2.26 6400 G	96%	1%	1% 1%	2%	0%	С	0.09	F	0.515	6800	(
~	To:	NCL South Hill											
1	Mecklenburg County	3.54 2100 G	96%	1%	1% 1%	2%	0%	F	0.093	F	0.506	2200	
\mathcal{L}	To:	Brunswick County Lin			<u> </u>	_,-		-		-			
	From:	Mecklenburg County Li											
1 Boydton Plank Rd	Brunswick County	0.57 1800 G	96%	1%	1% 1%	2%	0%	F	0.103	F	0.520	1900	(
~	To	12-657 Tanner Town R	?d										
1 Boydton Plank Rd	Brunswick County	4.32 1400 G		1%	2% 1%	12%	0%	С	0.109	F	0.503	1500	(
25,000.11.00.110	2.anomor obality			. /0		12/0	370	J	5.100	•	0.500	.500	•
~~	From	12-644 Grandy Rd; Brunsw		401			00'		0.455			4000	
1 Boydton Plank Rd	Brunswick County	3.23 1600 G	84%	1%	<u>2</u> % 1%	12%	0%	F	0.106	F	0.5	1600	(
~	To:	SR 46 Cochran											

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

					_		Tru	ıck			K	017	Dir		٥.
Route	Jurisdiction	Length AADT	QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~	From:	SR 46 Coch		0.40/	10/		40/	100/	00/	_	0.004	_	0.547	2222	
1 Boydton Plank Rd	Brunswick County	1.25 2800	G	84%	1%	2%	1%	12%	0%	F	0.094	F	0.517	2900	(
Payeltan Black Dd	To- From:	I-85 South of A		000/	00/	10/	10/	40/	00/		0.100	F	0.500	0000	
Boydton Plank Rd	Brunswick County	0.46 2500	G	92%	2%	1%	1%	4%	0%	F	0.106	F	0.502	2600	(
Pavidtan Blank Dd	Towns of Allouring (Marinty 10)	SCL Alber		000/	00/	10/	10/	40/	00/		0.000	F	0.500	1 100	
1 Boydton Plank Rd	Town of Alberta (Maint: 12)	1.55 1400	G	92%	2%	1%	1%	4%	0%	F	0.093	F	0.522	1400	(
~~	To- From:	NCL Albe		000/	201		40/	40/	00/		0.404		0.505	1 100	
1 Boydton Plank Rd	Brunswick County	4.07 1400	G	92%	2%	1%	1%	4%	0%	С	0.104	F	0.525	1400	(
~~~ - · · - · · · · ·	To: From:	12-630 S, Sturg				<u> </u>									
Boydton Plank Rd	Brunswick County	5.39 780	G	92%	2%	1%	1%	4%	0%	F	0.113	F	0.517	800	(
	From:	Dinwiddie Cour Brunswick Cour	_												
1 Boydton Plank Rd	Dinwiddie County	2.46 1700	F	95%	1%	1%	2%	1%	0%	F	0.096	F	0.528	1800	
$\overrightarrow{\smile}$	To	SCL McKer	nnev												
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23 <b>1700</b>	N	95%	1%	1%	2%	1%	0%	Ν	0.096	Ν	0.528	1800	
$\stackrel{\cdot}{\smile}$	To:	SR 40 Doyle	Rlvd												
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33 <b>1900</b>	F	95%	1%	1%	2%	1%	0%	F	0.098	F	0.621	2000	
÷ .	To	NCL McKer	nnov												
1 Boydton Plank Rd	Dinwiddie County	4.05 <b>1900</b>	N	95%	1%	1%	2%	1%	0%	N	0.098	Ν	0.621	2000	
1) - 1,200	To						_,-	.,.							
1 Boydton Plank Rd	Dinwiddie County	26-649 Snap Lo 5.65 <b>2300</b>	F	95%	1%	1%	2%	1%	0%	F	0.096	F	0.606	2400	
	Tree Tree				1,70		270	1 /0	070	•	0.000	•	0.000	2100	
1 Boydton Plank Rd	Dinwiddie County	26-627 Courtho 2.48 <b>3900</b>	ouse Rd F	95%	1%	1%	2%	1%	0%	С	0.093	F	0.596	4000	
1 Boydton Plank Rd	Diriwidale obdity			33 76	1 /0	1 /0	270	1 /0	0 70	O	0.000	'	0.550	4000	
1 Boydton Plank Rd	Dinwiddie County	26-740 Turkey 3.61 <b>5000</b>	Egg Rd <b>F</b>	95%	1%	1%	2%	1%	0%	F	0.088	F	0.565	5200	
1 Boydton Plank Rd	Diriwidale County			95 /6	1 /0	1 /0	2/0	1 /0	0 /6	•	0.000	'	0.505	3200	
Poudton Plank Dd	Pipuiddio County	S 26-613 Dabney	y Mill Rd <b>F</b>	95%	1%	10/	20/	10/	00/	F	0.000	F	0.640	0000	
1 Boydton Plank Rd	Dinwiddie County	3.09 <b>8600</b>		95%	170	1% ——	2%	1%	0%	Г	0.089	Г	0.642	9200	
Bus	To: From:	Bus US 460 Ai	rport St												
1 (460 Boydton Plank Rd	Dinwiddie County	1.69 <b>12000</b>	F	95%	1%	1%	2%	1%	0%	F	0.087	F	0.603	13000	
~	To: From:	I-85 SW of Pet	ersburg												
Bus 1 (460 Boydton Plank Rd	Dinwiddie County	1.23 <b>14000</b>	F	98%	0%	1%	1%	1%	0%	F	0.092	F	0.528	15000	
1 460 Boydion Flame Fla	Diriwidale Goding			JO 70	0 70		1 /0	1 /0	0 70	•	0.002	•	0.020	10000	
Bus	From	SR 226 Cox													
1 ) (460)	Dinwiddie County	0.45 <b>12000</b>	Α	98%	0%	1%	1%	1%	0%	С	0.105	Α	0.534	12000	
Bus	To- From	WCL Peters	burg												
1 (460) Washington St	City of Petersburg	0.40 <b>13000</b>	F	98%	0%	1%	1%	1%	0%	F	0.093	F	0.537	13000	
.) (-00)	Tor	Summit S											'		-

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

		<u> </u>						Tru	ck			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	F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.518	13000	F
	To.		Elm St				$\neg$ $\vdash$									
Bus (1) (460) Washington St	City of Petersburg	0.57	15000	F	97%	1%	1%	1%	1%	0%	F	0.08	F	0.548	16000	F
1 460 Washington St	To:		1 Par: Wyth	•	31 /6	1 /0	1/0	1 /0	1 /0	0 70	•	0.00	•	0.540	10000	'
Bus	From:	US 1 Par, Was	,		a Lane											
1 (460) Wythe St	City of Petersburg	1.08	7000	F	97%	1%	1%	1%	1%	0%	С	0.090	F		7500	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	17000	F
	To- From:		Perry St				$\neg$									
Bus (460) Wythe St	City of Petersburg	0.15	9800	F	97%	1%	1%	1%	1%	0%	F	0.093	F		10000	F
1 (460) Wythe St	Combined Traffic Estimates for 2 Parallel Roadways			F	97%	1%	1%	1%	1%	0%	F	NA	'		20000	F
	Combined Traine Estimates for 21 araner floadways				31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	INA			20000	'
Bus	To: From:	SF	R 36 Market	St												
(1)(460)(36) Wythe St	City of Petersburg	0.20	9600	F	97%	1%	1%	1%	1%	0%	F	0.095	F		10000	F
$\bigcirc$	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									NA			NA	
	To	ALT U	S 301 Syca	more St			$\neg$ $\vdash$									
ALT Bus  (1) (301) (460) (36) Wythe	e St City of Petersburg	0.20	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	F
1 301 460 36 Wythe	Combined Traffic Estimates for Parallel Roadways		NA	•	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6		NA	'		NA	'
	To:		S 460 Jeffe	rson St			$\neg$					INA			INA	
ALT	From:		US 460 Wy													
1 301 Jefferson St	City of Petersburg	0.09	3600	F	97%	1%	1%	1%	1%	0%	F	0.081	F	0.748	3800	F
$\bigcirc$	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									NA			NA	
	To-	Bus US 4	60 Par, Was	shington	St		$\neg$ $\vdash$									
ALT 1 (301) Jefferson St	City of Petersburg	0.26	800	F	97%	1%	1%	1%	1%	0%	F	0.101	F	0.512	850	F
1 301 Jenerson St	Combined Traffic Estimates for Parallel Roadways		NA		31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	NA	'	0.512	NA	'
	Combined Trainic Estimates for Faraner Hoadways	s on this rioute.										INA			INA	
ALT	To: From:		Henry St													
1 301 3rd St	City of Petersburg	0.05	340	F	97%	1%	1%	1%	1%	0%	F	0.094	F	0.521	360	F
$\bigcirc$	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									NA			NA	
<del></del>	To	US	301 Par, Ba	nk St			$\neg$ $\vdash$									
ALT (301) 3rd St	City of Petersburg	0.05	370	F	97%	1%	1%	1%	1%	0%	F	0.122	F	0.555	390	F
(1) (301) 310 31	Combined Traffic Estimates for Parallel Roadways		NA	Г	31 /0	1 /0	1 /0	1 /0	1 /0	U /0	'	0.122 NA	'	0.555	NA	'
	Tax		NA 1 Bollingbr	rook St			$\neg$					INA			INA	
ALT	From:		)1; 3RD ST													
(1) (301) (36) Bolling	gbrook St City of Petersburg	80.0	3700	F	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	F
	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									NA			NA	
	Tα	US 1 Par; US	301 Par R	ollinghr	ook St											
1 (301) 2nd St	City of Petersburg	0.35	12000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.622	12000	F
	Tα		Colonial He	eights												
							•									

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

Route	Jurisdiction	Length AADT		4Tire	Ruc	T	ruck		QC	K	QK	Dir	AAWDT	OW
noute	Julisuiction			41116	Dus	2Axle 3+Axl	e 1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QV
1)(301)Boulevard	City of Colonial Heights	NCL Petersbi 0.53 <b>11000</b>	G G	99%	0%	0% 0%	0%	0%	F	0.090	F	0.569	11000	G
1 301 Boulevard	City of Colonial Heights	Dupuy Ave 0.40 <b>19000</b>	G	99%	0%	0% 0%	0%	0%	F	0.085	F	0.508	20000	G
1)(301)Boulevard	City of Colonial Heights	0.33 <b>19000</b>	ve A	99%	0%	0% 0%	0%	0%	С	0.089	Α	0.520	20000	Α
	From:	Branders Bridg												
1 (301) Boulevard	City of Colonial Heights	0.26 <b>20000</b>	G	99%	0%	0% 0%	0%	0%	F	NA			21000	G
1) (301) (144) Boulevard	City of Colonial Heights	0.74 <b>23000</b>	G G	99%	0%	0% 0%	0%	0%	F	0.086	F	0.508	25000	G
1)(301)(144)Boulevard	City of Colonial Heights	Lakeview A 0.17 <b>19000</b>	ve <b>G</b>	99%	0%	0% 0%	0%	0%	F	0.086	F	0.548	20000	G
1 (301)(144)Boulevard	City of Colonial Heights	Ellerslie Av 0.19 <b>26000</b>	e <b>G</b>	99%	0%	0% 0%	0%	0%	F	0.091	F	0.514	28000	G
$\sim$	To: From:	Sherwood A												
301 144 Boulevard	City of Colonial Heights	0.62 <b>24000</b>	G	99%	0%	0% 0%	0%	0%	F	0.093	F	0.54	26000	G
301 144 Jefferson Davis Hwy	Chesterfield County	NCL Colonial H 0.22 <b>23000</b>	eights <b>G</b>	99%	0%	0% 0%	0%	0%	F	0.090	F	0.532	25000	C
7~~1"	To: From:	SR 144 Harrowg		000/	00/	10/ 00/	00/	201		0.007	_	0.500	10000	
301 Jefferson Davis Hwy	Chesterfield County	1.32 18000	G	98%	0%	1% 0%	0%	0%	С	0.087	F	0.588	19000	C
301 Jefferson Davis Hwy	Chesterfield County	20-620 Woods E 0.14 <b>16000</b>	G G	98%	0%	1% 0%	0%	0%	F	0.092	F	0.544	17000	(
301 Jefferson Davis Hwy	Chesterfield County	20-619 Happy H 2.44 <b>16000</b>	iill Rd <b>G</b>	98%	0%	1% 0%	0%	0%	F	0.089	F	0.532	17000	(
301 Jefferson Davis Hwy	Chesterfield County	20-618 Old Bermuda I 0.90 <b>22000</b>	Hundred <b>G</b>	Rd 98%	0%	1% 0%	0%	0%	F	0.089	F	0.532	23000	(
301 Jefferson Davis Hwy	Chesterfield County	SR 10 West Hund	lred Rd	98%	0%	1% 0%	0%	0%		0.078		0.572	24000	(
,	То	SR 288												
Jefferson Davis Hwy	Chesterfield County	2.26 <b>16000</b>	G	96%	1%	1% 0%	2%	0%	F	0.082	F	0.584	17000	(
301 Jefferson Davis Hwy	Chesterfield County	SR 145 Cheste 2.41 <b>20000</b>	r Rd <b>G</b>	96%	1%	1% 0%	2%	0%	С	0.081	F	0.756	21000	C
1 (301) Jefferson Davis Hwy	Chesterfield County	SR 150 Chippenha	m Pkwy	95%	1%	1% 1%	2%	0%	F	0.078	F	0.574	21000	
301)-3	To	SCL Richmo			. , 3				•		•	3.0. 1		
1 301 Jefferson Davis Hwy	City of Richmond	2.13 <b>14000</b>	G	95%	1%	1% 1%	2%	0%	F	0.080	F	0.568	15000	G
301 Jellerson Davis Hwy	City of Hichmond	2.13 <b>14000</b> Bellmeade R		95%	1%	1% 1%	2%	υ%	F	0.080		U.368	_	15000

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

		Primary and interstate F	routes											
Route	Jurisdiction	Length AADT QA	A 4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Bellmeade Rd	2521						_					_
1 301 Jefferson Davis Hwy	City of Richmond	0.86 12000 B	95%	1%	1%	1%	2%	0%	С	0.098	Α	0.523	13000	В
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Hopkins Rd												
1 301 Jefferson Davis Hwy	City of Richmond	1.01 <b>18000 G</b>	i 95%	1%	1%	1%	2%	0%	F	0.085	F	0.503	20000	G
~~~	From:	US 360 Hull St												
(1)(301)Cowardin Ave	City of Richmond	0.39 21000 G	i 95%	1%	1%	1%	2%	0%	F	0.09	F	0.589	23000	G
	To: From:	Semmes Ave												
(1) (301) Lee Bridge	City of Richmond	0.76 31000 G	i 97%	1%	1%	0%	1%	0%	F	0.092	F	0.571	36000	G
	To: From:	2nd St												
1) (301) Belvidere St	City of Richmond	0.92 27000 G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.567	30000	G
	To:	Franklin St												
1 301 Belvidere St	City of Richmond	0.15 31000 G	97%	1%	1%	0%	1%	0%	F	0.084	F	0.505	35000	G
	To	US 250 Broad St												
1 301 Belvidere St	City of Richmond	0.40 31000 G	97%	1%	1%	0%	1%	0%	F	0.083	F	0.611	36000	G
	To:	Chamberlayne Ave												
~~~	From:	Belvidere St												
1 (301) Chamberlayne Ave	City of Richmond	1.02 <b>22000 G</b>	i 97%	1%	1%	0%	1%	0%	С	0.081	F	0.661	25000	G
<del></del>	To: From:	Edge Hill Rd												
(1) (301) Chamberlayne Ave	City of Richmond	0.31 <b>21000 G</b>	i 97%	1%	1%	0%	1%	0%	F	0.083	F	0.679	24000	G
<del>\$</del>	To: From:	Brookland Park Blvd												
1 (301) Chamberlayne Ave	City of Richmond	0.86 <b>16000 G</b>	i 97%	1%	1%	0%	1%	0%	С	0.089	F	0.683	19000	G
<u> </u>	To: From:	Laburnum Ave			<u> </u>									
1 301 Chamberlayne Ave	City of Richmond	0.26 <b>14000 G</b>	i 97%	1%	1%	0%	1%	0%	F	0.093	F	0.683	16000	G
	To	Claremont Ave												
1 (301) Chamberlayne Ave	City of Richmond	0.94 <b>15000 G</b>	i 97%	1%	1%	0%	1%	0%	С	0.095	F	0.681	17000	G
	To:	Azalea Ave												
~~~	From:	Chamberlayne Ave	070/	40/		00/	40/	00/	_	0.000	_	0.505	00000	_
1 Azalea Ave	City of Richmond	0.26 17000 G	i 97%	1%	1%	0%	1%	0%	F	0.096	F	0.525	20000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	NCL Richmond												
1 Brook Rd	Henrico County	0.30 <b>18000 G</b>	i 97%	1%	1%	0%	1%	0%	F	0.095	F	0.587	19000	G
~	To: From:	I-95												
1 Brook Rd	Henrico County	0.83 <b>23000 G</b>	i 98%	0%	1%	0%	0%	0%	С	0.09	F	0.729	24000	G
<u>~</u>	Toc From:	Hilliard Rd												
1 Brook Rd	Henrico County	0.72 <b>25000 G</b>	i 98%	0%	1%	0%	0%	0%	F	0.100	F	0.528	26000	G
<u> </u>	To:	Wilkinson Rd			<u> </u>									
1 Brook Rd	Henrico County	0.48 <b>18000 F</b>	98%	0%	1%	0%	0%	0%	F	0.100	F	0.558	19000	F
<u> </u>	To	SR 73 Parham Rd												
1 Brook Rd	Henrico County	1.42 <b>21000 G</b>	i 98%	0%	1%	0%	1%	0%	С	0.09	F	0.553	22000	G
<u>•</u>	To	I-295												

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

					Tru	ıck			K	014	Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4	Tire B	us 2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Provide Del	From:	I-295	200/	2/ 40/	00/	40/	00/	_	0.405	_	0.50	40000	,
1 Brook Rd	Henrico County	0.73 <b>38000 G</b> 9	08% 0	% 1%	0%	1%	0%	F	0.105	F	0.52	40000	(
~	To- From:	Virginia Center Parkway	.00/		00/	40/	00/		0.000		0.507	20222	
1 Brook Rd	Henrico County		08% 0	% 1% 	0%	1%	0%	F	0.099	F	0.507	29000	
~~	From:	J.E.B. Stuart Parkway	2001		00/	40/	00/		0.007		0.504	0.4000	
1 Brook Rd	Henrico County		08% 0	% 1%	0%	1%	0%	F	0.097	F	0.501	24000	
<u> </u>	From:	Hanover County Line Henrico County Line											
Washington Hwy	Hanover County	,	08% 0	% 1%	0%	1%	0%	Ν	0.097	Ν	0.501	24000	
<del>``</del>	Tov	42-656 Sliding Hill Rd											
1 Washington Hwy	Hanover County		08% 0	% 1%	0%	1%	0%	F	0.093	F	0.527	16000	
<u> </u>	To	42-802 Lewistown Rd											
Washington Hwy	Hanover County		18% 0	% 1%	0%	1%	0%	F	0.091	F	0.512	16000	
) radimigram in j	Tallore.			, o . , o	0,0	. , 0	0,0	•	0.00	•	0.0.2		
1 Washington Hwy	Town of Ashland	SCL Ashland 1.41 <b>16000 F</b> 9	6% 1	% 1%	1%	2%	0%	F	0.092	F	0.523	17000	
1 washington Hwy	Town of Ashland		70 70 1	70 170	1 /0	270	0 /0	•	0.032	•	0.525	17000	
Mashinston Llun.	Town of A old and	Ashcake Rd	00/ 1		10/	00/	00/		0.007		0.500	10000	
1 Washington Hwy	Town of Ashland	0.85 <b>17000 F</b> 9	6% 1	% 1% 	1%	2%	0%	С	0.097	F	0.563	18000	
~	To: From:	SR 54 England St											
1 Washington Hwy	Town of Ashland	0.23 <b>14000 F</b> 9	2% 1	% 1%	2%	4%	0%	F	0.085	F	0.502	14000	
~	To: From:	Randolph Circle											
1 Washington Hwy	Town of Ashland	1.94 <b>8300 F</b> 93	2% 1	% 1%	2%	4%	0%	С	0.101	F	0.522	8900	
<u>~</u>	To: From:	NCL Ashland											
1 Washington Hwy	Hanover County	2.17 <b>8000 G</b> 99	2% 1	% 1%	1%	5%	0%	С	0.101	Ν	0.522	8600	
~	To- From-	42-738 Gum Tree											
Washington Hwy	Hanover County		2% 1	% 1%	2%	4%	0%	F	0.089	F	0.576	7000	
$\mathcal{L}$	To	SR 30 Kings Dominion Boulevard											
1 Washington Hwy	Hanover County		9% 0	% 1%	2%	8%	0%	С	0.104	F	0.607	4400	
$\mathcal{L}$	To:	Caroline County Line											
~	From:	Hanover County Line											
1 Jefferson Davis Hwy	Caroline County	2.99 <b>4400 G</b> 8	9% 0	% 1%	2%	8%	0%	F	0.088	F	0.657	4500	
~	To: From:	SR 207 Carmel Church											
1 Jefferson Davis Hwy	Caroline County	6.29 <b>5000 G</b> 99	2% 0	% 1%	1%	5%	1%	F	0.078	F	0.633	5100	
~ <u></u>	To:	16-639 Ladysmith Rd		<u> </u>									
1 Jefferson Davis Hwy	Caroline County	3.06 <b>5000 G</b> 9	2% 0	% 1%	1%	5%	1%	F	0.087	F	0.566	5200	
~	То	16-632 Cedon Rd; Quarters Rd											
1 Jefferson Davis Hwy	Caroline County		2% 0	% 1%	1%	5%	1%	С	0.081	F	0.624	6500	
<del>``</del>	To:	Spotsylvania County Line											
~	From:	Caroline County Line											
1 Jefferson Davis Hwy	Spotsylvania County		2% 0	<u>% 1%</u>	1%	5%	1%	F	0.097	F	0.684	9800	
~	To:	88-606 Thornburg											

# 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 E	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
lefference Device Lhous	From:	88-606 Thornb		000/	00/	10/ 10/	F0/	10/	F	0.000	F	0.500	10000	F
1 Jefferson Davis Hwy	Spotsylvania County	4.25 <b>13000</b>	F		0%	1% 1% —	5%	1%	Г	0.096	Г	0.586	13000	
	Ton:	88-608 Massaponax			10/	10/ 10/	00/	00/		0.007	F	0.570	00000	
1 Jefferson Davis Hwy	Spotsylvania County	2.27 19000	F	96%	1%	1% 1%	2%	0%	С	0.087	F	0.572	20000	
1 17 Jefferson Davis Hwy	Spotsylvania County	US 17 Poor Hou 1.18 <b>53000</b>	se Rd	98%	0%	1% 0%	0%	0%	F	0.083	F	0.578	56000	
1) Jefferson Davis Hwy	opoloyivariia county			30 / 0	0 70	170 070	0 70	0 70		0.000	'	0.570	30000	
1 Jefferson Davis Hwy	Spotsylvania County	0.96 <b>26000</b>	F	98%	0%	1% 0%	0%	0%	F	0.081	F	0.513	28000	
) someton barne rim,	To:	Bus US 1; SR 208 Fou			0 70		0,0	070	•	0.001	•	0.010	20000	
~	From:	US 1 Bus; SR 208 For												
Jefferson Davis Hwy	Spotsylvania County	1.30 <b>27000</b>	F	98%	0%	1% 0%	0%	0%	F	0.084	F	0.542	29000	
~	To- From:	SCL Fredericks												
Jefferson Davis Blvd	City of Fredericksburg	1.48 <b>31000</b>	Α	98%	0%	1% 0%	0%	0%	С	0.099	Α	0.572	34000	
~	Tro: From:	SR 3												
1 Jefferson Davis Blvd	City of Fredericksburg	0.90 <b>28000</b>	F	98%	0%	1% 0%	0%	0%	F	0.087	F	0.58	30000	
~	To: From:	College Av									_			
1 Jefferson Davis Blvd	City of Fredericksburg	0.59 <b>29000</b>	F	98%	0%	1% 0%	0%	0%	F	0.085	F	0.606	31000	
~	To: From:	Fall Hill Av												
Jefferson Davis Blvd	City of Fredericksburg	0.29 <b>27000</b>	F	98%	0%	1% 0%	0%	0%	F	0.082	F	0.627	28000	
Bus	To: From:	Bus US 1 Princess A	Anne Ave											
1) (17) Jefferson Davis Blvd	City of Fredericksburg	0.11 <b>31000</b>	N	98%	0%	1% 0%	0%	0%	Ν	0.086	Ν	0.564	33000	
, , , , , , , , , , , , , , , , , , ,	To- From:	NCL Fredericks	sburg											
Bus  1 \ \( \begin{pmatrix} 17 \ \ 17 \end{pmatrix} \] Jefferson Davis Hwy	Stafford County	0.35 <b>31000</b>	G	98%	0%	1% 0%	0%	0%	F	0.086	F	0.564	33000	
<i>5 (</i> ) constant and <i>x</i> ,	To	Bus US 17, SR 218					• , •							
1 Jefferson Davis Hwy	Stafford County	2.72 <b>23000</b>	G		0%	1% 0%	0%	0%	F	0.103	F	0.611	25000	
	To	89-676 Cranes Co												
1 Jefferson Davis Hwy	Stafford County	2.84 <b>15000</b>	G	98%	0%	1% 0%	0%	0%	F	0.114	F	0.659	17000	
	To	89-628 Eskimo Hill Rd; Ra								_				
Jefferson Davis Hwy	Stafford County	2.45 <b>15000</b>	G		0%	1% 0%	0%	0%	F	0.110	F	0.7	16000	
	To	89-687 Hope										_		
1 Jefferson Davis Hwy	Stafford County	1.50 <b>16000</b>	G	98%	0%	1% 0%	0%	0%	F	0.092	F	0.623	17000	
5,	To	89-631 Coal Landing Rd					• , •							
Jefferson Davis Hwy	Stafford County	1.32 <b>16000</b>	N N		0%	1% 0%	0%	0%	N	0.092	N	0.623	17000	
5)	To						• , •	• , •						
1 Jefferson Davis Hwy	Stafford County	89-610 Garrisonv 1.46 <b>29000</b>	G G	98%	0%	1% 0%	0%	0%	С	0.116	Α	0.542	31000	
35	Tro T				- / 0		0,0	0 /0	Ü	3.113		3.0	0.000	
1 Jefferson Davis Hwy	Stafford County	89-639 Woodstoo 0.94 <b>29000</b>	k Lane  N	98%	0%	1% 0%	0%	0%	N	0.116	N	0.542	31000	
1 Jefferson Davis Hwy	Stanord County	89-638 Little Forest (			U /0	1/0 0/0	U /0	U /0	IN	0.110	IN	0.542	31000	

# 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~ <u>-</u>	From		ttle Forest Chu												
1 Jefferson Davis Hwy	Stafford Co			G 98%	0%	1%	0%	0%	0%	F	0.101	F	0.838	24000	G
	From		William County ford County Lir												
1 Jefferson Davis Hwy	Prince William			G 98%	0%	1%	0%	0%	0%	F	0.098	F	0.936	17000	G
	To	76	-619 Fuller Rd			—									
Jefferson Davis Hwy	Prince William			G 98%	0%	1%	0%	0%	0%	F	0.125	F	0.510	22000	G
<u>.</u>	To		S 1 Par Main St												
1 Fraley Blvd	Prince William			G 98%	0%	1%	0%	0%	0%	F	0.128	F		10000	G
1)	Combined Traffic Estimates for 2 Parallel	•		G 98%	0%	1%	1%	1%	0%	F	0.091	F	0.654	23000	G
	To		CL Dumfries	-											
1 Fraley Blvd	Town of Dumfries			G 97%	1%	1%	1%	1%	0%	F	0.097	F		14000	G
1)	Combined Traffic Estimates for 2 Parallel	,		G 97%	0%	1%	1%	1%	0%	F	NA			32000	G
	To														
1 Jefferson Davis Hwy	Town of Dumfries		near Possum Poss	G 97%	1%	1%	1%	1%	0%	С	0.079	F	0.598	35000	G
1 conciscin Bavis viii)	Town of Bullines	,		0.70	1,70		1 70	1 70	0 70	Ū	0.070	•	0.000	00000	ŭ
1 Jefferson Davis Hwy	Prince William	9	ICL Dumfries 34000	N 97%	1%	1%	1%	1%	0%	N	0.079	N	0.598	35000	N
1 Jefferson Davis Hwy	Finice William	_			1 /0	1 /0	1 /0	1 /0	0 /6	IN	0.079	IN	0.590	33000	IN
1 Jefferson Davis Hwy	To From		234 Dumfries R		10/	10/	10/	10/	00/	С	0.070	F	0.500	44000	
1 Jefferson Davis Hwy	Prince William	County 2.61	43000	G 96%	1%	1%	1%	1%	0%	C	0.073	Г	0.568	44000	G
~~ <u>-</u>	To From	li B	North of Garf							_					
1 Jefferson Davis Hwy	Prince William	County 2.15	33000	G 96%	1%	1%	1%	1%	0%	F	0.071	F	0.575	36000	G
~~	To From		Reddy Dr; Opit												
1 Jefferson Davis Hwy	Prince William			G 95%	1%	1%	2%	2%	0%	С	0.081	F	0.847	38000	G
~	To From		fax County Lin William County			_									
Richmond Hwy	Fairfax Cou			G 97%	1%	1%	0%	0%	0%	F	0.079	F	0.725	36000	G
,	To														
1 Richmond Hwy	Fairfax Cou		orth of Woodbr 37000	G 97%	1%	1%	0%	0%	0%	F	0.084	F	0.751	39000	G
Thomas Twy	T diffax Coc				170		0 70	0 70	0 70	•	0.004	•	0.701	00000	ŭ
1 Richmond Hwy	Fairfax Cou		242 Gunston R 39000	G 97%	1%	1%	0%	0%	0%	F	0.083	F	0.768	41000	G
1 Richmond Hwy	i amax oot				1 /0	1 /0	0 /6	0 /6	0 /6	'	0.003	'	0.700	41000	ч
~~ Disharand H	To From		-642 Lorton Rd		40/		00/	00/	00/	_	0.000	_	0.700	45000	_
1 Richmond Hwy	Fairfax Cou			G 97%	1%	1%	0%	0%	0%	F	0.089	F	0.762	45000	G
~~	To From		11 Telegraph F			<u> </u>									
1 Richmond Hwy	Fairfax Cou	unty 1.61	32000	G 97%	1%	1%	0%	0%	0%	F	0.087	F	0.770	34000	G
~~~		1)	Fairfax County												
1 Richmond Hwy	Fairfax Cou	unty 1.36	40000	<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.069	F	0.569	42000	G
~	To From	29-6	18 Woodlawn I	Rd											
1 Richmond Hwy	Fairfax Cou	unty 0.49	40000	<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.069	F	0.57	42000	G
$\smile$	To	SR 235 S, Mo	unt Vernon Me	emorial Hwy											

# 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
Richmond Hwy	From: L Fairfax Cour	SR 235 S, Mounty 2.84	ant Vernon N 33000	Memoria <b>A</b>	1 Hwy 97%	1%	1%	0%	0%	0%	С	0.080	Α	0.59	35000	Α
1 Tilcilliona Tiwy	r amax cour	<u> </u>				1 /0	1 /6	0 /6	0 /6	0 /6	O	0.000	^	0.55	33000	^
Richmond Hwy	Fairfax Cour		, Mount Ver <b>50000</b>	rnon Hw <b>G</b>	97%	1%	1%	0%	0%	0%	F	0.069	F	0.534	53000	G
1 Thermond Tiwy	r amax oour				31 /0	1 70	170	0 70	0 70	0 70	•	0.005	•	0.554	33000	ч
Richmond Hwy	Fairfax Cour		Kings Hwy 49000	North G	97%	1%	1%	0%	0%	0%	F	0.065	F	0.516	52000	G
1 Thermond Tiwy	r amax oour					1 70	170	0 70	0 70	0 70	•	0.000	•	0.510	32000	a
1 Patrick St	City of Alexandria (N	SCL Alexandria, Waint: 00) 0.51	1-95, I-495 <b>69000</b>	Capital <b>G</b>	Beltway 97%	1%	1%	0%	0%	0%	F	0.075	F	0.907	73000	G
1 Fallick St	Oity of Alexandria (i	<u> </u>		G	31 /0	1 /0	1 /0	0 /6	0 /0	0 /6		0.073	1	0.907	73000	G
Patrial: Ct	City of Mayon		Franklin St	- N	070/	1%	10/	00/	0%	00/	NI.	0.075	NI	0.007	72000	N
1 Patrick St	City of Alexan	dria 0.15	69000	N	97%	1%	1%	0%	0%	0%	IN	0.075	N	0.907	73000	IN
Patrioto Ci	From:		ces St, US 1		0701	401		00′	061	001		0.001			00000	
1 Patrick St	City of Alexan		27000	G	97%	1%	1%	0%	0%	0%	F	0.081	F		29000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	49000	G	97%	1%	1%	0%	0%	0%	F	0.067	F	0.807	52000	G
~~~	To: From:		King St													
1 Patrick St	City of Alexan		23000	G	97%	1%	1%	0%	0%	0%	F	0.093	F		24000	G
~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	44000	G	97%	1%	1%	0%	0%	0%	F	0.079	F	0.62	46000	G
~~~	To: From:		1st St													
1 Patrick St	City of Alexan	dria 0.42	47000	G	97%	1%	1%	0%	0%	0%	F	0.085	F	0.630	50000	G
<u> </u>	To: From:	1	Monroe Ave	;												
1 Jefferson Davis Hwy	City of Alexan	dria 1.27	36000	G	97%	1%	1%	0%	0%	0%	F	0.076	F	0.556	38000	G
$\smile$	To:	NO	CL Alexandr	ria			$\neg$ $\vdash$									
1 Jefferson Davis Hwy	Arlington Cou	inty 0.15	44000	G	97%	1%	1%	0%	0%	0%	F	0.08	F	0.623	47000	G
$\bigcirc$	Tax	SR	120 Glebe I	Rd												
Jefferson Davis Hwy	Arlington Cou		42000	G	97%	1%	1%	0%	0%	0%	F	0.074	F	0.670	44000	G
	To	SR 233 Reagan V	Washington 1		1 Airport											
Jefferson Davis Hwy	From:L Arlington Cou		50000	G	97%	1%	1%	0%	0%	0%	F	NA			53000	G
(1)	To:	•	0; Ramp to				Ť	- , -	- , -		-					-
~~~	From:	US 1; SR 110		avis Hw	y NB											
1 Ramp	Arlington Cou	inty 0.16	NA									NA			NA	
<u> </u>	To: From:		I-395 NB I-395													
1 (395)	L Arlington Cou	inty 0.55	1-393		Se	e I-395	for direct	ctional tr	raffic v	olume es	stimat	es for thi	s sea	ment		
(1) (393)	Combined Traffic Estimates for 4 Parallel F	,	180000	G	98%	1%	1%	1%	1%	0%	F	NA	o oog		195000	G
		<u> </u>				1 70		1 /0	1 /0	0 /0	•	1471			100000	u
	From: Arlington Cou		Washington I	Parkway		o I-305	for direct	otional +	raffic v	aluma a	etimet	ac for thi	c coo	ment		
1 395	_	•	190000	N									s seg	ment.	105000	N.I
	Combined Traffic Estimates for 4 Parallel F		rict of Colun	N nbia	98%	1%	1%	1%	1%	0%	N	NA			195000	N
	From:															
1 Ramp	Mecklenburg Co		it N018A & 1900	S018A	96%	1%	1%	1%	2%	0%	F	0.079	F		1900	F
(I) ' 'a'''P	To:	Ourity 0.11	1300		30 /6	1 /0	1 /0	1 /0	Z /0	0 /0		0.013			1 300	

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
	From:		US 1 Ex	it N018B &	S018B												
1 Ramp	Mecklenburg C	County	0.18	510	G	96%	1%	1%	1%	2%	0%	F	NA			520	G
<u> </u>	To:			I-85 North													
-	From:		US 1 I	Boydton Plan	nk Rd												
1 Ramp	Brunswick Co	ounty	0.29	640	F	92%	2%	1%	1%	4%	0%	F	0.116	F		650	F
\bigcirc	To:			I-85 North													
	From:		US 1 I	Boydton Plai	nk Rd												
1 Ramp	Brunswick Co	ounty	0.26	250	F	92%	2%	1%	1%	4%	0%	F	0.131	F		260	F
\bigcirc	To:			I-85 South													
	From:	:		US 1													
1 Ramp	Dinwiddie Co	ounty	0.28	7500	G								NA			7500	G
	To:			I-85 North													
	From:	<u> </u>		US 1													
Ramp	Dinwiddie Co	ounty	0.26	1500	G								NA			1500	G
	To:			I-85 South													
	From:	:	US 01-S	093A FROM	1 RFLV												
1 Ramp	City of Richmond ((Maint: 43)	0.07	12000	G								0.099	F		12000	G
	To:	(1710.111. 10)		I-95 South									0.000	•		12000	ŭ
	From:			S 1 Brook R	d												
1 Ramp	Henrico Cou	untv	0.11	5900	G G								0.093	F		5900	G
Tamp	To:	:		I-95 South	<u> </u>								0.000	•		3300	u
	From:				OM DE												
1 Ramp	Spotsylvania C	County	0.12	O AND FRO 5700	G G								NA			5700	G
1 Hallip	Spoisylvania C			-S FROM R									INA			3700	G
	F		1-95		.1.1			1									
1 (17) Ramp US 1, US 17 to I-95 N at Exit 126	Constantinania C	Country	0.12	US 1 18000	G								NA			10000	G
1 Ramp US 1, US 17 to I-95 N at Exit 126	Spotsylvania C	Journey	0.12	I-95 N	G								INA			19000	G
		<u> </u>															
C Barrer	From:			fferson Dav		000/	00/		00/	40/	00/	_	0.450			4000	•
1 Ramp	Stafford Cou		0.14	4600	Α	98%	0%	1%	0%	1%	0%	С	0.152	Α		4900	Α
		<u> </u>		I-95 North													
~~~ =	From:		Ramps from			SB								_			
1 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
~	10:			Express Lane													
~~-	From:			S191C TO F						-				_			
1 Ramp	City of Alexandria	(Maint: 29)	0.19	9300	G								0.086	F	0.699	9300	G
<u> </u>	To	1	I-95	-S FROM R	T 1												
North	From:			TO RT 85													
(1) Ramp	Dinwiddie Co	•	0.06	4700	G								NA			4700	G
<u>~</u>	To:	U	JS 01-S066A	US 01- 66.	A TO R	Т 85											
North	From		US	1 TO RT 85	SB												
1 Ramp	Dinwiddie Co	ounty	0.03	580	G								NA			580	G
$\smile$	To	U	JS 01- 66B U	JS 01-S066	B TO R	Γ 85											

# 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	Diio	de 3+Axle 1Trail 2Trail	QC Ractor	K Factor	AAWDT	QW
North	From:	US 1 Belvidere St						
{ 1 } Ramp	City of Richmond (Maint: 43)				0.101	F	6500	G
<u> </u>	To:	127-99006 A						
North	City of Diabases d (Maisty 40)	127-99006- A			0.405	_	4000	0
1 Ramp	City of Richmond (Maint: 43)		1		0.105	F	4800	G
	10.	US 01-S093A						
North	From:	US 1 Chamberlayne Ave; Belvidere St			0.000		0000	
(1) Ramp	City of Richmond (Maint: 43)		1		0.208	A	9000	Α
	10:	I-95 North						
North	From:	US 1 Brook Rd						
1 Ramp	Henrico County	0.21 <b>2000 G</b>			0.117	F	2000	G
<u> </u>	To:	I-295 East						
North	From:	US 1 TO RT 295 NORTHWEST						
1 Ramp	Henrico County	0.15 <b>1500 G</b>			0.105	F	1500	G
<u> </u>	To:	I-295-W043X FROM RT 1 NORTH						
North	From:	US 1 TO RT 95						
1 Ramp	Fairfax County	0.84 <b>10000 G</b>			0.133	F	10000	G
	To:	I-95-N FROM RT 1						
North	From:	US 1 Richmond Hwy NB						
1 Ramp	City of Alexandria (Maint: 29)	0.17 <b>NA</b>			NA		NA	
North	To: From:	US 01-N191B TO RT 95 SOUTH						
1 Ramp	City of Alexandria (Maint: 29)	0.16 <b>16000 G</b>			0.114	F	16000	G
$\bigcirc$	To:	I-95-N FROM RT 1 NORTH						
North	From:	US 1 Richmond Hwy NB						
1 Ramp	City of Alexandria (Maint: 29)				NA		NA	
North	Tox From:	US 01-N191C TO RT 241; 95 SOUTH						
1 Ramp	City of Alexandria (Maint: 29)	0.10 <b>NA</b>			NA		NA	
	To:	US 01- 191B US 01-S191B FROM RT 1						
North	From:	US 01-N191B TO RT 241; 95 SOUTH						
1 Ramp	City of Alexandria (Maint: 29)				NA		NA	
	To:	US 01-S191C TO RT 241	]					
South	From:	US 1 I-85-S015A FROM & TO IS 85	]					
1 Ramp	Mecklenburg County	0.04 <b>NA</b>			NA		NA	
1	To:	US 01-N018A US 01- 18A TO RT 85	]				. ** *	
South	From:	US 1 I-85-N015A TO & FROM IS 85	ı J					
	Mecklenburg County	0.02 <b>NA</b>			NA		NA	
1 Ramp	Tre	US 01-N018B US 01- 18B FROM US 1	]		13/5		11/7	
0 1	From:		l					
South 1 Ramp	Dinwiddie County	US 1 TO RT 85 NB 0.03 <b>3100 G</b>			NA		3100	G
1 Ramp	Diriwidale County	US 01-N066A US 01- 66A TO RT 85			INA		3100	G
		US U1-NU00A US U1- 00A 1U K1 85						

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

Route	Jurisdiction		Length	AADT	QA	4Tire	Bus		True			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 1 Ramp	From: Dinwiddie Cou To:	nty	US 0.06 US 01- 66B U	TO RT 85 1000 JS 01-N066	G	Г 85							NA			1000	G
South 1 Ramp	From: City of Richmond (N	laint: 43)	0.28	S, Belvider 4100 xit 93A to I-	Α	n							0.117	Α		4500	Α
South 1 Ramp	From: Henrico Cour To:	ity	US 1 I-295-E0 0.23 I-295-E0432	5000	G								0.119	F		5000	G
South 1 Ramp	From: Henrico Coun Ta:	ity	US 1 TO R 0.23 I-295-W0433	T 295 NOR <b>4200</b> X FROM RT	G								0.114	F		4200	G
South 1 Ramp	From: Fairfax Coun	ty	0.68	US 1 <b>16000</b> I-95 South	G	90%	1%	1%	1%	7%	0%	F	0.11	F		16000	G
South 1 Ramp	City of Alexandria (N	faint: 29)	0.11	1 Patrick St 26000	G	PI I							0.099	F		26000	G
South 1 Ramp	From: City of Alexandria (M	faint: 29)	0.09	NA 91B TO 95									NA			NA	
South 1 Ramp	From: L  City of Alexandria (N	faint: 29)	0.22	NA									NA			NA	
South 1 Ramp	From:	faint: 29)	US 01-S191D 7 0.28 I-95-N F	14000 ROM RT 1	G								0.126	F		14000	G
South 1 Ramp	City of Alexandria (N	1aint: 29)	0.09	1 Patrick St NA ward I-95 S									NA			NA	
South 1 Ramp	City of Alexandria (N	1aint: 29)	US 01-S191 0.21 US 01-N191C	NA									NA			NA	
South 1 Ramp	From: City of Alexandria (N	1aint: 29)	US 01-S191A 7 0.34 I-95-1 FROM	8400	G								0.132	F		8400	G
Henry St	City of Alexand Combined Traffic Estimates for 2 Parallel R		0.36 n this Route:	Wilkes St 22000 49000	G G	97% 97%	1% 1%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.076 0.067	F F	0.653 0.807	23000 52000	G G
Henry St	City of Alexand  Combined Traffic Estimates for 2 Parallel R		0.72	21000 44000 1st Street	G G	97% 97%	1% 1%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.074 0.079	F F	0.62	22000 46000	G G

# 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
~~ <u>-</u>	From:	US 1 Fraley									_					
( ) Main St	Prince William C	,	11000	G	97%	0%	1%	1%	1%	0%	С	0.112	F		12000	G
~	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	21000	G	98%	0%	1%	1%	1%	0%	F	0.091	F	0.654	23000	G
~~	To: From:		CL Dumfries													
( ) Main St	Town of Dumfries (N	,	16000	G	97%	0%	1%	1%	1%	0%	С	0.103	F	0.943	17000	G
•	Combined Traffic Estimates for 2 Parallel R			G	97%	0%	1%	1%	1%	0%	F	NA			32000	G
	To:	US 1 Fraley	Blvd North	Intersec	ction											
Bus	From:	4	the St Batter			40/	101	40/	40/	201	_		_		0.400	_
Washington St	City of Petersb	0	8800	F	97%	1%	1%	1%	1%	0%	F _	0.096	F _		9400	F _
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	17000	F
Bus	To: From:	123	3-9025 West	St												
1 (460) Washington St	City of Petersb	ourg 0.40	8200	F	97%	1%	1%	1%	1%	0%	F	0.090	F		8800	F
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	15000	F	97%	1%	1%	1%	1%	0%	F	NA			16000	F
	To	123	-9029 South	St												
Bus Washington Ct	From: L			<u> </u>	97%	1%	10/	1%	10/	00/	_	0.007	_		0500	_
Washington St	City of Petersb Combined Traffic Estimates for 2 Parallel R	0	8900	-		1%	1%		1%	0%	C F	0.087	Г		9500	
	Combined Traffic Estimates for 2 Parallel H	toadways on this Route:	19000	F	97%	1%	1%	1%	1%	0%	г	NA			20000	Г
Bus	To: From:	(	Guarantee St													
1 (460) Washington St	City of Petersb	ourg 0.24	10000	F	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	F
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	20000	F	97%	1%	1%	1%	1%	0%	F	NA			21000	F
	To:		0 Par; SR 36													
Morket Ct	City of Detector	SR 36; Bus U		ashingt F	ton St 97%	0%	1%	10/	10/	00/	С	0.089	F	0.540	0000	_
Market St	City of Petersb Combined Traffic Estimates for Parallel R	0	2700	г	97%	0%	1%	1%	1%	0%	C	0.089 NA	Г	0.540	2800 NA	Г
	Combined Trainic Estimates for Parallel H		NA 36 Grove A	VA			1					INA			INA	
	From:		36; Market													
(36) Old St	City of Petersb	ourg 0.13	3500	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.559	3700	F
	Combined Traffic Estimates for Parallel P	Roadways on this Route:	NA									NA			NA	
	To:	(	Sycamore St													
Sycamore St	City of Petersb	oura 0.04	Old St 3800	F	97%	0%	1%	1%	1%	0%	F	0.109	F	0.567	4000	F
36) Sycamore St	Combined Traffic Estimates for Parallel R	0	NA		31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	'	NA	•	0.507	NA	'
	Tax		ollingbrook S	St			Ī					INA			INA	
	From:		Sycamore St	,,												
Bollingbrook St	City of Petersb	•	3200	F	97%	0%	1%	1%	1%	0%	F	0.098	F	0.641	3400	F
	Combined Traffic Estimates for Parallel P	•	NA									NA			NA	
	To:	US 1	, US 301 2n	d St												
~~~	From:		R 110, US 1													
[] (395) Ramp	Arlington Cou		20000	G	97%	1%	1%	0%	0%	0%	F	NA			21000	G
\sim \sim	To:		I-395 South													

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

							Tru	ck			K		Dir		
Jurisdictio	on Length	AADT	QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
From:		,													
•	•											•			F
Combined Traffic Estimates for 2 Parallel											0.113	F	0.575	4900	F
10:				r Rd											
From:		,		070/	10/	10/	10/	10/	00/	0	0.005	_	0.514	0.4000	F
Spotsylvania C	Jounty 1.52	23000	<u> </u>	97%	1%	1%	1%	1%	0%	C	0.085	г	0.514	24000	Г
To:	SCI	Fredericksl	ourg												
City of Frederic	ksburg 1.42	23000	F	97%	1%	1%	1%	1%	0%	F	0.08	F	0.52	25000	F
To	SR 3· Bh	ie and Grev	Parkwa	v											
City of Exaderia					10/	10/	10/	10/	00/	г	0.004	_	0.057	10000	F
City of Frederic	KSDUIG 0.36	11000	Г	97%	170	170	1%	170	0%	Г	0.084	Г	0.657	12000	Г
To:	111-	3957 Sunker	n Rd												
City of Frederic	ksburg 0.56	11000	F	97%	1%	1%	1%	1%	0%	F	0.088	F	0.652	12000	F
To:	111-3	961 Kenmor	e Ave												
City of Exaderia				000/	00/	10/	00/	00/	00/	NI	0.100	N.I	0.604	6000	NI
City of Frederic					0%	170	0%	0%	0%	IN	0.102	IN	0.634	6300	N
To: From:	Bus US 1 Par, F	Bus 17 Par P	rincess	Anne St											
City of Frederic	ksburg 0.06	5900	F	99%	0%	1%	0%	0%	0%	F	0.102	F	0.634	6300	F
To:															
City of Erodoric				00%	N 9/	10/	00/	00/	00/	_	0.001	_		5200	_
•	•												0.564		F
Somblined Trainic Estimates for 2 Faraner				9976	0%	1 70	0%	076	U 70	Г	0.000	Г	0.364	12000	Г
To: From:	Bus	SR 3 Willian	m St												
		6000	F	99%	0%	1%	0%	0%	0%	С	0.081	F		6400	F
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	F	99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	14000	F
To:															
City of Frederic			F	99%	N%	1%	0%	0%	0%	F	0.086	F		5200	F
Only of Frederic					0 /6	1/0	0 /6	0 /6	0 /6	'	0.000	•		3200	'
From:				<u> </u>											
City of Frederic	ksburg 0.70	10000	F	99%	0%	1%	0%	0%	0%	С	0.095	F	0.659	11000	F
To:	US 1 Jeff	erson Davis	Highwa	ıy											
From:	Bus US 1, B	us US 17 La	fayette	Blvd											
e St City of Frederic	ksburg 0.37	6300	F	99%	0%	1%	0%	0%	0%	F	0.090	F		6700	F
		11000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.564	12000	F
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000					- , -	- , -		-					
Combined Traffic Estimates for 2 Parallel	-	SR 3 Willian	m St												
To: From:	Bus	SR 3 Willian		900/	Nº/					<u> </u>	0.101				
Combined Traffic Estimates for 2 Parallel Tac From: City of Frederic Combined Traffic Estimates for 2 Parallel	Bus 0.52		m St F	99% 99%	0% 0%	1% 1%	0%	0%	0%	C	0.101 0.092	F F	0.599	7800 14000	F F
	Mecklenburg (Combined Traffic Estimates for 2 Parallel Tover Spotsylvania (City of Frederic City of Frederic	Mecklenburg County 0.36 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Top	Mecklenburg County	Mecklenburg County	New US 1, US 58 Mecklenburg County 0.36 2100 F	New US 1, US 58 Mecklenburg County 0.36 2100 F	Add	Substitute	Second S	Section Sect	Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Secon	Substitution Length AADT CA 4Thre Bus 2Axle 3+Axle 1Trail 2Trail Co Factor	Length AADT QA 4Tire Bus 2Axkle 1Trail 2Trail QC Factor QK	Surface Company Comp	Section Combined Fractice Combined Fractice Combined Com

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

				4.7.	_		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	QI
	From:	Azalea Av		070/	40/	10/	00/	10/	00/	_	0.004	_	0.507	45000	
2 301 Chamberlayne Ave	City of Richmond	0.04 14000	G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.567	15000	G
	To: From:	NCL Richm										_			
2 (301) Chamberlayne Ave	Henrico County	0.55 15000	G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.563	16000	C
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	I-95													
2)(301) Chamberlayne Ave NB	Henrico County	0.90 7900	G	98%	0%	1%	0%	1%	0%	F	0.126	F		8400	(
Combined 1	Traffic Estimates for 2 Parallel Roadways on	this Route: 18000	G	98%	0%	1%	0%	1%	0%	F	0.117	F	0.784	19000	(
_ ~~	To: From:	Upham D	r												
2)(301) Chamberlayne Ave	Henrico County	1.57 19000	G	98%	0%	1%	0%	1%	0%	F	0.119	F	0.667	20000	(
	To- From:	Parham R	d			\neg \vdash									
2)(301) Chamberlayne Ave	Henrico County	0.17 30000	G	98%	0%	1%	0%	1%	0%	С	0.11	F	0.677	32000	(
	To:	Hanover Coun	-												
Chambarlauna Dd	From:	Henrico Count	y Line F	000/	0%	10/	00/	10/	00/	F	0.100	F	0.707	24000	
2)(301)Chamberlayne Rd	Hanover County	0.40 32000	Г	98%	0%	1%	0%	1%	0%	Г	0.108	Г	0.737	34000	
¬~~	To: From:	I-295													
2 301 Chamberlayne Rd	Hanover County	1.87 21000	F	98%	0%	1%	0%	1%	0%	С	0.096	F	0.621	23000	
	To: From:	42-640													
2)(301)Chamberlayne Rd	Hanover County	1.30 15000	F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.588	16000	
	To: From:	42-643 Pearsons	Corner												
2)(301) Chamberlayne Rd	Hanover County	1.27 11000	F	98%	0%	1%	0%	1%	0%	F	0.127	F	0.761	11000	
	To- From:	42-653 Whippoo	rwill Rd												
2)(301) Hanover Courthouse Rd	Hanover County	2.58 8600	F	95%	0%	1%	1%	3%	0%	F	0.14	F	0.798	8900	
	Tot	42-651													
2)(301) Hanover Courthouse Rd	Hanover County	2.94 8800	F	95%	0%	1%	1%	3%	0%	С	0.133	F	0.767	9000	
	Tec	42-1002 Hanov													
2)(301) Hanover Courthouse Rd	Hanover County	1.64 5900	F	95%	0%	1%	1%	3%	0%	F	0.149	F	0.742	6000	
2)(301) Harrovor Scartificado Ha	To:	Caroline Count		0070	0 70		1 70	070	070	•	0.1.10	•	0.7 12	0000	
	From:	Hanover Coun	_												
2)(301) Richmond Tpke	Caroline County	3.16 4700	G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.647	4800	(
	To: From:	SR 30 Day	vn			\neg \vdash									
2)(301) Richmond Tpke	Caroline County	4.44 3600	G	90%	1%	1%	2%	7%	0%	F	0.088	F	0.530	3700	(
	To	16-647													
2)(301) Richmond Tpke	Caroline County	7.50 3100	G	90%	1%	1%	2%	7%	0%	С	0.094	F	0.575	3200	(
	To:	16-721 Near de													
2)(301) Richmond Tpke	Caroline County	2.46 5500	G	90%	1%	1%	2%	7%	0%	F	0.09	F	0.567	5600	(
2)(301)	To	Bus US 30		2370	. /0	Ť	_,,	. ,0	0 /0	•	0.00	•	0.50,	2000	•
¬ ~~~	From:	SCL Bowling	Green												
2)(301) Richmond Tpke	Town of Bowling Green (Maint: 16)	0.11 5500	N	90%	1%	1%	2%	7%	0%	Ν	0.09	Ν	0.567	5600	1
$\smile\smile$	To:	Bus US 30)1												

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		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		US 301													
2 (301) Main St	Caroline Coun	nty 0.22	4700	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.531	4900	G
Bus	To: From:	SCI	Bowling C	Green												
2 301 Main St	Town of Bowling Green	(Maint: 16) 0.74	4700	G	97%	0%	1%	1%	1%	0%	С	0.090	F	0.531	4800	G
2 (001)	To:		Bus SR 20													
	From:		S 301, Bus													
2 Main St	Town of Bowling Green	(Maint: 16) 0.39	5800	G	95%	1%	1%	1%	2%	0%	F	0.095	F	0.561	6200	G
<u>~</u>	To: From:	NCI	Bowling C	Green												
2 Fredericksburg Tpke	Caroline Coun	nty 7.73	5100	G	95%	1%	1%	1%	2%	0%	F	0.095	Ν	0.561	5200	G
\smile	To	16-606 S	tonewall Ja	ackson R	d		\neg \vdash									
2 Fredericksburg Tpke	Caroline Coun	nty 3.71	5000	G	95%	1%	1%	1%	2%	0%	С	0.086	F	0.654	5200	G
\cup	Tα:		lvania Cou													
0	From:		line County		050/	40/	10/	40/	00/	00/	_	0.004	_	0.505	5500	_
2 Sandy Lane Dr	Spotsylvania Co		5300	F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.595	5500	F
Bus	From:	U	S 17 Mills Bus US 17				_									
2) (17) Tidewater Trail	Spotsylvania Co	ounty 3.56	7200	F	94%	0%	1%	2%	3%	0%	С	0.09	F	0.594	7700	F
	To		88-1301													
Bus	From:															
2 (17) Tidewater Trail	Spotsylvania Co	ounty 0.97	23000	F	94%	0%	1%	2%	3%	0%	F	0.076	F	0.533	24000	F
Bus	To: From:	ECI	Fredericks	sburg												
2) (17) Dixon St	City of Fredericks	sburg 0.55	24000	F	94%	1%	1%	1%	3%	0%	С	0.08	F	0.563	26000	F
	Ter										_					
Bus	From:		rom SR 3 C													
2) (17) Dixon St	City of Fredericks	sburg 0.26	10000	F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.639	11000	F
Pug	To: From:		Charles St	t												
Bus 2) 17 Dixon St	City of Fredericks	sburg 0.06	4900	F	98%	0%	1%	0%	0%	0%	F	0.099	F	0.650	5200	F
2) (1) 2	Combined Traffic Estimates for 2 Parallel Ro	· ·	7600	F	98%	0%	1%	0%	0%	0%	F	0.103	F	0.517	8100	F
	Try		incess Anne		0070	0 70		0 70	0 70	0 70	•	0.100	•	0.017	0.00	•
Bus	From		Dixon St													
$\binom{2}{17}$ Princess Anne S	•	•	2700	F	97%	1%	2%	0%	0%	0%	С	0.11	F	0.804	2900	F
\bigcirc \bigcirc	Combined Traffic Estimates for 2 Parallel Re	loadways on this Route:	5000	F	96%	1%	2%	0%	0%	0%	С	NA			5400	F
Dua Dua	To: From:		Bus US 1													
Bus Bus Princess A	nne St City of Fredericks	sburg 0.37	6300	F	99%	0%	1%	0%	0%	0%	F	0.090	F		6700	F
2 1 17 Princess A	Combined Traffic Estimates for 2 Parallel Re			F	99%	0%	1%	0%	0%	0%	F	0.036	F	0.564	12000	F
	To:	_	SR 3 Willia		JJ /3	0 /0	1/3	0 /0	0 /0	0 /0	'	0.000	•	0.004	12000	'
	From:		JS 15 Orang													
3 (522) Germanna Hwy	Town of Culper		8800	ge Road F	94%	1%	1%	2%	2%	0%	F	0.086	F	0.505	9300	F
3 (322) 33		•			01/0	1,75	- ,,,	_,0	_,0	0 / 0	•	3.000	•	3.000	0000	•
	To:		CL Culpep		040/	10/	10/	00/	00/	00/		0.000		0.505	10000	_
3 522 Germanna Hwy	Culpeper Cour		11000	F	94%	1%	1%	2%	2%	0%	С	0.088	F	0.565	12000	F
	10"	l	JS 15, US 2	29												

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	Q۱
	From:	US 15, US 29			1	017.0.0				. 45151		. 4010.		
3) (522) Germanna Hwy	Culpeper County	0.32 15000 F	93%	0%	1%	2%	4%	0%	С	0.085	F	0.595	15000	F
	Tα	UC 522 71 T1 U												
3 Germanna Hwy	From: Culpeper County	US 522 Zachary Taylor H 4.63 7800 F	_	0%	1%	1%	4%	0%	F	0.085	F	0.508	8100	F
3 Germanna Hwy	Oulpeper County	4.00 7 000 F	30 /6	0 78	1 /0	1 /0	4 /0	0 /6	•	0.005	'	0.500	0100	'
	To: From:	23-663 Batna Rd												
3) Germanna Hwy	Culpeper County	3.73 8300 F	93%	0%	1%	1%	4%	0%	F	0.086	F	0.571	8600	F
\smile	To	23-750 Ellis Rd												
3 Germanna Hwy	Culpeper County	4.37 10000 F	93%	0%	1%	1%	4%	0%	С	0.088	F	0.65	10000	ı
3) *** ** *,	To:	Orange County Line												
	From:	Culpeper County Line												
3 Germanna Hwy	Orange County	4.89 15000 F	93%	0%	1%	1%	4%	0%	F	0.085	F	0.546	16000	- 1
\mathcal{O}	To	SR 20 Wilderness												
3 Germanna Hwy	From: Orange County	0.12 25000 F	96%	0%	1%	0%	2%	0%	F	0.083	F	0.559	25000	
3 Germanna Hwy	Traingle County	Spotsylvania County Lir		0 /6	1 /0	0 /6	Z /0	0 /6		0.003	'	0.559	23000	'
	From:	Orange County Line	le											
3 Plank Rd	Spotsylvania County	5.27 21000 F	96%	0%	1%	0%	2%	0%	F	0.084	F	0.579	22000	
3) 1 12 112	Spotoj.ra.ma Stamij		00,0	0,0	. , ,	0,0	_,,	0,0	•	0.00	•	0.0.0		
	From:	88-610 Elys Ford Rd							_					
3 Plank Rd	Spotsylvania County	2.99 30000 F	96%	0%	1%	0%	2%	0%	С	0.079	F	0.609	32000	
<u> </u>		88-626 Andora Dr			\neg \vdash									
3 Plank Rd	Spotsylvania County	1.33 40000 F	96%	0%	1%	0%	2%	0%	F	0.08	F	0.607	42000	
9)	Tec													
Disale Del	From:	88-627 Gordon Rd 1.53 51000 F	96%	0%	10/	00/	2%	0%	F	0.070	F	0.01	E4000	
3 Plank Rd	Spotsylvania County	1.53 51000 F	90%	0%	1%	0%	2%	0%	Г	0.078	Г	0.61	54000	
<u>_</u>	To- From:	88-639 Salem Church R	d											
3) Plank Rd	Spotsylvania County	1.09 74000 F	96%	0%	1%	0%	2%	0%	F	0.075	F	0.580	78000	
\mathcal{I}	To	WCL Fredericksburg												
3 Plank Rd	City of Fredericksburg	0.34 78000 G	96%	0%	1%	0%	2%	0%	F	NA			83000	(
3) Flank Fla			0070	0 70	1 70	0 70	270	0 70	•	1471			00000	•
	To: From:	I-95												
3) Plank Rd	City of Fredericksburg	0.61 53000 G	95%	1%	1%	1%	3%	0%	F	NA			53000	(
\smile	To	Oakwood St												
3 Plank Rd	City of Fredericksburg	0.63 44000 F	95%	1%	1%	1%	3%	0%	F	0.073	F	0.519	47000	
3)														
	From:	US 1 Jefferson Davis Hy		40/	10/	10/	00/	00/		0.070		0.550	E4000	
3 William St	City of Fredericksburg	0.24 48000 F		1%	1%	1%	3%	0%	F	0.078	F	0.552	51000	
<u>~</u>	From	Bus SR 3; Blue and Gray F	kwy											
Blue and Grov Parkway	City of Erodoriokobura	Bus SR 3 William St 0.53 39000 F	95%	1%	10/	1%	3%	00/	С	0.077	F	0.55	41000	
3 Blue and Grey Parkway	City of Fredericksburg	0.53 39000 F	95%	170	1%	I 70	3%	0%	U	0.077	Г	0.55	41000	ı
	To: From:	Bus US 1 LaFayette Blv	d		\Box \vdash									
3 Blue and Grey Parkway	City of Fredericksburg	1.00 40000 F	95%	1%	1%	1%	3%	0%	F	0.081	F	0.508	42000	
\smile	To	Bus US 17 SR 2 Dixon	St											
3 Blue and Grey Parkway	City of Fredericksburg	0.36 39000 F		1%	1%	1%	3%	0%	F	0.087	F	0.524	42000	
3 Blue and Grey Parkway	City of Fredericksburg		33 /0	1 /0	1 /0	1 /0	J /0	U /o	'	0.007	'	0.524	42000	ı
<u> </u>	10.	ECL Fredericksburg												

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

					Truck			K		Dir		
Route	Jurisdiction	Length AADT QA 4T	Tire Bus	2Axle 3-	-Axle 1Trai	l 2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	ECL Fredericksburg	F0/ 10/	101	10/ 00/	00/		0.007	_	0.504	10000	
3 Blue and Grey Parkway	Stafford County		5% 1%	1%	1% 3%	0%	F	0.087	F	0.524	42000	F
<u> </u>	From:	Bus SR 3 Kings Highway Bus SR 3										
3 Kings Hwy	Stafford County		6% 1%	1%	1% 2%	0%	F	0.092	F	0.508	29000	G
0 ,	Tec											
3 Kings Hwy	Stafford County	89-680 Leonard Rd, Federal Dr 0.16 19000 N 94	4% 0%	1%	2% 3%	0%	N	0.098	N	0.528	20000	N
3 Kings Hwy	Stanord County		+/0 0/0	1 /0	2/6 3/6	0 /6	IN	0.030	IN	0.520	20000	IN
	From:	89-744 Rumford Rd	10/ 00/		00/ 00/	00/	_	0.000	_	0.500	00000	_
3 Kings Hwy	Stafford County	5.38 19000 G 94	4% 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 21000 G 96	6% 1%	1%	1% 2%	0%	F	0.096	F	0.509	21000	G
\smile	To:	King George County Line										
I Command Liver	From:	Stafford County Line	00/ 40/	10/	10/ 00/	00/	_	0.000	_	0.540	40000	_
3 Kings Hwy	King George County	3.68 19000 G 96	6% 1%	1%	1% 2%	0%	F	0.090	F	0.519	19000	G
	To- From:	48-605 Bloomsbury Rd; LaGrange Lan										
(3) Kings Hwy	King George County	4.79 19000 G 96	6% 1%	1%	1% 2%	0%	С	0.1	F	0.565	20000	G
\smile	To	SR 206 Arnolds Corner										
3 Kings Hwy	King George County		6% 1%	1%	1% 2%	0%	F	0.087	F	0.512	15000	G
\smile	To	SR 205 Purkins Corner										
3 Kings Hwy	King George County		6% 1%	1%	1% 2%	0%	F	0.088	F	0.61	7600	G
	To	US 301 Office Hall										
3 Kings Hwy	From: King George County		3% 0%	1%	2% 4%	0%	С	0.088	F	0.653	5900	G
3) Kings riwy	To:	Westmoreland County Line	370 070		270 470	0 70	O	0.000		0.000	0000	ď
	From:	King George County Line										
3 Kings Hwy	Westmoreland County	2.84 4400 G 93	3% 0%	1%	2% 4%	0%	F	0.089	F	0.584	4500	G
\smile	To	SR 205 Oak Grove										
(3) Kings Hwy	Westmoreland County		3% 0%	1%	2% 4%	0%	F	0.09	F	0.598	6400	G
	To											
3 Kings Hwy	Westmoreland County	SR 204 N Of Potomac Mills 2.05 5900 G 93	3% 0%	1%	2% 4%	0%	F	0.091	F	0.62	6100	G
3 Kings Hwy	Westinoreland County		3/6 0/6	1 /0	2/0 4/0	0 /6	'	0.091	'	0.02	0100	G
	From:	96-624 West										
3 Kings Hwy	Westmoreland County	2.83 5800 G 93	3% 0%	1%	2% 4%	0%	F	0.087	F	0.661	6000	G
<u> </u>	To: From:	SR 347 Westmoreland State Park Road	d									
3 Kings Hwy	Westmoreland County	0.68 5500 G 94	4% 1%	1%	1% 3%	0%	С	0.088	F	0.649	5700	G
\smile	To:	SR 214 Lerty										
3 Kings Hwy	Westmoreland County	•	4% 1%	1%	1% 3%	0%	F	0.09	F	0.64	5100	G
	To										-	
3 Kings Hwy	Town of Montross (Maint: 96)	WCL Montross 0.95 4900 N 94	4% 1%	1%	1% 3%	0%	N	0.09	N	0.64	5100	N
3 Kings Hwy	TOWIT OF MOUNTIOSS (MAINL. 90)		+/0 I -/0	ı /o	1/0 J ⁷ /0	U-70	IN	0.09	IN	0.04	5100	IN
	To: From:	96-622 Peach Grove St										_
(₃) Kings Hwy	Town of Montross (Maint: 96)		5% 1%	1%	1% 3%	0%	С	0.087	F	0.591	7800	G
\smile	To:	ECL Montross										

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	ECL Montross												
3 Kings Hwy	Westmoreland County	1.89 7600	N 95%	6 1%	1%	1%	3%	0%	Ν	0.087	Ν	0.591	7800	Ν
<u> </u>	To: From:	SR 202 Cople Hy	wy		_									
3 Kings Hwy	Westmoreland County	5.89 4300	G 95%	6 1%	1%	1%	3%	0%	F	0.087	F	0.589	4400	G
\smile	To:	Richmond County												
Kinga I huy	Pichmond County	Westmoreland Count		/ 10/	10/	10/	20/	00/	F	0.000	F	0.501	4000	G
3 Kings Hwy	Richmond County	0.15 4600	G 94%	6 1%	1%	1%	3%	0%	Г	0.089	Г	0.521	4800	Ċ
	To- From:	SR 203 Oldhams												
3 Historyland Hwy	Richmond County	1.46 5800	G 94%	6 1%	1%	1%	3%	0%	С	0.086	F	0.545	5900	(
	To: From:	79-653 Sanfords L	ane											
3 Historyland Hwy	Richmond County	0.79 5800	N 94%	6 1%	1%	1%	3%	0%	Ν	0.086	Ν	0.545	5900	1
<u> </u>	To	NCL Warsaw												
3 Historyland Hwy	Town of Warsaw (Maint: 79)	0.20 5800	N 94%	6 1%	1%	1%	3%	0%	Ν	0.086	Ν	0.545	5900	1
<u> </u>	To	Bus SR 3 Main S	St											
3 Historyland Hwy	Richmond County	1.23 1900	G 94%	6 1%	1%	1%	3%	0%	F	0.088	F	0.574	2000	(
3),	T-					.,.			-		-			
Listonyland Huny	Town of Warsaw (Maint: 79)	US 360, SR 3 Bus Richt 0.11 7000		6 1%	1%	1%	20/	0%	F	0.109	F	0.565	7200	(
3 Historyland Hwy	Town of Warsaw (Maint. 79)		G 94%	o 170	1 70	170	3%	0%	Г	0.109	Г	0.565	7200	•
	To- From:	SCL Warsaw												
3 Historyland Hwy	Richmond County	6.20 7000	N 94%	6 1%	1%	1%	3%	0%	N	0.109	N	0.565	7200	١
	To: From:	79-642 Sharps R	Rd											
3 Historyland Hwy	Richmond County	3.07 3200	G 94%	6 1%	1%	1%	3%	0%	F	0.083	F	0.578	3300	(
<u> </u>	To- From:	79-692, N Farnham Ch	urch Rd		_									
3 Historyland Hwy	Richmond County	2.37 3000	G 94%	6 1%	1%	1%	3%	0%	F	0.082	F	0.598	3100	(
\mathcal{I}	To:	79-608 Farnham Cre	ek Rd											
3 Historyland Hwy	Richmond County	2.70 2800	G 94%	6 1%	1%	1%	3%	0%	F	0.081	F	0.570	2900	(
	To:	Lancaster County I	Line											
	From:	Richmond County												
3 Historyland Hwy	Lancaster County	5.30 2100	F 94%	6 1%	1%	1%	3%	0%	С	0.095	F	0.617	2200	ı
<u> </u>	Too From:	SR 201 White Chap	el Rd											
3 Historyland Hwy	Lancaster County	3.48 4800	F 94%	6 1%	1%	1%	3%	0%	F	0.098	F	0.647	4900	F
<u> </u>	To	51-604 W, Merry Po	int Rd											
3 Historyland Hwy	Lancaster County	4.36 6900	F 94%	6 1%	1%	1%	3%	0%	F	0.096	F	0.635	7100	ı
	Tec	51 607 Coodback												
3 Historyland Hwy	Lancaster County	51-607 Goodluck 0.34 9800	F 96%	6 1%	1%	1%	1%	0%	С	0.091	F	0.636	10000	F
3 Historyland Hwy	Lancaster County			U I/0	1 /0	1 /0	1 /0	U /0	J	0.031	•	0.000	10000	'
N.Min Or	Too From (AA)	NCL Kilmarnoc		/ 401		40/	40/	00/		0.004	N.	0.000	40000	_
3 N Main St	Town of Kilmarnock (Maint: 51)	1.63 9800	N 96%	6 1%	1%	1%	1%	0%	N	0.091	N	0.636	10000	١
	To: From:	SR 200 W Int												
3 200 S Main St	Town of Kilmarnock (Maint: 51)	0.09 11000	F 96%	6 1%	1%	1%	1%	0%	F	0.083	F	0.551	12000	F
	To	SR 200 M Int												

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

-					_	Tr	uck			K	01/	Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 200												
3 S Main St	Town of Kilmarnock (Maint: 51)	0.62 890	00 F	96%	1%	1% 1%	1%	0%	F	0.088	F	0.513	9200	F
	To: From:	SCL Kiln												
3 Historyland Hwy	Lancaster County	1.82 870	00 G	96%	1%	1% 1%	1%	0%	С	0.088	Ν	0.513	8700	G
<u>~</u>	To: From:	51-647 Ch	hases Rd											
(3) Historyland Hwy	Lancaster County	1.67 830	00 F	96%	1%	1% 1%	1%	0%	F	0.086	F	0.529	8500	F
<u> </u>	To: From:	NCL Whi	ite Stone											
3 Rappahannock Dr	Town of White Stone (Maint: 51)	0.39 830	00 N	96%	1%	1% 1%	1%	0%	Ν	0.086	Ν	0.529	8500	Ν
<u> </u>	To: From:	SR 200	E Int			<u> </u>								
3 Rappahannock Dr	Town of White Stone (Maint: 51)	0.46 860		96%	1%	1% 1%	1%	0%	С	0.093	F	0.533	8800	F
\smile	To	SCL Whit	te Stone											
3 Historyland Hwy	Lancaster County	1.09 860		96%	1%	1% 1%	1%	0%	Ν	0.093	Ν	0.533	8800	Ν
	To:	Middlesex Couny Line,	, Rappahanno	ck River										
	From:	Lancaster County Line,									_			
Greys Point Rd	Middlesex County	5.84 720		95%	1%	1% 1%	2%	0%	С	0.095	F	0.543	7300	G
~	From:	SR 33 W, P SR 33 W; Gre												
3 (33) General Puller Hwy	Middlesex County	3.45 590		96%	0%	1% 1%	2%	0%	С	0.084	F	0.508	6000	G
3) (33)	To:	SR 33 E; Twig					_,,	- 7	_		-			
	From:	SR 33 E Pu	uller Hwy											
3) Twiggs Ferry Rd	Middlesex County	3.20 640		96%	0%	<u>1</u> % 1%	2%	0%	F	0.09	F	0.501	6600	G
<u> </u>	To: From:	Mathews Co												
3 Twiggs Ferry Rd	Mathews County	Middlesex C 1.37 560		97%	0%	1% 0%	1%	0%	F	0.09	F	0.505	5800	G
3) 1 mggg 1 diny 11d	matrione scartly			07.70	0 70		1 /0	070	•	0.00	•	0.000	0000	Ŭ
	Mathausa Causty	SR 198		070/	00/	10/ 00/	10/	00/	F	0.087	F	0.598	7200	G
3 (198)	Mathews County	1.55 770	00 G	97%	0%	1% 0%	1%	0%	Г	0.087	Г	0.598	7200	G
	To: From:	SR 198 W, 1												_
3) Windsor Rd	Mathews County	2.07 570		97%	0%	1% 0%	1%	0%	С	0.093	F	0.632	5800	G
<u> </u>	From:	SR 14 John Clayto SR 14; Windor Rd		_										
3 (14) John Clayton Mem Hwy	Mathews County	0.11 110		97%	0%	1% 0%	1%	0%	F	NA			12000	G
9 (14)	To:	Gloucester C												
	From:	Mathews Co												
$\binom{3}{14}$ John Clayton Memorial Hwy	Gloucester County	4.07 130	00 G	98%	0%	1% 0%	1%	0%	С	0.088	F	0.657	13000	G
\smile	To: From:	36-623 Ward	e Neck Rd											
3 (14) John Clayton Memorial Hwy	Gloucester County	2.18 180	00 G	98%	0%	1% 0%	1%	0%	F	0.087	F	0.655	19000	G
	To:	US 17 Bus Main S	t, Gloucester	СН										
East	From	SR 3 Pla	ank Rd											
3 Ramp	Spotsylvania County	0.28 770		96%	0%	1% 0%	2%	0%	F	0.08	F		8200	F
\smile	Ter	I-95 S	outh											
East	From:	SR 3 I-95-N130B TO	O AND FRO	M RT										
3 Ramp	Spotsylvania County	0.28 190	00 G							NA			19000	G
\smile	To:	I-95-N FROM	M RT 3 EB											

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

- .							Tru	ıck			K	211	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
<u>/est</u>	From:		ND FROM RT												
3 Ramp	Spotsylvania County	_	3900 G								NA			3900	(
	To:	I-95-S F	FROM RT 3												
<u>/est</u>	From:		ank Rd West												
3 Ramp at I-95 Exit 130	Spotsylvania County	_	3800 G								NA			8800	(
<i></i>	Tα	I-95	5 North												
us	From:	SR 3 Blue an	nd Grey Parkway												
3) William St	City of Fredericksburg	0.14 1 3	3000 F	98%	0%	1%	0%	0%	0%	F	0.081	F	0.524	13000	
<i></i>	To-	111-3958	8 Hanover St			\neg									
us 3 William St	City of Fredericksburg	0.30 10	0000 =	98%	0%	1%	0%	0%	0%	С	0.09	F	0.628	11000	
William St	City of Fredericksburg	0.30	0000 F	90%	0%	1 70	0%	070	0%	C	0.09	Г	0.020	11000	
us	To: From:	111-3955	College Ave												
William St	City of Fredericksburg	0.48 12	2000 F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.543	12000	
	To	CD 2 D V	171-: A												
us	From:		Washington Ave												
3) William St	City of Fredericksburg	_	5800 F	98%	0%	1%	1%	0%	0%	С	0.085	F		6100	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	1000 F	98%	0%	1%	1%	0%	0%	F	0.092	F	0.521	11000	
	To-	Bus US	1 Caroline St												
us 3 William St	City of Fredericksburg		7300 F	98%	0%	1%	1%	0%	0%	_	0.117	F		7800	
3) William St	,				0%			0%		г -	NA	Г			
	Combined Traffic Estimates for 2 Parallel Roadways on	triis Route. 13	3000 F	98%	0%	1%	1%	0%	0%	Г	INA			14000	
lus	To: From:	Bus SR 3	Par, Sophia St												
3 William St	City of Fredericksburg	0.03 18	8000 G	98%	0%	1%	1%	0%	0%	F	0.104	Ν	0.609	19000	(
	To:	WCL	Stafford												
us	From:		edericksburg												
₃) Kings Hwy	Stafford County	0.30 1 4	4000 G	96%	0%	1%	1%	1%	0%	F	0.104	F	0.609	15000	(
<u></u>	To: From:	SR 212 Chat	tham Heights Ro	l											
Sus 3 Kings Hwy	Stafford County	1.26 2 6	6000 G	96%	0%	1%	1%	1%	0%	С	0.093	F	0.531	28000	(
3 Kings Hwy	To:		nd Grey Parkway		0 / 0		1 /0	1 /0	0 70	J	0.000	•	0.001	20000	
	From					_									
us 3 Washington Ave	City of Fredericksburg		3 William St F	98%	0%	1%	1%	0%	0%	_	0.099	_	0.943	5300	
Washington Ave	Combined Traffic Estimates for 2 Parallel Roadways on				0%			0%		F		F			
	Combined Trainic Estimates for 2 Parallel Roadways on		63 Amelia St	98%	0%	1%	1%	0%	0%	Г	0.092	Г	0.521	11000	
JS	From:		Washington Ave												
Amelia St	City of Fredericksburg		1900 F	98%	0%	1%	1%	0%	0%	С	0.105	F		5300	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 1	1000 F	98%	0%	1%	1%	0%	0%	С	NA			11000	
	To:		73 Sophia St												
us	From:		3, Amelia St												
3 Sophia St	City of Fredericksburg		5800 F	98%	0%	1%	1%	0%	0%	F	0.095	F		6200	-
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 13	3000 F	98%	0%	1%	1%	0%	0%	F	NA			14000	F
	To:	Bus SR	3 William St												

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 G	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	SR 3 Historyland Hw	/V		27000	OTTAKE	TTTUI	ZIIGII		1 40101		1 40101		
(3) Main St	Town of Warsaw (Maint: 79)		N 95%	0%	1%	1%	3%	0%	Ν	0.081	Ν	0.607	13000	Ν
	To:	US 360 Richmond R	d											
Bus	From:	US 360; Main St												
(3) (360) Richmond Rd	Town of Warsaw (Maint: 79)		G 95%	0%	1%	1%	3%	0%	F	0.081	F	0.607	13000	G
<u> </u>	10:	SR 3 Historyland Hw	/y											
	From:	North Carolina State L		00/	101	40/	00/	00/	_	0.405	_	0.545	440	_
4 Buggs Island Rd	Mecklenburg County	4.53 430 (G 95%	0%	1%	1%	2%	0%	F	0.105	F	0.515	440	G
	To: From:	South End Of John H. Ker												
4 Buggs Island Rd	Mecklenburg County (Maint: US)) 0.53 600 I	N 95%	0%	1%	1%	2%	0%	N	0.105	Ν	0.552	620	N
<u> </u>	To: From:	North End of John H. Ker	r Dam											
4 Buggs Island Rd	Mecklenburg County	1.46 600 (G 95%	0%	1%	1%	2%	0%	С	0.105	F	0.552	620	G
\smile	To:	58-707 China Grove Rd, Cast	le Heights		— —									
4 Buggs Island Rd	Mecklenburg County		G 95%	0%	1%	1%	2%	0%	F	0.106	F	0.527	790	G
	To:	US 58 Gills												
	From:	25th St												
5) 60 Main St	City of Richmond		G 99%	0%	0%	0%	0%	0%	F	0.099	F	0.663	18000	G
	To	Williamsburg Rd												
5 Main St	City of Richmond		G 99%	0%	0%	0%	0%	0%	С	0.129	F	0.756	7700	G
5 Main St	City of Hierinferia		u 0070	0 70	070	070	0 70	0 70	Ü	0.120	•	0.700	7700	ď
Main Ct	From:	Nicholson St	000/	00/	00/	00/	00/	00/	F	0.104	F	0.005	10000	
5 Main St	City of Richmond	0.26 10000 (G 99%	0%	0%	0%	0%	0%	г	0.134	г	0.825	12000	G
	To: From:	ECL Richmond												
5 Osborne Tpke	Henrico County		G 98%	0%	1%	1%	0%	0%	С	0.110	F	0.781	10000	G
<u> </u>	From:	New Market Rd Osborne Tpke												
5 New Market Rd	Henrico County		G 97%	1%	1%	1%	1%	0%	С	0.111	F	0.713	8600	G
3) Now Market Na	- Inclined County		G 07.70	1 /0		1 70	1 /0	070	Ŭ	0.111	•	0.7 10	0000	ŭ
Now Market Dd	From	Laburnum Ave	G 97%	1%	10/	10/	10/	0%	F	0.107	F	0.004	0100	G
5 New Market Rd	Henrico County	3.27 8500 (G 97%	170	1%	1%	1%	0%	Г	0.107	Г	0.604	9100	G
	To: From:	I-295												
5 New Market Rd	Henrico County	4.70 2200 0	G 94%	0%	1%	2%	3%	0%	С	0.103	F	0.608	2300	G
<u> </u>	To: From:	Willis Church Rd												
5 (156) New Market Rd	Henrico County	1.72 2100 (G 94%	0%	1%	2%	3%	0%	F	0.102	F	0.672	2200	G
\bigcirc	To:	Charles City County L												
Labor Tuley Memorial Live	Charles City Covert	Henrico County Line		00/	10/	00/	20/	00/	_	0.107	_	0.050	1500	_
5 156 John Tyler Memorial Hwy	Charles City County		F 94%	0%	1%	2%	3%	0%	F	0.107	F	0.659	1500	F
	To: From:	SR 156 E Int			7									
(5) John Tyler Memorial Hwy	Charles City County	3.69 2700 I	F 95%	0%	1%	1%	3%	0%	F	0.089	F	0.517	2700	F
<u>~</u>	To: From:	18-609 Barnetts Rd												
5 John Tyler Memorial Hwy	Charles City County	5.68 2100 l	F 95%	0%	1%	1%	3%	0%	С	0.088	F	0.508	2100	F
\smile	To	SR 155 Charles City C	CH											

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

		Primary and inters	iale R0	uies											
Route	Jurisdiction	Length AADT	<u> </u>	4Tire	Bus		Tru	ıck		00	K	QK	Dir	AAWDT	0144
Houle	Jurisdiction	Length AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
	From:	SR 155 Charles	City CH												
5 John Tyler Memorial Hwy	Charles City County	3.81 1700	F	95%	1%	2%	1%	2%	0%	С	0.100	F	0.536	1800	F
	To:	18-632 Tyler's I	Mill Rd												
	From:	18-632 Tylers N	Mill Rd												
(₅) John Tyler Memorial Hwy	Charles City County	9.47 2600	F	95%	1%	2%	1%	2%	0%	F	0.096	F	0.614	2700	F
\smile	To:	James City County Line, Ch													
	From:	Charles City County Line, C			:					_		_			_
5 John Tyler Memorial Hwy	James City County	2.99 2900	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.502	3000	G
<u> </u>	To: From:	Urban Boun													
Labor Talon Managarial Illian		47-614 Centery		070/	40/	40/	40/	40/	00/	_	0.000	_	0.540	7000	_
5 John Tyler Memorial Hwy	James City County	2.04 7700	G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.546	7800	G
<u> </u>	To	47-615 Ironbou	ınd Rd												
5 John Tyler Memorial Hwy	James City County	1.51 9100	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.593	9700	G
	Too	AT (50 C: 1	D-												
5 John Tyler Memorial Hwy	James City County	47-652 Stanle 0.29 15000		97%	1%	1%	1%	1%	0%	F	0.092	F	0.578	16000	G
5 John Tyler Memorial Hwy	James Oily County	0.29 13000	G	9170	1 70	I 70	170	1 70	0%	Г	0.092	Г	0.576	16000	G
<u> </u>	To: From:	SR 199, 46-	616												
(5)(199)	James City County	0.22 33000	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.568	36000	G
	то	WCL William	oh.v.a												
	City of Williamsburg (Maint: 47			97%	0%	1%	1%	1%	0%	F	0.091	F	0.568	36000	G
5 (199)	Oity of Williamsburg (Maint. 47	SR 31, SR		31 /0	0 /6	1 /0	1 /0	1 /0	0 /6		0.031		0.500	30000	G
	From:	SR 31, SR 31, SR 31		Q											
5 Jamestown Rd	City of Williamsburg	0.27 8300	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.624	8800	G
5 Jamestown Rd	Oity of Williamsburg				0 / 0	<u> </u>	0 70	0 /0	0 70	•	0.007	•	0.024	0000	ď
	To: From:	137-7073 John Tyler N													
5 Jamestown Rd	City of Williamsburg	1.50 9400	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.642	10000	G
<u> </u>	To:	137-7075 Boun	_												
	From:	Jamestown								_		_			_
(5) Boundary St	City of Williamsburg	0.07 8900	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.509	9400	G
<u> </u>	To:	Francis S													
Consider Ot	O'the of MACHE and a house	Boundary		000/	00/	00/	00/	00/	00/	_	0.00	_	0.50	0000	_
5 Francis St	City of Williamsburg	0.09 6400	G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.53	6800	G
	From:	SR 132 Henri Francis S	-												
(5) (132) Henry St	City of Williamsburg	0.38 4300	G G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.522	4600	G
5 132 Henry St	City of williamsburg	SR 162 Lafaye		33 70	U-70	0-70	U 70	U-76	U-76	Г	0.061	Г	0.522	4000	G
	From:	SR 162 Laraye													
5 Lafayette St	City of Williamsburg	0.33 9100	G G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.536	9700	G
5 Luidyollo ol	Sity of Williamsburg			00 /0	1 /0	1 /0	0 /0	0 /0	0 /0	'	0.007	'	0.000	3700	J
	To: From:	Capital Landii													
(5) Lafayette St	City of Williamsburg	0.73 7500	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.579	8000	G
\smile	Ter	US 60 Page	St												
5) (60) Page St	City of Williamsburg	0.25 13000		99%	0%	0%	0%	0%	0%	С	0.084	F	0.579	14000	G
3) (60) 1 ago or	City of Williamsburg			0070	0 /0		0 /0	0 /0	0 /0	J	0.004	'	0.070	1-7000	J
	To: From:	Second S													
(5) (60) Page St	City of Williamsburg	0.31 20000	G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.677	21000	G
$\smile \smile$	To:	US 60 Page	St												

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

			interstate no				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		60 Page St												
5 Capitol Landing Rd	City of Williamsburg		6500 G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.517	6900	G
<u> </u>	Tα	SR 143	3 Merrimac St												
East	From:		B TO AND FRO	M RT											
(₅) Ramp	Henrico County		2500 G								0.115	F		2500	G
<u> </u>	To:	I-295-I	E FROM RT 5												
East	From:		W022B TO RT 2	95											
5 Ramp	Henrico County		1500 G								0.176	F		1500	G
\smile	To:	I-295-V	FROM RT 5												
West	From:		O ROUTE 295												
5 Ramp	Henrico County	0.18	610 G								0.144	F		610	G
\smile	To:	I-295-I	E FROM RT 5												
West	From:	SR 5 I-295-W02	7A TO AND FRO	OM RT											
(₅) Ramp	Henrico County	0.31	780 G								0.161	F		780	G
\smile	To:	I-295-V	FROM RT 5												
	From:	US 250 Ro	ckfish Gap Trnpl	ζ											
6 Afton Mountain Rd	Nelson County	3.72	890 F	98%	0%	1%	0%	1%	0%	С	0.109	F	0.555	910	F
<u> </u>	To:		Critzers Shop Rd												
	Nolona County		151 Avon 8100 F	000/	1%	10/	1%	40/	00/	0	0.000	F	0.550	7500	F
6 (151)	Nelson County		8100 F Martins Store	93%	170	1%	170	4%	0%	С	0.088	Г	0.558	7500	Г
	From:		ckfish Valley Hw	v											
6 River Rd	Nelson County		4300 F	90%	1%	2%	1%	6%	0%	С	0.097	F	0.624	4400	F
	To	LIC 20 W. T	homas Nelson Hy	CONT.											
6 29 Thomas Nelson Hwy	Nelson County		12000 F	89%	1%	1%	1%	9%	1%	F	0.082	F	0.676	12000	F
(a) (29) Momae Holloch Film)	- Troisen Seamy				1 70		170	0 70	1 70	•	0.002	•	0.070	12000	•
Iriah Dd	From:		nomas Nelson Hw	•	10/	10/	10/	00/	00/	г	0.114	_	0.714	0100	
6 Irish Rd	Nelson County		2000 F	95%	1%	1%	1%	2%	0%	F	0.114	F	0.714	2100	F
	From:		County Line												
6 Irish Rd	Albemarle County		1100 G	95%	1%	1%	1%	2%	0%	С	0.105	F	0.576	1100	G
	Ter	02.62	7 Dt D-1												
6 Irish Rd	Albemarle County		7 Porters Rd 1200 G	95%	1%	1%	1%	2%	0%	F	0.087	F	0.539	1300	G
6) 111311 110	Albernane Gounty			33 78	1 70	1 /0	1 /0	270	0 70	•	0.007		0.000	1000	ч
	To: From:		, Scottsville Rd	050/	40/		40/	00/	00/	_	0.000	_	0.704	7000	
6 (20) Valley Rd	Albemarle County	0.28	7100 G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.704	7300	G
<u> </u>	To: From:		Scottsville												
6)(20) Valley Rd	Town of Scottsville (Maint: 02)		7100 N	95%	1%	1%	1%	2%	0%	Ν	0.092	Ν	0.704	7300	Ν
\smile	To:		E; Main St												
Main St	Town of Spottoville (Maint: 00)		E, Valley St	079/	00/	10/	00/	10/	09/	F	0.004	F	0.507	4400	G
6 Main St	Town of Scottsville (Maint: 02)		4300 G	97%	0%	1%	0%	1%	0%	г	0.094	Г	0.587	4400	G
	From:		le County Line												
6 Main St	Town of Scottsville (Maint: 32)		2500 F	97%	0%	1%	0%	1%	0%	С	0.096	F	0.563	2600	F
	To:	,	75 Canal St			T)				-					

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

		Primary and intersi	iale no	นเฮร											
Route	Jurisdiction	Length AADT	ΔΩ	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	QW
1.00.00	- Carloa a la				Duo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	Q, t	Factor	7,0,000	α
	From:	32-675 Cana													
6 West River Rd	Town of Scottsville (Maint: 32)	0.08 2500	N	97%	0%	1%	0%	1%	0%	N	0.096	N	0.563	2600	N
<u> </u>	To: From:	ECL Scottsv	ille												
6 West River Rd	Fluvanna County	7.98 2500	N	97%	0%	1%	0%	1%	0%	Ν	0.096	Ν	0.563	2600	Ν
\bigcirc	To	32-620 Rolling Ro	ad South												
6 West River Rd	Fluvanna County	5.30 2000	F	97%	0%	1%	0%	1%	0%	F	0.107	F	0.612	2000	F
6 West River Rd	- Tavama odany			0,70	0 70		070	1 70	070	•	0.107	•	0.012	2000	•
	From:	32-612 Winnsvi		070/	00/		201	40/	00/		0.407		0.500	4400	
6 West River Rd	Fluvanna County	2.26 1100	F	97%	0%	1%	0%	1%	0%	F	0.107	F	0.568	1100	F
<u> </u>	To:	US 15 James Madi US 15 Fork U	_	/											
6 15 James Madison Hwy	Fluvanna County	1.99 4500	F	92%	2%	1%	1%	4%	0%	F	0.086	F	0.553	4600	F
6 (15) James Madison Hwy	To:	US 15 Dixi		JZ /6	2 /0	1 /0	1 /0	4 /0	0 /6	•	0.000	•	0.555	4000	'
	From:	US 15 James Madi		7											
6 East River Rd	Fluvanna County	4.28 1800	F	95%	1%	1%	1%	2%	0%	F	0.087	F	0.529	1900	F
	T	****												2600 2600 2000 1100 4600 1900 1900 1600 3600 5200 6800 3900 5600 9300 19000	
Coint James Ct	From:	WCL Colum		050/	10/	10/	10/	00/	00/	N.I.	0.007	N.I	0.500	1000	N.I.
6 Saint James St	Town of Columbia (Maint: 32)	0.64 1800	N	95%	1%	1%	1%	2%	0%	N	0.087	N	0.529	1900	N
<u> </u>	From:	Goochland County Line, Fluvanna County Line, I													
6 River Rd West	Goochland County	6.01 1500	G	95%	1%	1%	1%	2%	0%	С	0.103	F	0.518	1600	G
6) Tilver Tid West	addeniana edunty			0070	1 70	1 70	1 /0	270	0 70	•	0.100	•	0.010	1000	ď
	From:	SR 45 Georges													
6 River Rd West	Goochland County	6.47 3500	G	95%	1%	1%	1%	2%	0%	F	0.082	F	0.713	3600	G
<u> </u>	To: From:	37-600 Rock Ca	stle Rd			_									
6 River Rd West	Goochland County	3.41 5000	G	95%	1%	1%	1%	2%	0%	F	0.087	F	0.726	5200	G
	To:	US 522 W, Sandy	Hook Ro	l											
	From:	W US 522	2												
6 (522) River Road West	Goochland County	1.74 6700	G	97%	0%	1%	0%	2%	0%	F	0.086	F	0.548	6800	G
	To:	E US 522													
Discon Dal Wassa	On a library On water	US 522 E, Maid		000/	00/	40/	40/	00/	00/	_	0.007	_	0.044	0000	_
6 River Rd West	Goochland County	4.95 3800	G	98%	0%	1%	1%	0%	0%	F	0.097	F	0.611	3900	G
<u> </u>	To: From:	37-628 Lee	Rd												
6 River Rd West	Goochland County	6.62 5400	G	98%	0%	1%	1%	0%	0%	F	0.109	F	0.529	5600	G
\bigcirc	To	37-621 Manak	in Dd												
6 Patterson Ave	Goochland County	1.84 9100	G	96%	0%	0%	2%	1%	0%	С	0.097	F	0.51	9300	G
6) I ditorson / tvo	addeniana deanty			0070	0 70	<u> </u>	270	1 70	0 70	•	0.007	•	0.01	3000	ď
	To: From:	SR 288													
6 Patterson Ave	Goochland County	2.36 19000	G	98%	0%	1%	1%	0%	0%	С	0.106	F	0.549	19000	G
<u> </u>	To:	Henrico County													
6 Patterson Ave	Henrico County	Goochland Coun 1.04 22000	ity Line G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.536	25000	G
6 Patterson Ave	Herinico County	1.04 22000	<u> </u>	99%	U%	U%	U%	U%	0%	г	0.106	г	0.536	25000	G
	To: From:	Pump Rd													
6 Patterson Ave	Henrico County	0.69 25000	G	99%	0%	0%	0%	0%	0%	F	0.103	F	0.607	28000	G
\smile	To:	Gaskins Ro	d												

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

	Primary a														
Jurisdictio	on Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
From	L									_		_			_
Henrico Co	unty 1.04	24000	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.599	27000	G
To From	.	Gayton Rd													
Henrico Co	unty 0.52	23000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.528	27000	G
Te		Dd D. d													
Henrico Co	1		G	90%	Nº/-	Nº/-	O°/-	Nº/-	0 %-	F	0.008	F	0 633	23000	G
Herrico Go	unity 0.97	21000	G	33 /6	0 /6	0 /8	0 /6	0 /6	0 /6	•	0.030	'	0.000	23000	ч
Te From		Forest Ave													
Henrico Co	unty 0.94	18000	Α	99%	0%	0%	0%	0%	0%	С	0.115	Α	0.573	21000	Α
To	- v	/CL Richmon	nd			\neg \vdash									
City of Richr				99%	0%	0%	0%	0%	0%	F	0.103	F	0.554	17000	G
									• , •	-		-			-
From	1			000/	00/		20/	00/	201		0.405	_	0.505	10000	_
City of Richr	nond 1.6/	11000	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.505	13000	G
To From	÷	Malvern Ave				_									
City of Richr	mond 0.38	8600	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.55	9800	G
Te		Tl C4												23000 21000 17000 13000	
City of Biobr		-	6	000/	10/	10/	00/	Λο/	00/		0.002		0.649	2200	G
			G	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.093	'	0.040	3300	G
	3														
Nelson Col											NA			NA	
10	US 29 7	Thomas Nelso	on Hwy												
From		S 522 Par, Br		St											
St City of Winch	nester 0.18	1800	F	99%	0%	1%	0%	0%	0%	С	0.095	F		1900	F
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533		
To													0.555	12000	F
	US	11 Cameron	St									•	0.555	12000	F
From		Boscawen St													
eron St City of Winch	nester 0.17	Boscawen St 8900	F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.768		F
eron St City of Winch Combined Traffic Estimates for 2 Parallel	nester 0.17 Roadways on this Route:	Boscawen St 8900 16000		97% 97%	1% 1%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.096 0.093			9500	
	nester 0.17 Roadways on this Route:	Boscawen St 8900 16000 Piccadilly St	F F							F F		F	0.768	9500	F
Combined Traffic Estimates for 2 Parallel	nester 0.17 Roadways on this Route:	Boscawen St 8900 16000 Piccadilly St 511 Cameron	F F	97%	1%	1%	0%	0%	0%	F F	0.093	F F	0.768 0.516	9500 17000	F F
	nester 0.17 Roadways on this Route:	8900 16000 Piccadilly St 5 11 Cameron 10000	F F							F F		F	0.768	9500 17000	F
Combined Traffic Estimates for 2 Parallel	nester 0.17 Roadways on this Route: US nester 0.18	8900 16000 Piccadilly St 11 Cameron 10000 East Lane	F F	97%	1%	1%	0%	0%	0%	F F	0.093	F F	0.768 0.516	9500 17000	F F
Combined Traffic Estimates for 2 Parallel To From City of Winch To From	nester 0.17 Roadways on this Route: US nester 0.18	8900 16000 Piccadilly St 11 Cameron 10000 East Lane Piccadilly St	F F St F	97%	1%	1%	0%	2%	0%		0.093	F F	0.768 0.516 0.54	9500 17000 11000	F F
Combined Traffic Estimates for 2 Parallel	nester 0.17 Roadways on this Route: US nester 0.18 nester 0.02	Boscawen St 8900 16000 Piccadilly St 11 Cameron 10000 East Lane Piccadilly St 9500	F F	97%	1%	1%	0%	0%	0%	F F	0.093	F F	0.768 0.516	9500 17000 11000	F F
Combined Traffic Estimates for 2 Parallel To From City of Winch To From	nester 0.17 Roadways on this Route: US nester 0.18 nester 0.02	Boscawen St 8900 16000 Piccadilly St 11 Cameron 10000 East Lane Piccadilly St 9500 Fairfax Lane	F F F	97%	1%	1%	0%	2%	0%		0.093	F F	0.768 0.516 0.54	9500 17000 11000	F F
Combined Traffic Estimates for 2 Parallel To From City of Winch To From City of Winch To From To	nester 0.17 Roadways on this Route: US nester 0.18 nester 0.02	Boscawen St 8900 16000 Piccadilly St 311 Cameron 10000 East Lane Piccadilly St 9500 Fairfax Lane Highland Ave	F F F	97% 97% 97%	1%	1%	0%	0% 2% 2%	0%	F	0.093 0.087 0.088	F F	0.768 0.516 0.54 0.541	9500 17000 11000 10000	F F
Combined Traffic Estimates for 2 Parallel To From City of Winch To From	nester 0.17 Roadways on this Route: Us nester 0.18 nester 0.02 nester 0.32	Boscawen St 8900 16000 Piccadilly St 11 Cameron 10000 East Lane Piccadilly St 9500 Fairfax Lane Highland Ave 10000	F F F	97% 97% 97%	1%	1%	0%	2%	0%		0.093	F F	0.768 0.516 0.54	9500 17000 11000 10000	F F
Combined Traffic Estimates for 2 Parallel To From City of Winch To City of Winch To From City of Winch To From City of Winch To From City of Winch	nester 0.17 Roadways on this Route: US nester 0.18 nester 0.02 nester 0.32 nester 0.32	Boscawen St 8900 16000 Piccadilly St 311 Cameron 10000 East Lane Piccadilly St 9500 Fairfax Lane Highland Ave 10000 3 Pleasant Va	F F F F alley Ro	97%	1%	1%	0%	2% 2% 2%	0%	F	0.093 0.087 0.088 0.09	F F F	0.768 0.516 0.54 0.541	9500 17000 11000 10000	F F F
Combined Traffic Estimates for 2 Parallel To From City of Winch To From City of Winch To From To	nester 0.17 Roadways on this Route: US nester 0.18 nester 0.02 nester 0.32 nester 0.32	Boscawen St 8900 16000 Piccadilly St 11 Cameron 10000 East Lane Piccadilly St 9500 Fairfax Lane Highland Ave 10000	F F F	97% 97% 97%	1%	1%	0%	0% 2% 2%	0%	F	0.093 0.087 0.088	F F	0.768 0.516 0.54 0.541	9500 17000 11000 10000	F F
Combined Traffic Estimates for 2 Parallel To From City of Winch To City of Winch To From City of Winch To From City of Winch To From City of Winch	nester 0.17 Roadways on this Route: US nester 0.18 nester 0.02 nester 0.32 nester 0.32	Boscawen St 8900 16000 Piccadilly St 311 Cameron 10000 East Lane Piccadilly St 9500 Fairfax Lane Highland Ave 10000 3 Pleasant Va	F F F F alley Ro	97%	1%	1%	0%	2% 2% 2%	0%	F	0.093 0.087 0.088 0.09	F F F	0.768 0.516 0.54 0.541	9500 17000 11000 10000	F F F
Combined Traffic Estimates for 2 Parallel To From City of Winch To City of Winch To From City of Winch To From City of Winch To From City of Winch	nester 0.17 Roadways on this Route: US nester 0.18 nester 0.02 nester 0.32 nester 0.32 nester 0.79	Boscawen St 8900 16000 Piccadilly St 311 Cameron 10000 East Lane Piccadilly St 9500 Fairfax Lane Highland Ave 10000 3 Pleasant Va 25000	F F F F alley Ro	97%	1%	1%	0%	2% 2% 2%	0%	F	0.093 0.087 0.088 0.09	F F F	0.768 0.516 0.54 0.541	9500 17000 11000 10000 11000 27000	F F F
	Henrico Cou Henrico Cou Henrico Cou Henrico Cou Henrico Cou Henrico Cou City of Richn To From: City of Richn To From: City of Richn To From: Nelson Cou To: City of Winch	Henrico County	Henrico County	Henrico County	Henrico County	Henrico County	Paris Gaskins Rd Free Gayton Rd Free Gayton Rd Free Gayton Rd Free Free	City of Richmond City of Ric	Carry Aurille Carry Au	Caskins Rd	Substitution	Substitution Celligin Albi Colligin Al	Celigin Alu Ca 4 10 Ca 2 2 2 2 2 2 2 2 2	Caskins Rd	Caskins Rd

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		AAWDT	QW
	From:	I-81; ECL Winche	ester				017.040				. 4010.		. 4010.		
7 Berryville Pike	Frederick County	3.69 25000	F	95%	1%	1%	0%	3%	0%	F	0.080	F	0.599	27000	F
	To:	Clarke County L	ine												
	From:	Frederick County		.=-/						_					
7 Harry Flood Byrd Hwy	Clarke County	3.80 26000	Α	95%	1%	1%	0%	3%	0%	С	0.101	Α	0.63	28000	Α
	To: From:	Bus SR 7 West of Be	erryville												
(7) Harry Flood Byrd Hwy	Clarke County	1.45 26000	G	95%	1%	1%	0%	3%	0%	F	0.089	F	0.703	27000	G
<u> </u>	To: From:	US 340 North of Be	rryville			\neg \vdash									
7 Harry Flood Byrd Hwy	Clarke County	1.65 22000	G	95%	1%	1%	0%	3%	0%	F	0.099	F	0.775	24000	G
\bigcirc	To	Bus SR 7 East of Be	rrwille											AAWDT 07 AAWDT 09 27000 3 28000 3 27000 6 25000 6 25000 6 27000 6 31000 6 31000 6 31000 6 31000 6 31000 6 31000 6 31000 6 31000 6 31000 6 31000 6 31000 6 31000 6 31000 6 31000 6 31000	
7 Harry Flood Byrd Hwy	Clarke County	4.16 22000	_	97%	0%	1%	1%	1%	0%	F	0.094	F	0.76	25000	G
(1)	To														
7 Harry Flood Byrd Hwy	Clarke County	21-606 River R 2.51 23000		97%	0%	1%	1%	1%	0%	F	0.098	F	n 797	26000	G
7 Harry Flood Byrd Hwy	To:	Loudoun County		31 /6	0 /6		1 /0	1 /0	0 /6	'	0.030	•	0.63 28000 // 0.703 27000 0 0.775 24000 0 0.76 25000 0 0.797 26000 0 0.757 27000 // 0.793 28000 1 0.806 31000 1 0.806 31000 1 0.739 48000 1 0.756 48000 1 65000 0 0.796 57000 1	u	
	From:	Clarke County L													
7 Harry Flood Byrd Hwy	Loudoun County	0.89 24000		97%	0%	1%	1%	1%	0%	F	0.102	F	0.743	27000	F
\bigcup	To	53-760 Near Blue	mont												
7 Harry Flood Byrd Hwy	Loudoun County	3.02 24000		97%	0%	1%	1%	1%	0%	С	0.115	Α	0.757	27000	Α
7),				0. 70			. , 0	. , 0	0 / 0	Ū	00		00.		
Llows Flood Dwd Llow	From	Bus SR 7 West of Ro		97%	0%	10/	10/	10/	0%	F	0.006	F	0.700	20000	F
7 Harry Flood Byrd Hwy	Loudoun County	1.07 25000	Г	97%	0%	1%	1%	1%	0%	Г	0.096	Г	0.793	28000	Г
	T.c. From:	Bus SR 7 West of Pur													
7 Harry Flood Byrd Hwy	Loudoun County	2.07 27000	F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.806	31000	F
	To: From:	WCL Purcellvil	lle												
7 Harry Flood Byrd Hwy	Town of Purcellville (Maint: 53)	0.94 27000	F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.806	31000	F
\smile	To	ECL Purcellvil	le											27000 28000 28000 25000 25000 25000 25000 27000 27000 31000 31000 31000 48000 65000 57000	
7 Harry Flood Byrd Hwy	Loudoun County	1.04 27000		97%	0%	1%	1%	1%	0%	F	0.096	F	0.806	27000 28000 27000 24000 25000 26000 27000 27000 31000 31000 48000 48000 65000 57000	F
	To	CD 207 N	11:11-												
7 Harry Flood Byrd Hwy	From: Loudoun County	SR 287 North of Pure 2.07 43000		97%	0%	1%	1%	1%	0%	F	0.092	F	n 739	48000	F
7 Harry Flood Byrd Hwy	Educati Gounty			J1 /0	0 70	1 /0	1 /0	1 /0	0 70	'	0.032	•	0.700	27000 28000 27000 24000 25000 26000 27000 27000 31000 31000 48000 48000 65000 57000	'
	To: From:	53-704 Hamilton Sta		070/	00/		40/	40/	00/	_	0.007	_	0.750	10000	
7 Harry Flood Byrd Hwy	Loudoun County	2.37 43000	F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.756	48000	F
	To: From:	SR 9, Bus SR 7 Clark													
(7) Harry Flood Byrd Hwy	Loudoun County	2.38 60000	G	98%	1%	1%	0%	1%	0%	С	NA			65000	G
$\overline{}$	To	Bus SR 7; WCL Le	esburg												
7 Market St West	Town of Leesburg (Maint: 53)	1.85 51000		98%	1%	1%	0%	1%	0%	F	0.085	F	0.796	57000	F
\smile	Т	US 15 King S													
7 15 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 66000		96%	1%	1%	1%	1%	0%	F	0.082	F	0.756	71000	F
1) (13) Locabuly Dypass			•	JU /0	1 /0	. /0	1 /0	1 /0	0 /0	•	0.002	•	0.700	, 1000	'
	From:	SR 267		000/	10/		401	40/	00/		0.076		0.505	50000	
7 (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	1.16 53000		96%	1%	1%	1%	1%	0%	С	0.079	F	0.538	56000	F
~ ~	Τσ·	US 15, BUS SR 7 M	arket St												

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

		Primary and interstate					Tru	ck			K		Dir	Dir		
Route	Jurisdiction	Length AADT (QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱	
	From:	US 15, Bus SR 7 Mark														
7) Market St East	Town of Leesburg (Maint: 53)	1.83 80000	F	98%	1%	1%	0%	1%	0%	F	0.073	F	0.566	85000	F	
$\sum_{i=1}^{n}$	To: From:	ECL Leesburg														
7) Harry Flood Byrd Hwy	Loudoun County	2.38 74000	F	98%	1%	1%	0%	1%	0%	F	0.070	F	0.595	79000	F	
<u> </u>	From: 53-5	901 Claiborne Pkwy; 53-2400	Landso	owne Blv												
7) Harry Flood Byrd Hwy	Loudoun County	2.99 88000	F	98%	1%	1%	0%	1%	0%	F	0.072	F	0.576	94000	F	
<u> </u>	To: From:	SR 28 Sully Rd														
7 Harry Flood Byrd Hwy	Loudoun County	4.07 58000	F	98%	1%	1%	0%	1%	0%	F	0.076	F	0.54	62000		
<u> </u>	To:															
7 Leesburg Pike				08%	10/_	10/-	0%	10/	0%	F	0.072	F	0.601	63000	(
7 Leesburg Pike	1 amax county			30 /6	1 /0	1 /6	0 /6	1 /0	0 /6	•	0.072	•	0.001	03000	`	
Discontinuo Pitro	From:			000/	40/	10/	00/	40/	00/		0.070		0.004	50000		
7 Leesburg Pike	Fairfax County	7.26 54000	G	98%	1%	1%	0%	1%	0%	F	0.072	IN	0.601	58000	(
	To: From:															
7 Leesburg Pike	Fairfax County	1.15 61000	G	98%	1%	1%	0%	1%	0%	F	NA			65000	(
<u></u>	To: From:	SR 123 Tysons Corr	ner													
7 Leesburg Pike	Fairfax County	0.91 64000	F	98%	1%	1%	0%	1%	0%	F	0.074	F	0.513	69000		
<u> </u>	To-	I-495 Captital Beltw	vay													
7 Leesburg Pike	Fairfax County			98%	1%	1%	0%	1%	0%	F	0.072	F	0.598	48000	(
<u> </u>	Tot	I-66														
7 Broad St	Fairfax County		N	98%	1%	1%	0%	1%	0%	N	0.079	Ν	0.511	33000	-	
9	Tec		1.													
7 Broad St	City of Falls Church			98%	1%	1%	0%	1%	0%	F	0.079	F	0.511	33000		
7) Broad St	Sity of Fails Official		The color of the													
- Drood Ct	City of Falls Church			000/	10/	10/	00/	10/	00/		0.076		0.514	07000		
7 Broad St	City of Fails Church	0.93 23000	Г	96%	170	1%	0%	170	0%	Г	0.076	Г	0.514	27000		
	To: From:					<u> </u>								79000 94000 62000 63000 58000 65000 69000 33000 27000 22000 21000 43000 45000		
7) Broad St	City of Falls Church	SR 28 Sully Rd	22000													
<u> </u>	To: From:	110-6799 Cherry S	St													
7) Broad St	City of Falls Church	0.53 20000	F	98%	1%	1%	0%	1%	0%	F	0.084	F	0.588	22000		
<u> </u>	To- From-	ECL Falls Church	h													
7 Leesburg Pike	Fairfax County	0.23 20000	G	98%	1%	1%	0%	1%	0%	F	0.077	F	0.591	21000	(
	To	US 50 Arlington Bly	lvd													
7 Leesburg Pike	Fairfax County			98%	1%	1%	0%	1%	0%	F	0.074	F	0.513	43000	(
,)	Ter						- / -		- , -							
7 Leesburg Pike	Fairfay County			Q8%	10/-	1%	Nº/-	10/-	0 °⁄₋	F	NΔ			45000	,	
7 Leesburg Pike	i airiax County			JU 70	1 70	1 70	U 70	1 70	U 70	r	INA			43000		
	To: From:			2221									0.516	1000-		
7) Leesburg Pike	The state of the s		-	98%	1%	1%	0%	1%	0%	F	0.073	F	0.512	40000	(
\sim	To:	29-2503 Jefferson S	St													

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

						Trı.	ruck OC K Dir							
Route	Jurisdiction	Length AADT	QA 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	29-2503 Jefferse		, ,,,		2-1			_		_		.====	_
7 Leesburg Pike	Fairfax County	0.46 45000	G 98%	6 1%	1%	0%	1%	0%	F	0.098	F	0.729	47000	G
	To: From:	WCL Alexand			<u> </u>									
7 King St	City of Alexandria	1.09 47000	G 98%	6 1%	1%	0%	1%	0%	F	0.080	F	0.569	50000	G
	To: From:	I-395												
7 King St	City of Alexandria	0.65 24000	G 98%	6 1%	1%	0%	1%	0%	F	0.083	F	0.6	25000	G
	To: From:	Braddock R												
(7) King St	City of Alexandria	1.91 14000	G 98%	ú 1%	1%	0%	1%	0%	F	0.088	F	0.595	15000	G
<u>~</u>	To: From:	Russell Rd												
(7) King St	City of Alexandria	0.38 16000	G 98%	6 1%	1%	0%	1%	0%	F	0.082	F	0.619	17000	G
<u></u>	To: From:	West St												
7 King St	City of Alexandria	0.48 7500	G 98%	ú 1%	1%	0%	1%	0%	F	0.075	F	0.517	7900	G
<u> </u>	To:	Washington	St											
	From:	Ramps SR 7 N001B; S												
(7) Ramp to I-81 S at Exit 315		0.20 10000	G							NA			10000	G
<u> </u>	To:	I-81 S												
	From:	SR 7											7000	_
Ramp to I-81 N at Exit 315	Frederick County	0.20 7900 I-81 N	G							NA			7900	G
	France		CAD E. D. Z											
7 Ramp	Fairfay County	SR 07-E062B SR 07-W00 0.15 NA	52B From Rt /							NA			NΙΔ	
7 Ramp	Tamax County									INA			INA	
7 Ramp	Foirfox County	SR 07- 62C To Com 0.14 9500	muter Lot G							0.079	F		0500	G
7 Ramp	Taillax County	0.14 9500 I-66 East	<u> </u>							0.079	Г		9300	G
	From:	SR 07- 62B To Com	mutar Lat											
7 Ramp		0.13 NA	muter Lot							NA			NA	
7)	To:	From SR 7 East &	& West											
East	From:	SR 7 E												
7 Ramp toward I-81 S at Exit 315	Fairfax County Toc From: Frederick County Toc From: Frederick County	0.04 2800	G		4					NA			2800	G
	To:	Ramp SR 7 1	A										NA	
East	From:	SR 7 E												
7 Ramp toward I-81 N at Exit 315	Frederick County	0.05 3100	G							NA			3100	G
\smile	To:	Ramp SR 7 1	В											
East	From:	SR 7 SR 07-W060A To												
(7) Ramp	Fairfax County	0.28 19000	G							0.076	F		19000	G
<u> </u>	To	I-495-S048X From Rt 7 East		ke										
East	From:	SR 7 Leesburg Pi								0.070	_		00000	_
7 Ramp From SR 7 EB to I-495 NB	Fairfax County	0.10 20000	G		 1					0.076	F		20000	G
-	156	I-495 Capital Beltway In	iner Loop NB											

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

		riiiiaiy aii	u microiai	C I louit	C3											
Route	Jurisdiction	Length	AADT	QA 4	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:		Rt 66 East &													
7 Ramp	Fairfax County	0.08	10000	G								0.086	F		10000	G
East	To: From:	SR 07-E00	62B TO RT 6	66 EAST												
7 Ramp	Fairfax County			G								0.075	F		21000	G
	To:	I-66-W	FROM RT 7	EAST												
East	From:		062A To Rt 6		000/	40/	10/	00/	40/	00/		N1A			11000	
7 Ramp	Fairfax County	0.35 SR 07-W062	11000 B SD 07, 62B		98%	1%	1%	0%	1%	0%	F	NA			11000	G
East	From:		30th St. To R		ι /											
East 7 Ramp	City of Alexandria (Mai		16000	G								0.079	F		16000	G
	Too	SR 07-E069B TO			OUTH											
East 7 Ramp	From: City of Alexandria (Mai				остп							0.000	F		24000	G
7 Ramp	City of Alexandria (Mai	int: 00) 0.13 I-395-S FROM		G OO- KING	TZ		_					0.080	Г		34000	G
East	From:	SR 07-E069A														
7 Ramp	City of Alexandria (Mai		NA	orur & sc	Juui							NA			NA	
	To:		m Rt 7 East0	0- King S	St											
West	From:		SR 7													
$\begin{pmatrix} 7 \end{pmatrix}$ Ramp toward I-81 S at Exit 315	Frederick County	,	7500	G								NA			7500	G
	To:	R	amp SR 7 A													
West	Frederick County	y 0.06	SR 7 4800	G								NA			4800	G
7 Ramp toward I-81 N at Exit 315	To:	•	amp SR 7 B	G								INA			4800	G
West	From:	SR 7 SR 07-1		495 Sou	th											
7 Ramp	Fairfax County		4500	G	ici i							0.109	F		4500	G
	To:	I-495-S048X Fron	n Rt 7 West00)- Leesbu	ırg Pike											
West	From:		eesburg Pike	WB												
7 Ramp From SR 7 WB to I-495 NB	Fairfax County		12000	G								0.076	F		12000	G
	To:	I-495 Capital			NВ											
West 7 Ramp	Fairfax County		TO RT 66 W 4000	ET G								0.095	F		4000	G
7 Ramp	To:		FROM RT 7									0.030	'		4000	u
West	From:	SR 7 TO RT 66 H			R LOT											
7 Ramp	Fairfax County		NA									NA			NA	
$\overline{}$	Tα	SR 07-E062B	SR 07- 62B I	FROM R	Т7											
West	From:	SR 7 TO RT		& SOUT	ГН											
7 Ramp	Arlington County		NA									NA			NA	
	To:	SR 7 TO RT		& SOUT	ľΗ											
West 7 Ramp	Arlington County		SR 7 West									NA			NA	
/ Hamp	Anington County	Ramps to I-39		I-395 No	rth							INA			INA	
	I															

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

		Filliary at						Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:		from SR 7													
7 Ramp	Arlington Co		5300	G								0.18	F		5300	G
	10.		I-395 North													
(7) (500) (11) (50) Brade	dock St City of Winche		50 Boscawe 6700	n St F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.604	7100	F
7 (522) (1,1) (50) Brado	Combined Traffic Estimates for 2 Parallel			F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	F
	Tα:		Piccadilly St		, .	.,.										
Diagodilly C	From: City of Winche		Braddock St		000/	00/	10/	00/	00/	00/	г	0.006	_	0.641	0000	F
7 (50) (522) Piccadilly S	Combined Traffic Estimates for 2 Parallel		9100	F F	99% 99%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	F	0.086 0.087	F	0.641 0.533	9600 12000	F
	To To		7 Cameron		33 /6	0 76	1/8	0 /6	0 /6	0 /0	'	0.007	•	0.555	12000	'
Bus	From:		West of Bern													
7 West Main St	Clarke Cour	nty 0.80	6600	G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.510	6900	G
Direction	To: From:	W	CL Berryvil	le												
Bus 7 West Main St	Town of Berryville (Maint: 21) 0.86	6600	N	98%	1%	1%	0%	0%	0%	Ν	0.102	N	0.510	6900	N
	To-	,	340 Berryvi													
Bus 7 East Main St	From: I Town of Berryville (95%	0%	1%	10/	2%	0%	0	0.000	F	0.603	4600	G
7 East Main St	Town of Berryville (*	4400	G	95%	0%	1%	1%	270	0%	С	0.093	Г	0.603	4600	G
Bus	To- From:		CL Berryvill	le												
7 East Main St	Clarke Cour		4400	N	95%	0%	1%	1%	2%	0%	N	0.093	N	0.603	4600	N
	10:		East of Berr													
Bus 7 Market St	Loudoun Cou		West of Lee 14000	sburg F	99%	0%	1%	0%	0%	0%	F	0.116	F	0.799	15000	F
/ Warker or	Eddddii Odd	•			33 /6	0 70	1 70	0 70	0 70	0 70		0.110	'	0.755	13000	'
Bus	From:		CL Leesbur										_			
7 Market St	Town of Lees	burg 0.12	14000	F	99%	0%	1%	0%	0%	0%	F	0.116	F	0.799	15000	F
Bus	To: From:		Fairview St													
7 Market St	Town of Lees	burg 0.25	11000	F	99%	0%	1%	0%	0%	0%	С	0.108	F	0.772	12000	F
Bus	Tac From:	253-4	4206 Loudoi	un St												
7 Market St	Town of Lees	burg 0.27	8400	F	99%	0%	1%	0%	0%	0%	F	0.113	F	0.808	8900	F
	Too		3-4205 Ayr	St												
Bus 7 Market St	From: I Town of Lees		9500	F	99%	0%	1%	0%	0%	0%	F	0.097	F	0.697	10000	F
/ Warker or	I	Duig 0.30		'	JJ /6	U /0	1 /0	U /0	0 /0	U /0	'	0.037	'	0.037	10000	'
Bus	From:		Bus US 15								_		_			_
7 Market St	Town of Lees	burg 0.09	11000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.542	12000	F
Bus	To: From:		Church St													
7 Market St	Town of Lees	burg 0.23	9300	F	99%	0%	1%	0%	0%	0%	С	0.085	F	0.593	9900	F
$\overline{}$	To:	253-4	4206 Loudoi	un St												

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

		Primary and ii	THE TSTATE THE	uics			T	. ا			I/		D:		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q۷
Bus	From:	253-4206	5 Loudoun St			ZAXIE	3+Axie	IIIaii	ZIIali		1 actor		1 actor		
7 Market St	Town of Leesburg		9000 F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.503	21000	F
	To: From:	253-4200 (Catoctin Circle												
Bus 7 Market St	Town of Leesburg	0.71 39	9000 F	99%	0%	1%	0%	0%	0%	F	0.08	F	0.585	41000	F
) marrier er	To:		5; SR 7	0070	0,0		070	0 70	0,0	•	0.00	•	0.000		
Bus	From:	SR 7 West	Of Round Hill												
7 Loudoun Street West	Loudoun County	0.31 1	900 F	97%	1%	1%	1%	0%	0%	F	0.102	F	0.646	1900	F
Sus	To: From:	WCL I	Round Hill												
7) Loudoun St	Town of Round Hill (Maint: 53)	0.32 1	900 N	97%	1%	1%	1%	0%	0%	Ν	0.102	Ν	0.646	1900	Ν
\mathcal{L}	To	53-71	9 Main St												
Bus 7 Loudoun St	Town of Round Hill (Maint: 53)		6000 F	97%	1%	1%	1%	0%	0%	F	0.092	F	0.613	6400	F
7) Loudouii et	Town of Hound Tim (Waint: 66)			01 70	1 /0		1 /0	0 /0	0 /0	•	0.002	•	0.010	0400	Ċ
Bus	From:		Round Hill											2.422	
7 Loudoun Street East	Loudoun County	0.24 6	6000 N	97%	1%	1%	1%	0%	0%	N	0.092	N	0.613	6400	N
Bus .	To: From:	SR 7 Between Rou	nd Hill and Purc	ellville											
7) Loudoun Street East	Loudoun County	1.66 9	300 F	97%	1%	1%	1%	0%	0%	С	0.099	F	0.584	9900	F
Sus	To: From:	WCL I	Purcellville												
7) Main St	Town of Purcellville (Maint: 53)	2.06 9	300 N	97%	1%	1%	1%	0%	0%	Ν	0.099	Ν	0.584	9900	Ν
<u> </u>	To	SR 287	Berlin Tpke												
Bus 7 Colonial Highway	Town of Purcellville (Maint: 53)		0000 N	97%	1%	1%	1%	0%	0%	N	0.167	N	0.717	11000	N
) colorinal riightia	Total of Full control (Maint: 66)			01 70	170		1 70	0 70	070		0.107		0.7 17	11000	
Bus	From:		Purcellville												
7) Colonial Highway	Loudoun County		0000 F	97%	1%	1%	1%	0%	0%	F	0.167	F	0.717	11000	F
Bus	To: From:	WCL	Hamilton												
7 West Colonial Hwy	Town of Hamilton (Maint: 53)	0.96 10	0000 N	97%	1%	1%	1%	0%	0%	Ν	0.167	Ν	0.717	11000	N
Sus Sus	To: From:	ECL	Hamilton												
7) Colonial Highway	Loudoun County	2.41 1 (0000 N	97%	1%	1%	1%	0%	0%	Ν	0.167	Ν	0.717	11000	Ν
	То:	SR 7, SR 9	9 Clarkes Gap												
	From:		olina State Line												
8 Salem Hwy	Patrick County		700 F	94%	1%	1%	1%	3%	0%	С	0.089	F	0.563	1800	F
	To: From:	SR 103 Dry Pond SR 103 South Of S													
8 Salem Hwy	Patrick County		1500 F	94%	1%	1%	1%	3%	0%	F	0.084	F	0.721	4700	F
\smile	To	SCI	L Stuart												
8 Patrick Ave	Town of Stuart (Maint: 70)		500 N	94%	1%	1%	1%	3%	0%	Ν	0.084	Ν	0.721	4700	N
\mathcal{L}	To	Bus	S US 58												

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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		s US 58												
(8) (58) West Blue Ridge St	Town of Stuart (Maint: 70)	1.00 3	3100 F	99%	0%	0%	0%	0%	0%	С	0.11	F	0.533	3300	F
Bus	To: From:	WC	L Stuart												
8 (58)	Patrick County	0.51 3	3100 N	99%	0%	0%	0%	0%	0%	Ν	0.11	Ν	0.533	3300	Ν
O O	To		s US 58												
8 58 Jeb Stuart Hwy	Patrick County		1900 F	93%	0%	1%	1%	4%	0%	С	0.091	F	0.509	5100	F
8) (38) 552 513311,	To:		58 North	0070	0,0		. , ,	.,0	0,0	Ū	0.00.	•	0.000	0.00	-
	From:	US 58 N, J	Jeb Stuart Hw												
8 Woolwine Hwy	Patrick County	3.89 2	2800 F	93%	2%	2%	1%	3%	0%	F	0.088	F	0.529	3000	F
<u> </u>	To: From:	SR 57 Fairy	stone Park Hy	vy		\neg \vdash									
8 Woolwine Hwy	Patrick County	6.22 1	1800 F	93%	2%	2%	1%	3%	0%	С	0.096	F	0.508	1900	F
\smile	To- From:	SR 40	Woolwine												
8 Woolwine Hwy	Patrick County		1000 F	93%	2%	2%	1%	3%	0%	F	0.100	F	0.547	1100	F
	To:	Floyd C	County Line												
	From:		County Line												
8 Parkway Lane South	Floyd County	0.34 1	1200 F	93%	2%	2%	1%	3%	0%	F	0.087	F	0.638	1200	F
<u> </u>	To: From:	Blue Ric	dge Parkway												
8 Parkway Lane South	Floyd County	5.69 1	1800 F	93%	2%	2%	1%	3%	0%	F	0.088	F	0.579	1900	F
$\overline{}$	To: Group	SCI	L Floyd			<u> </u>									
8 South Locust St	Town of Floyd (Maint: 31)		1800 N	93%	2%	2%	1%	3%	0%	Ν	0.088	Ν	0.579	1900	Ν
	Toc	LIS 22	21 Main St												
8 North Locust St	Town of Floyd (Maint: 31)		7100 F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.588	7500	F
	To														
8 Webbs Mill Rd	Floyd County		L Floyd 7100 N	97%	0%	1%	1%	1%	0%	N	0.086	N	0.588	7500	N
8) Wesses IVIIII Fla	- Indya county			01 70	0 70		1 70	1 70	0 70		0.000	.,	0.000	7000	.,
- Maha Mill Dd	Florid County		idge View Rd	97%	0%	10/	10/	10/	00/		0.115	۸	0.507	4000	۸
8 Webbs Mill Rd	Floyd County		ry County Lin		0%	1%	1%	1%	0%	С	0.115	Α	0.507	4900	Α
	From:		County Line	<u> </u>											
8 Riner Rd	Montgomery County		3600 G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.584	9000	G
	Toc	60-658 N of Rine	er: Meadow C	eek Rd											
8 Riner Rd	Montgomery County		1000 G	97%	0%	1%	1%	1%	0%	С	0.100	F	0.66	12000	G
<u> </u>	To Tax						.,.		- , -			-			-
g W Main St	Town of Christiansburg (Maint: 60)		ansburg near I-	98%	1%	1%	0%	1%	0%	F	0.103	F	0.567	14000	G
8 W Main St	Town of Offistiansburg (Maille, 60)				1 /0	1 /0	U /0	1 /0	U /0	'	0.103	'	0.507	17000	G
W Main Ct	Towns of Oberlations Issue		Christiansburg		40/		00/	10/	001		0.007		0.500	10000	
8 W Main St	Town of Christiansburg		2000 G	98%	1%	1%	0%	1%	0%	С	0.097	F	0.568	13000	G
	117		Radford St												
Devents Lot N at Frit 404	From:		W Main St								0.450	_		4400	_
8 Ramp to I-81 N at Exit 101	Town of Christiansburg (Maint: 60)		1100 G			 1					0.159	F		4100	G
~	To:	I-	-81 N												

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

Route	Jurisdiction	Length AADT	OA 4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	- 0
rioute	Foor			Duo	2Axle	3+Axle	1Trail	2Trail	- 40	Factor	QI.	Factor	7010051	
Ramp to I-81 S at Exit 101	Town of Christiansburg (Maint: 60)	SR 8 W Main St 0.12 2300	G							0.114	F		2300	(
	Τα	I-81 S												
	From:	West Virginia State I	Line											
9 Charles Town Pike	Loudoun County	3.10 14000	F 98%	1%	1%	0%	1%	0%	F	0.088	F	0.801	15000	
\sim	To: From:	53-671 Harpers Ferry	y Rd											
9 Charles Town Pike	Loudoun County	1.80 16000	F 98%	1%	1%	0%	1%	0%	F	0.085	F	0.782	17000	
\smile	To: From:	WCL Hillsboro												
9 Charles Town Pike	Town of Hillsboro (Maint: 53)	0.41 16000	N 98%	1%	1%	0%	1%	0%	Ν	0.085	Ν	0.782	17000	
<u> </u>	To: From:	ECL Hillsboro												
9 Charles Town Pike	Loudoun County	0.27 16000	N 98%	1%	1%	0%	1%	0%	Ν	0.085	Ν	0.782	17000	
<i></i>	To: From:	53-690 Hillsboro F	Rd											
9 Charles Town Pike	Loudoun County	2.19 15000	F 98%	1%	1%	0%	1%	0%	С	0.079	F	0.732	15000	
\mathcal{L}	Tox	SR 287 Berlin Tpk	ke		—									
9 Charles Town Pike	Loudoun County	3.10 16000	F 98%	1%	1%	0%	1%	0%	F	0.073	F	0.915	17000	
<u> </u>	Toc	53-704 Hamilton Statio	on Rd											
9 Charles Town Pike	Loudoun County	2.21 20000	F 98%	1%	1%	0%	1%	0%	F	0.081	F	0.738	21000	
<u> </u>	To:	SR 7 Clarkes Gap	p											
	From:	US 360 Hull St												
Broad Rock Rd	City of Richmond	0.81 11000	G 98%	1%	1%	1%	0%	0%	С	0.093	F	0.589	11000	
<u> </u>	To: From:	N Belt Blvd												
10 (161) Broad Rock Blvd	City of Richmond	0.43 16000	G 98%	1%	1%	1%	0%	0%	F	0.093	F	0.563	17000	
	To: From:	S Belt Blvd												
10 Broad Rock Blvd	City of Richmond	2.10 19000	G 98%	1%	1%	0%	0%	0%	С	0.097	F	0.625	20000	
<u> </u>	To	W. Belmont Rd												
10 Iron Bridge Rd	City of Richmond	0.56 12000	G 98%	1%	1%	0%	0%	0%	F	0.101	F	0.631	13000	
<u> </u>	To	SCL Richmond												
10) Iron Bridge Rd	Chesterfield County	0.60 12000	G 98%	1%	1%	0%	0%	0%	F	0.093	F	0.582	13000	
	Too	SR 150 Chippenham I	Pkwy											
10) Iron Bridge Rd	Chesterfield County	1.21 34000	G 97%	0%	1%	1%	1%	0%	F	0.093	F	0.630	37000	
.9	To	20-638 Cogbill Ro												
10) Iron Bridge Rd	Chesterfield County	3.19 28000	G 97%	0%	1%	1%	1%	0%	F	0.091	F	0.562	29000	
	Tree Tree		J. 0.70	3,3										
lron Bridge Rd	Chesterfield County	SR 288 1.47 33000	G 97%	0%	1%	1%	1%	0%	С	0.085	F	0.519	35000	
Iron Bridge Rd				J /0	1 /0	1 /0	1 /0	0 /0	J	0.000	•	0.010	55000	
10) Iron Bridge Rd	Chesterfield County	20-655 Beach Ro 4.03 27000	i G 97%	0%	1%	1%	1%	0%	F	0.084	F	0.541	28000	
10) Iron Bridge Rd	Griesterneid County			U 7/0	1 70	1 /0	1 70	U 70	Г	0.004	Г	0.341	20000	
Juan Dridge Dd	To: From:	20-749 Womack R		00/		10/	10/	00/		0.004	_	0.500	00000	
₁₀) Iron Bridge Rd	Chesterfield County	0.67 22000 SR 144 W, Harrowga	G 97%	0%	1%	1%	1%	0%	F	0.081	F	0.508	23000	

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

Parita	Leave and and are	l acception & A DO		47	D		Trucl	k		00	K	01/	Dir	AAMADT	- 014
Route	Jurisdiction	Length AAD1		4Tire	Bus	2Axle 3-	-Axle 1	Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Hundrod Bd	Charterfield County	SR 144 W, Harro 0.25 3100 0		98%	0%	09/	10/	10/	00/	F	0.000	F	0.561	22000	G
10 144 Hundred Rd	Chesterfield County			96%	0%	0%	1%	1%	0%	Г	0.089	Г	0.561	33000	G
10 Hundred Rd	Chesterfield County	SR 144 E, Che 1.68 30000		98%	0%	0%	1%	1%	0%	С	0.083	F	0.562	32000	G
10 Hundred Rd	Chesterned County				0 /6	0 /6	1 /0	1 /0	0 /6	C	0.003	•	0.502	32000	G
10 West Hundred Rd	Chesterfield County	US 1, US 301 Jeffers 0.44 3900 0		Hwy 98%	0%	0%	1%	1%	0%	F	0.078	F	0.559	41000	G
10 West Hundred Rd	onesterned oddrity		<u> </u>	30 /6	0 76	0 /6	1 /0	1 /0	0 /6	'	0.076	'	0.559	41000	u
10 West Hundred Rd	Chesterfield County	I-95 2.47 4300 0) G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.504	48000	G
10 West Hundred Rd	chesterned County				0 /6	1 /0	1 /0	3 /0	0 /6	'	0.003	'	0.504	40000	G
10 Hundred Rd East	Chesterfield County	20-618 Old Bermud: 1.46 3800 0		1 Rd 95%	0%	1%	1%	3%	0%	F	0.086	F	0.527	43000	G
10) Hundred Rd East	Chesterned County		. G	33 /6	0 /6	1 /0	1 /0	3 /0	0 /6	'	0.000	'	0.527	43000	G
10 Hundred Rd East	Chesterfield County	0.90 2800 0) A	95%	0%	1%	1%	3%	0%	С	0.117	Α	0.552	32000	Α
10) Hundred Rd East	Chesterned County			95%	0%	1 70	1 70	3%	076	C	0.117	A	0.552	32000	A
Llundred Dd Cost	Charterfield County	20-746 Enon C		OE9/	0%	10/	10/	3%	00/	F	0.000	F	0.500	25000	G
10 Hundred Rd East	Chesterfield County	2.07 22000 Prince George C		95%	0%	1%	1%	3%	0%	Г	0.089	Г	0.523	25000	G
	From:	Chesterfield Co													
10) Randolph Rd	Prince George County	0.32 2000 0	G	95%	0%	1%	1%	3%	0%	F	0.089	Ν	0.523	22000	G
\smile	To: From:	WCL Hope	well			_									
10) Randolph Rd	City of Hopewell (Maint: 74)	0.10 19000		95%	0%	1%	1%	3%	0%	Ν	0.088	Ν	0.505	21000	Ν
\smile	To	Maintenance B	oundary												
10) Randolph Rd	City of Hopewell	0.12 19000) F	95%	0%	1%	1%	3%	0%	F	0.088	F	0.505	21000	F
\mathcal{I}	To- From:	North 6th	Ave												
10) Randolph Rd	City of Hopewell	0.40 12000		95%	0%	1%	1%	3%	0%	F	0.085	F	0.562	13000	F
<u> </u>	To	Main S	t												
10) Randolph Rd	City of Hopewell	0.74 9900	F	95%	0%	1%	1%	3%	0%	F	0.089	F	0.58	11000	F
\mathcal{I}	To:	SR 156; Winston 0	Churchill I	Dr											
10 (156) Randolph Rd	City of Hopewell	1.26 7400	F	95%	0%	1%	1%	3%	0%	F	0.092	F	0.684	8400	F
	To	ECL Hope	well												
10 (156) James River Dr	Prince George County	1.17 9000	F	95%	0%	1%	1%	3%	0%	F	0.086	F	0.633	10000	F
	To	SR 156 W, Winston	Churchhil	l Rd											
10) (106) (156) James River Dr	Prince George County	0.73 9500	F	93%	0%	1%	1%	5%	0%	С	0.09	F	0.601	9800	F
	To	SR 156 F	1												
10) James River Dr	Prince George County	2.24 4500	, . F	93%	0%	1%	1%	5%	0%	F	0.084	F	0.609	4600	F
· <u> </u>	то-	74-641 Moo						-							
10) James River Dr	Prince George County	2.54 3700	<u>ту ка</u> F	93%	0%	1%	1%	5%	0%	F	0.086	F	0.653	3800	F
	Τα														
10 James River Dr	Prince George County	74-609 Gary 5.93 2900	sville F	93%	1%	1%	1%	5%	0%	F	0.082	F	0.609	2900	F
10 James River Dr	Trail Trail	74-1201 Mornin			1 /0	1 /0	. /0	J /0	0 /0	'	0.002	•	0.000	2000	

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	Q۷
	From:	74-1201 Morning	Star Rd												
10 James River Dr	Prince George County	2.00 2400	F	93%	1%	1%	1%	5%	0%	F	0.086	F	0.509	2400	F
	To:	Surry County	Line												
	From:	Prince George Co	unty Line												
10 Colonial Trail	Surry County	5.45 2600	G	93%	1%	1%	1%	5%	0%	F	0.094	F	0.522	2600	C
\smile	To:	SR 40 Spring	Grove												
10 Colonial Trail	Surry County	7.90 2700	Α	93%	1%	1%	1%	5%	0%	С	0.114	Α	0.568	2700	F
	Too	GD 21 G D 16													
10 (31) Colonial Trail	From:	SR 31 S, Rolfe 0.47 4900		93%	1%	1%	1%	5%	0%	F	0.088	F	0.569	5000	(
10) (31) Colonial Trail	Surry County	0.47 4900	G	93%	1 70	1 70	1 70	3%	0%	Г	0.000	Г	0.569	3000	
	To: From:	SCL Surr	y												
(31) Colonial Trail	Town of Surry (Maint: 90)	0.57 4900	N	93%	1%	1%	1%	5%	0%	Ν	0.088	Ν	0.569	5000	١
\smile	To:	N SR 31													
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	(
10)	, (,														
Colonial Trail	From:	ECL Surr		000/	10/	10/	10/	Ε0/	00/	N.I.	0.000	N.I	0.500	FF00	
10) Colonial Trail	Surry County	6.02 5400	N	93%	1%	1%	1%	5%	0%	N	0.096	N	0.568	5500	1
<u> </u>	To: From:	90-617 Bacons	Castle												
10) Colonial Trail	Surry County	3.14 3900	G	93%	1%	1%	1%	5%	0%	F	0.106	F	0.576	3900	(
\mathcal{I}	To:	Isle of Wight Cou	_												
	From:	Surry County								_		_			_
10) Old Stage Hwy	Isle of Wight County	4.12 6900	F	93%	1%	1%	1%	5%	0%	F	0.106	F	0.561	7100	F
<u> </u>	To: From:	Bus SR 10 West Of	Smithfield	1		\Box									
10	Isle of Wight County	2.96 7100	F	96%	1%	1%	0%	2%	0%	С	0.107	F	0.522	7300	F
\mathcal{L}	To:	NCL Smithf	ield												
10	Town of Smithfield (Maint: 46)	0.78 9900	F	96%	1%	1%	0%	2%	0%	F	0.094	F	0.605	11000	F
10	To:	US 258 Main S		0070	1 /0		0 70	270	0 /0	•	0.004	•	0.000	11000	
	From:	Main St W													
10) (258)	Town of Smithfield (Maint: 46)	2.30 18000	F	96%	1%	0%	1%	2%	0%	С	0.093	F	0.551	19000	F
	To:	Bus US 258, Bus SR 10	Chamah Ct	Courth											
10) (258) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.31 29000	F	96%	1%	0%	1%	2%	0%	F	0.091	F	0.51	30000	F
10) 258 Benns Church Blvd	Town of Smittined (Maint: 40)	0.51 29000	Г	30 /6	1 /0	0 /6	1 /0	Z /0	0 /6	'	0.091	'	0.51	30000	'
¬~~	To: From:	Old ECL Smit													
10)(258) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.65 25000	F	96%	1%	0%	1%	2%	0%	F	0.092	F	0.524	26000	I
	To	SCL Smithf	ield												
10) (258) Benns Church Blvd	Isle of Wight County	1.00 25000	F	96%	1%	0%	1%	2%	0%	F	0.093	F	0.547	27000	F
10) [230]	To:	SR 32 Brewers N	eck Blvd												
	From:	US 258 S, Brewers	Neck Blv	1											
10 (32) Benns Church Blvd	Isle of Wight County	4.15 11000	F	95%	0%	1%	2%	2%	0%	С	0.097	F	0.629	11000	F
\cup	To	NCL Suffo													
$\overline{}$	From	Isle of Wight Cou	_												_
10) (32)	City of Suffolk	1.31 9000	G	95%	1%	1%	1%	2%	0%	F	NA			9600	(
\smile	Tα	SR 125 Chuck	atuck												

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

				Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 125 Chuckatuck					_		_			_
(10) (32) Godwin Blvd	City of Suffolk	0.87 12000 F 95%	1%	1% 1%	2%	0%	F	0.098	F	0.613	13000	F
	From	133-603 Everets Rd										
10 32 Godwin Blvd	City of Suffolk	4.81 11000 F 95%	1%	1% 1%	2%	0%	С	0.097	F	0.571	12000	F
Cadwin Blod	To- From:	133-634 Kings Fork Rd	10/	10/ 10/	00/	00/		0.000	_	0.510	0.4000	
10 32 Godwin Blvd	City of Suffolk	1.36 22000 F 95%	1%	1% 1% 	2%	0%	F	0.089	F	0.510	24000	F
On during Physic	To- From:	US 58 Suffolk Bypass	40/	10/ 10/	00/	00/		0.004		0.540	00000	
10) (32) Godwin Blvd	City of Suffolk	0.54 19000 F 95%	1%	1% 1%	2%	0%	F	0.084	F	0.513	20000	F
Bus	From:	Pruden Blvd US 460 Bus US 460 Elephant Fork										
10 (460) (32)	City of Suffolk	1.49 25000 A 99%	0%	0% 0%	0%	0%	С	0.100	Α	0.509	26000	Α
	To:	Bus US 460, Bus US 58										
Bus	From:	Bus US 460										
10) (32) (460) Main St	City of Suffolk	0.09 27000 G 99%	0%	1% 0%	0%	0%	F	NA			29000	G
D.::	To:	Bus US 58 Bus US 58, Bus US 460										
10) (32) Bus Main St	City of Suffolk	0.68 18000 G 99%	0%	1% 0%	0%	0%	F	NA			19000	G
10 (32) (13) Main St	Oity of Sunoik	SR 337 Washington St	0 /6	1/8 0/8	0 70	0 /6	'	INA			13000	u
East	From:	SR 10 E, West Hundred Rd										
10) Ramp	Chesterfield County	0.40 5400 G						0.078	F		5400	G
100 1	To:	I-95 South										
East	From:	SR 10 TO RT 95										
10) Ramp	Chesterfield County	0.13 4000 G						0.097	F		4000	G
	To:	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
\smile	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
\smile	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
\smile	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
\smile	Tα	I-95 North										
Vest	From:	SR 10 W, East Hundred Rd										
10 Ramp	Chesterfield County	0.23 910 G						0.161	F		910	G
\smile	To:	I-295 East										
West	From:	SR 10 W, East Hundred Rd										
10) Ramp	Chesterfield County	0.45 2000 G						0.127	F		2000	G
\smile	Tor	I-295 West										

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

Б	1				4.T.	_		Tru	ck		00	K	014	Dir	A A) A (D T	
Route	Jurisdiction	Length A	AADT C	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus Bus	From:		SR 10													
10 258 South Church St	Town of Smithfield (Maint: 46)	0.85 1	4000	F	99%	0%	0%	0%	0%	0%	F	0.095	F	0.527	15000	I
Bus Bus	To: From:	Batter	ry Park Rd													
10) (258) South Church St	Town of Smithfield (Maint: 46)	0.79 1	2000	F	99%	0%	0%	0%	0%	0%	С	0.095	F	0.564	12000	
	T _O .	Pad	Point Dr													
Bus Bus	From:			_							_		_			
0 258 Church St	Town of Smithfield (Maint: 46)			F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.568	12000	
us	From:		258 Smithfie 258 Main S													
North Church St	Town of Smithfield (Maint: 46)			F	99%	0%	0%	0%	0%	0%	С	0.109	F	0.649	6500	
10)	Too		ry Hill Rd													
Bus	From:															
10) North Church St	Town of Smithfield (Maint: 46)	0.43	6200	F	99%	0%	0%	0%	0%	0%	F	0.113	F	0.652	6600	
Bus	To: From:	NCL	Smithfield													
10) Old Stage Hwy	Isle of Wight County	0.76	3500	F	97%	1%	1%	0%	1%	0%	F	0.101	F	0.546	3600	
10)	y							- , -	.,.	- , -	-		-			
Bus	From:	46-674 Blo	ounts Corner	r Rd												
₁₀) West Main St	Isle of Wight County	2.16	1400	F	97%	1%	1%	0%	1%	0%	С	0.105	F	0.693	1500	
<u></u>	To:	SR 10 We	est of Smithf	field												
~ ~~	From:	S	state St													
11) (421) Euclid Ave	City of Bristol	0.75 1	2000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.605	13000	
	To: From:	V	ance St													
11) (421) Euclid Ave	City of Bristol	0.19 1	4000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.5	15000	
~ · · · · · · · · · · · · · · · · · · ·	To- From:	Bob Mo	orrison Blvd	d			<u> </u>									
11) (421) Euclid Ave	City of Bristol			G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.534	16000	
	To- From:	CD 291 Cor	mmonwealth	2 A V/O												
11 19 Euclid Ave	City of Bristol			G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.534	8200	
11) (19) ====================================						0,0		0,0	0,0	0,0	•	0.000	•	0.00	0200	
11 (19) Euclid Ave	City of Bristol		mont Ave 5900	G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.552	6300	
11) (19) Euclid Ave	City of Briston	0.50	3900	<u>u</u>	99 /o	0 /6	1 /0	0 /6	0 /6	0 /6	C	0.034	'	0.552	0300	
~ ~	To: From:		loore St	_					221							
11) (19) Lee Highway	City of Bristol	0.48 1	2000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.504	13000	
	To- From:	Va	alley Dr													
11 \ \ \ 19 \} Lee Highway	City of Bristol			G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.502	13000	
~ ~	To: From:		I-81 e Maintenan													
11 (19) Lee Highway	City of Bristol			G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.507	15000	
11) Lee Highway	- F				00 /0	J /0		0 /0	0 /0	J /U	•	0.000	•	0.007	.0000	
Las Highway	City of Prioto		nham Rd	_	000/	00/		00/	00/	00/		0.001		0.550	10000	
11 (19) Lee Highway	City of Bristol	0.51 1	7000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.559	18000	
~ · · · · · · · · · · · · · · · · · · ·	T _O : From:		Airport Rd				\Box									
11) (19) Lee Highway	City of Bristol			G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.518	15000	
~ ~	Τσ·	NC	L Bristol													

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

				Tru	uck			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~~	From:	NCL Bristol	20/		00/	00/	_	0.100		0.507	2222	
11) (19) Lee Highway	Washington County	2.83 <b>8900 A</b> 99%	0%	0% 0%	0%	0%	С	0.123	Α	0.507	9300	Α
<u> </u>	To: From:	95-1717 Wash Co Ind Park Rd										
11) (19) Lee Highway	Washington County	0.80 <b>7600 G</b> 99%	0%	0% 0%	0%	0%	F	0.098	F	0.571	7900	(
~ ~	To: From:	95-869 Astor Rd		<u> </u>								
11 (19) Lee Highway	Washington County	1.28 <b>9100 G</b> 99%	0%	0% 0%	0%	0%	F	0.104	F	0.644	9400	(
<u> </u>	From:	95-611 Diver Rd 95-611 Spring Creek Rd										
11 (19) Lee Highway	Washington County	1.72 <b>6700 G</b> 99%	0%	0% 0%	0%	0%	F	0.101	F	0.575	7000	
	To:	WCL Abingdon										
11) (19) Main St	Town of Abingdon	0.55 <b>7900 G</b> 99%	0%	0% 0%	0%	0%	F	0.093	F	0.631	8200	
	Tel											
11) (19) Main St	Town of Abingdon	SR 140 Jonesboro Rd 0.43 <b>23000 G</b> 98%	0%	1% 0%	0%	0%	F	0.094	F	0.535	25000	
11) (19) Main St	- Town of Abrigation		070	170 070	0 70	0 70	•	0.004	•	0.000	20000	
11) (19) Main St	Town of Abingdon	Colonial Rd 0.47 <b>22000 G</b> 98%	0%	1% 0%	0%	0%	F	0.093	F	0.507	23000	
11 (19) Main St	Town of Abinguon		0 /6	1/6 0/6	0 /0	0 /6	•	0.093	'	0.307	23000	
~	From:	US 19 Porterfield Hwy		10/ 00/	00/	00/		0.007		0.54	45000	
Main St/Lee Hwy	Town of Abingdon	0.47 <b>14000 G</b> 98%	0%	1% 0%	0%	0%	F	0.087	F	0.51	15000	
~	To: From:	Palmer St										
Main St	Town of Abingdon	0.35 <b>14000 G</b> 98%	0%	<u>1</u> % 0%	0%	0%	С	0.087	F	0.502	15000	
ALT	To: From:	US ALT 58, Russell Rd US ALT 58, Russell St										
11) (58) Main St	Town of Abingdon	0.24 <b>11000 G</b> 98%	0%	1% 0%	0%	0%	F	NA			12000	
(11) (38)	Town of Abrigation			170 070	0 70	0 70	·	107			12000	
11 Main St/Lee Hwy	Town of Abingdon	US Alt 58, SR 75, Cummings St 0.66 <b>12000 G</b> 99%	1%	0% 0%	0%	0%	F	0.084	F	0.575	13000	
Main St/Lee Hwy			1 /0	<u> </u>	0 /0	0 /6	•	0.004	'	0.575	13000	
~~	From:	Tanner St		201 201	00/	00/		0.005		0.500	4.4000	
Main St/Lee Hwy	Town of Abingdon	0.93 <b>14000 G</b> 99%	1%	0% 0%	0%	0%	F	0.085	F	0.528	14000	(
~~	To: From:	Thompson Dr										
11) Main St/Lee Hwy	Town of Abingdon	0.13 <b>19000 G</b> 99%	1%	0% 0%	0%	0%	F	0.095	F	0.557	20000	
<u></u>	To- From:	Hillman Hwy										
Main St/Lee Hwy	Town of Abingdon	0.74 <b>17000 G</b> 99%	1%	0% 0%	0%	0%	С	0.094	F	0.561	18000	
~	To	ECL Abingdon		<u> </u>								
11 Lee Highway	Washington County	0.20 <b>17000 N</b> 99%	1%	0% 0%	0%	0%	Ν	0.094	Ν	0.561	18000	
	To:	I-81, US 58										
~ ~~	From:	I-81, US 58 Exit 19					_		_			
11) (58) Lee Highway	Washington County	0.30 <b>24000 G</b> 98%	0%	0% 1%	0%	0%	F	0.083	F	0.522	25000	
~	To: From:	US 58 East of Abingdon										
Lee Highway	Washington County	2.58 <b>5300 G</b> 98%	0%	0% 1%	0%	0%	F	0.085	F	0.549	5600	
~	To	95-704 Enterprise Rd										
11 Lee Highway	Washington County	2.09 <b>4300 G</b> 98%	0%	0% 1%	0%	0%	F	0.089	F	0.623	4600	(
	To:	SR 80 Cedarville										

# 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	QW
	From:	SR 80 Cedarvill	e Glenbrook A	ve											
11 Lee Highway	Washington County	4.46 32	200 G	98%	0%	0%	1%	0%	0%	С	0.09	F	0.629	3300	G
$\smile$	Tot	SR 91	Maple St			<u> </u>									
11 Lee Highway	Washington County		100 G	98%	0%	0%	1%	0%	0%	F	0.103	F	0.567	1100	G
	To:	I-81 West of C	hllhowie Exit	32											
~~~	From:		of Chllhowie												
11 Lee Highway	Washington County)00 G	98%	0%	0%	1%	0%	0%	F	0.096	F	0.548	2100	G
<u> </u>	To:		ounty Line												
11 Lee Highway	Smyth County		County Line	97%	1%	1%	0%	1%	0%	F	0.111	F	0.518	2200	G
11 Lee Highway	Siny in Sounty			07 70	1 /0		070	1 /0	0 70	•	0.111	•	0.010	2200	u
	Town of Chille avin (Mainty OC)		Chilhowie	070/	10/	10/	00/	10/	00/	N.I	0.111	N.I.	0.510	0000	N.
11 Lee Highway	Town of Chilhowie (Maint: 86)		100 N	97%	1%	1%	0%	1%	0%	Ν	0.111	N	0.518	2200	N
•	From:		hitetop Rd hitetop Ave												
11 Lee Highway	Town of Chilhowie (Maint: 86)		500 G	97%	1%	1%	0%	1%	0%	С	0.105	F	0.592	6900	G
	то.														
11 Lee Highway	Smyth County		hilhowie 500 N	97%	1%	1%	0%	1%	0%	N	0.105	N	0.592	6900	N
11 Lee Highway	Sillytil County			31 /6	1 /0	1 /0	0 /6	1 /0	0 /6	IN	0.103	IN	0.592	0300	IN
~~	To: From:		-645									_			
11 Lee Highway	Smyth County	4.32 3 1	100 G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.529	3200	G
<u> </u>	To: From:	FR 7 Tri	llium Lane												
11 Lee Highway	Smyth County	0.66 9 4	100 G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.587	9800	G
<u> </u>	To:	WCL Marion; 86-7	30 Washingto	n Ave		_									
11 S Main St	Town of Marion		100 G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.636	9700	G
	To	Crooms	viari Avia												
11 S Main St	Town of Marion		vay Ave 700 G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.610	9200	G
o Main ot	Town of Iviation			33 76	0 70	0 70	0 70	0 70	0 70	'	0.032	•	0.010	3200	ч
~~ u : o:	From:		ege St	000/	00/		201	00/	00/	_		_	0.500	0500	_
11 Main St	Town of Marion	0.41 89	900 G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.509	9500	G
	To: From:	SR 16 S Cor	nmerce Street												
11 (16) Main St	Town of Marion	0.08 10	000 G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.549	11000	G
\bigcirc	To: From:	East I	Main St												
11 (16) Main St	Town of Marion	0.17 14	000 G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.549	14000	G
	To	119-4453 Chatha	m Hill Dd: La	e St											
11 (16) Main St	Town of Marion		000 G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.508	16000	G
(11) (18)	- Town of Marion			0070	0 70		070	0 / 0	0 70	Ü	0.000	•	0.000	10000	ŭ
NI Maria Ot	Town of March 19		Park Blvd	000/	00/		00/	40/	00/	_	0.005	_	0.54.4	4 4000	
11 N Main St	Town of Marion	0.20 13	000 G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.514	14000	G
·	To: From:		Keller Lane												
11 N Main St	Town of Marion	0.65 9 9	900 G	98%	0%	0%	0%	1%	0%	С	0.097	F	0.528	11000	G
<u> </u>	To	ECL :	Marion												
11 Lee Highway	Smyth County		900 N	98%	0%	0%	0%	1%	0%	Ν	0.097	Ν	0.528	11000	Ν
('')	To:		81 Exit 45												

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

В.,	1				4			Tru	ck			K	01/	Dir	4 4 14 / D.T.	- 0147
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:); I-81 Exi		2221											
Lee Highway	Smyth County	2.20	5000	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.507	5300	G
~~	To: From:	86-622 W														
(11) Lee Highway	Smyth County	4.72	2500	G	98%	0%	1%	0%	1%	0%	F	0.109	F	0.504	2600	G
<u> </u>	To: From:	86-683	3 Winsor	Ave												
(11) Lee Highway	Smyth County	2.65	2200	G	98%	0%	1%	0%	1%	0%	С	0.096	F	0.583	2300	G
<u> </u>	To:		e County I													
11 W Lee Highway	Wythe County		n County I 2100	Line G	98%	1%	1%	1%	1%	0%	F	0.098	F	0.518	2200	G
11 W Lee Highway	Tro.	SR 90 Black				1 /0	1 /0	1 /0	1 /0	0 /6	'	0.030	'	0.516	2200	G
	From:	SR 90 Black														
11 W Lee Highway	Wythe County		2300	G	98%	1%	1%	1%	1%	0%	F	0.093	F	0.663	2400	G
	To	98-663 East	Dichon T	homes I	· n											
11 W Lee Highway	Wythe County		2800	G	98%	1%	1%	1%	1%	0%	F	0.1	F	0.689	2900	G
(11) 11 200 1 lightnay	Try and Goding				0070	170		1 70	1 /0	070	•	0.1	•	0.000	2000	ŭ
W Lea House	From From To the state of Market State of Mark		L Wythevi		000/	10/	10/	10/	10/	00/		0.100	F	0.000	4400	
(11) W Lee Hwy	Town of Wytheville	0.29	4200	G	98%	1%	1%	1%	1%	0%	С	0.102	г	0.606	4400	G
~~	T _O . From:		24th St													
(11) W Lee Hwy	Town of Wytheville		6000	G	98%	1%	1%	1%	1%	0%	F	0.093	F	0.56	6400	G
<u> </u>	To:		21 Main S	St												
11 21 Main St	Town of Wytheville		12th St 6400	G	98%	1%	1%	1%	1%	0%	F	NA			7000	G
11) (21) Main St	Town of wythevine		4th St	G	90%	170	170	1 70	I 70	0%	Г	INA			7000	G
	From:		21, 4th S	t												
11 Main St	Town of Wytheville		8000	G	98%	1%	1%	1%	1%	0%	F	NA			8800	G
	То		5.1 C.													
11 Main St	From: Town of Wytheville		5th St 8100	G	98%	0%	1%	1%	1%	0%	F	NA			8900	G
11 Main St	Town or wythevine	0.20	0100	G	90 /6	0 /6	1 /0	1 /0	1 /0	0 /6	'	INA			0900	G
	To: From:		11th St				 									
(11) E Main St	Town of Wytheville	0.50	11000	G	98%	0%	1%	1%	1%	0%	С	NA			12000	G
<u> </u>	To: From:	L	iberty St													
11 E Main St	Town of Wytheville	0.78	9100	G	98%	0%	1%	1%	1%	0%	F	NA			9900	G
\bigcirc	To	130-	-3 Lithia R	24												
11 E Main St	Town of Wytheville (Maint: 98)		9100	N	98%	0%	1%	1%	1%	0%	Ν	NA			9900	Ν
(1) = et	To:	0.00	I-81		0070	0 70		. , ,	. , 0	0,0					0000	••
	From: 4US-	00011-P(U)/US-000		A(R)/T	O RT 81 N	NOR										
11 11 Ramp to I-81 N at Exit 73	Town of Wytheville (Maint: 98)	0.27			Se	e US 1	1 for dire	ectional t	raffic v	olume e	stima	tes for th	is seç	gment.		
\bigcirc	To: IS-0	00081-N(R)/US-00		2A(R)/F	ROM RT	11										
~ ~ ~ ~	From:		I-81			1.5			•							
$\{11\}$ (81) (77) $\{52\}$	Town of Wytheville (Maint: 98)	0.96										es for this				
Combined Tra	affic Estimates for 2 Parallel Roadways of			Α	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.601	47000	Α
	To	NCL	_ Wythevi	lle												

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

Route	Jurisdic	tion Lenç	th AADT		4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
(11) (81) (77) (52)	Wythe C	ountv 2.1	NCL Wythe	ville	S	ee I-81	for dire	ctional t	traffic vo	olume es	stimat	es for this	s seai	ment.		
	Combined Traffic Estimates for 2 Parall	•		Α	74%	1%	1%	1%	22%	2%	С	NA	3		47000	Α
	Wythe C	ounty 2.6	FR-42		9	00 I-81	for dire	ctional	traffic vo	duma as	etimat	es for this		ment		
[11] [81] [77] [52]	Combined Traffic Estimates for 2 Parall	•		Α			1%	1%	22%			0.114			47000	Α
~~~		To: rom:	US 52; SR	121												
[11] [81] [77]	Wythe C Combined Traffic Estimates for 2 Parall	•		Α	74%		for dire	ctional 1 1%	traffic vo 22%	olume es 2%	stimat F	es for this 0.113	·		47000	Α
	F	To: rom:	I-77 Fort Chi	swell												
11 81	Wythe C Combined Traffic Estimates for 2 Parall	,		F	S 74%	ee I-81 1%	for dire	ctional 1 1%	traffic vo 22%	olume es 2%	stimat F	es for this 0.092	U	ment. 0.521	36000	F
		Toc	98-619													
(11) ( <u>81</u> )	Wythe C	ounty 1.9	9		S	ee I-81	for dire	ctional	traffic vo	olume es	stimat	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parall	el Roadways on this Rou		G	74%	1%	1%	1%	22%	2%	F	0.074	F	0.552	34000	G
	Wythe C	ounty 1.4	98-618		9	00   01	for dire	otional	troffic vo	dumo or	ctimat	es for this	coa	mont		
[11] [81]	Combined Traffic Estimates for 2 Parall	el Roadways on this Rou			74%	1%	1%	1%	22%	2%	F	NA NA	segi	nent.	36000	Α
	F		Wythe Count													
(11) (81)	Pulaski C			,	S	ee I-81	for dire	ctional	traffic vo	olume es	stimat	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parall	el Roadways on this Rou	e: <b>37000</b>		74%	1%	1%	1%	22%	2%		0.102			36000	Α
~ ~	Ī	rom:	I-81 NB													
(11) (81) Ramp I-81 N Exi	it 89B to US 11 N Pulaski C		_		S	ee I-81	for dire	ctional	traffic vo	olume es	stimat	es for this	s segi	ment.		
$\bigcirc$	F		US 11 Lee His													
11 Lee Highway	Pulaski C		9 <b>1800</b>	F	97%	0%	1%	0%	1%	0%	С	0.102	F	0.778	1900	F
/ Maskinstan A		Tor rom:	SCL Pulas		000/	00/	00/	00/	10/	00/	F	0.1	_	0.504	0.400	F
(11) Washington Ave	Town of F	ulaski 0.7	1 3200 2nd St	F	99%	0%	0%	0%	1%	0%	г	0.1	F	0.584	3400	Г
	Ī	rom:	2nd St SV	W												
11 Washington St	Town of F	ulaski 0.3		F	99%	0%	0%	0%	1%	0%	С	0.095	F	0.586	4100	F
$\bigcirc$		To: Ma	in St SR 99;													
(11) Washington Ave	Town of F	Pulaski 0.2		F 99	98%	1%	1%	0%	0%	0%	F	0.105	F	0.68	4400	F
	I	rom:	5th St Washington	Δνε												
11 5th St	Town of F	Pulaski 0.2		F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.542	6500	F
11 Lee Highway	Town of F	Pulaski 0.8	5th St	F	98%	1%	1%	0%	0%	0%	С	0.095	F	0.515	9000	F
		To:	Alum Spring	g Rd												

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

Devide	forms attended	Laurette AADS	- 0.	4.T.	D		Tru	ıck		00	K	01/	Dir	A A \ A \ D T	. 01
Route	Jurisdiction	Length AAD	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
	From:	Alum Sprir		000/	10/	10/	00/	00/	00/	_	0.100	_	0.570	11000	_
11 Lee Highway	Town of Pulaski	1.60 1000		98%	1%	1%	0%	0%	0%	F	0.109	F	0.578	11000	F
~ I as I Palausas	From	ECL Pula		000/	40/		00/	00/	00/		0.005		0.045	40000	_
11 Lee Highway	Pulaski County	2.49 <b>1200</b> 0	) F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.615	12000	F
~	To: From:	77-643 Cougar		000/	40/		201	00/	00/					1 1000	
Lee Highway	Pulaski County	1.53 <b>1300</b> 0	) G	98%	1%	1%	0%	0%	0%	F	NA			14000	(
~~~	To: From:	WCL Du							221						
Broad St	Town of Dublin (Maint: 77)	0.16 13000		98%	1%	1%	0%	0%	0%	N	NA			14000	1
<u> </u>	From:	SR 100 Oakw SR 100 Clebu													
Broad St	Town of Dublin (Maint: 77)	0.97 13000		98%	0%	0%	1%	1%	0%	F	0.088	F	0.579	14000	
	To	ECL Dub	olin												
11 Lee Highway	Pulaski County	1.19 13000		98%	0%	0%	1%	1%	0%	Ν	0.088	Ν	0.579	14000	- 1
<u> </u>	Too	77-1085 Wrig	oht Ave												
11 Lee Highway	Pulaski County	2.68 1200		98%	0%	0%	1%	1%	0%	С	0.109	Α	0.575	13000	,
<u> </u>	To	77-747 Old R	oute 11												
11 Lee Highway	Pulaski County	1.99 1500 0		98%	0%	0%	1%	1%	0%	F	0.099	F	0.543	16000	
1),	То	SR 114 Peppers					.,.	.,.				-			
11 Lee Highway	Pulaski County	0.29 2200		98%	0%	0%	1%	1%	0%	F	0.092	F	0.501	24000	
11) 200 / 119/11/20	To.			0070	0,0		. , 0	. , 0	0,70	•	0.002	•	0.00.		
11 Lee Highway	Pulaski County	77-600 Belsp 0.46 2600 0		98%	0%	0%	1%	1%	0%	F	0.094	F	0.554	28000	
11) Lee riigiiway	Te:	Montgomery Co		30 /0	0 /0		1 70	1 /0	0 70	•	0.004	•	0.004	20000	
~~	From:	Pulaski Coun													
11)	Montgomery County	0.15 2600 0) G	98%	0%	0%	1%	1%	0%	F	NA			27000	(
	To: From:	WCL Rad	ford												
11 Lee Hwy	City of Radford (Maint: 60)	0.21 2600 0) G	98%	0%	0%	1%	1%	0%	F	NA			27000	(
~	To: From:	SR 232, Fi	rst St												
11 Norwood St	City of Radford	0.26 1800 0) G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.574	20000	(
~	To- From:	Grove A	ve												
11 E Main St	City of Radford	0.77 1200 0) G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.561	13000	(
~	To	SR 177 Tyle	er Ave			—									
11 E Main St	City of Radford	0.93 1000		98%	0%	1%	0%	1%	0%	F	0.093	F	0.589	11000	(
<i>→</i>	Too	Whitehal	l St												
11 E Main St	City of Radford	1.46 5100		99%	0%	0%	0%	0%	0%	С	0.110	F	0.611	5400	(
	То	ECL Radi													
11 Radford Rd	Montgomery County	1.47 8300		98%	0%	0%	1%	0%	0%	F	0.101	F	0.574	8800	(
11)	monigoniory Journey				0 / 0		. , ,	0 /0	0 / 0	•	3.101	•	J.J. T	0000	
11 Radford Rd	Montgomory County	60-663 Walt 2.32 8000		98%	0%	0%	1%	0%	0%	С	0.099	F	0.529	8400	,
11 \ Radford Rd	Montgomery County	2.32 8000	G	30%	U%	U%	1 70	U 70	U%	C	0.099	г	0.329	0400	(

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

Pouto	luriadiation	Longth A	ADT OA	4Tire	Duo		Tru	ıck		QC	K	QK	Dir	AAWDT	· 0
Route	Jurisdiction	Length A	ADI QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	Q
~	From:		Harmon Dr							_		_			
Radford St	Montgomery County	0.65	3400 G	98%	0%	0%	1%	0%	0%	F	0.098	F		8800	(
~	To: From:		hristiansburg												
Radford St	Town of Christiansburg		1000 G	98%	0%	1%	1%	0%	0%	С	0.105	F	0.518	12000	(
~	To: From:		W Main St Radford St												
11 W Main St	Town of Christiansburg		5200 G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.546	5500	(
	To		0 S Franklin St												
Bus	From:														
11) (460) E Main St	Town of Christiansburg		7400 G	98%	0%	1%	1%	0%	0%	F	NA			7900	(
Bus	From:		noke St Main St												
11 (460) Roanoke St	Town of Christiansburg		1000 G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.57	12000	(
11) (400)	To														
Bus	From:		raig St												
Roanoke St	Town of Christiansburg	0.98 12	2000 G	98%	0%	1%	1%	0%	0%	F	0.103	F	0.577	12000	(
Bus	To- From:	SR 11	1 Depot St												
11 (460) Roanoke St	Town of Christiansburg	0.86 10	6000 G	98%	0%	1%	0%	0%	0%	С	0.104	F	0.602	17000	
400)	то						- , -			_		-			
Roanoke St	Town of Christiansburg (Maint: 60)		7000 G	96%	0%	1%	2%	1%	0%	С	0.095	F	0.528	18000	
Roanoke St	Town of Christiansburg (Maint. 00)			90 /6	0 /6	1 /0	2/0	1 /0	0 /6	C	0.033	'	0.526	10000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:		I-81	000/	00/		00/	40/	201		0.1		0.550	0.400	
11) (460) Roanoke St	Town of Christiansburg (Maint: 60)	0.09 8	3900 N	96%	0%	1%	2%	1%	0%	N	0.1	N	0.558	9400	١
~~~	To: From:		l, Hampton Rd												
11) (460) Roanoke St	Town of Christiansburg	2.01 8	3900 G	96%	0%	1%	2%	1%	0%	F	0.1	F	0.558	9400	(
	Too From:	ECL Ch	ristiansburg												
11 (460 Roanoke Rd	Montgomery County	5.11 7	7200 G	93%	0%	1%	4%	2%	0%	F	0.1	F	0.521	7500	(
~ · · · · · · · · · · · · · · · · · · ·	To	60-753 C	Old Town Rd												
11) (460) Roanoke Rd	Montgomery County	3.21 7	7700 G	93%	0%	1%	4%	2%	0%	F	0.101	F	0.626	8100	(
	To:	60-631	I Brake Rd												
11 (460) Roanoke Rd	Montgomery County		7500 G	93%	0%	1%	4%	2%	0%	С	0.115	F	0.618	7900	(
11) (400)	To:	Roanoke	County Line			T									
~~~~	From:		ery County Line												
11) (460) West Main St	Roanoke County	1.26 <b>9</b>	9400 G	93%	0%	1%	4%	2%	0%	F	0.112	F	0.963	9700	(
<b>&gt;</b>	To: From:	80-639 W	Vest River Rd												
11 (460) West Main St	Roanoke County	0.60 9	9400 N	93%	0%	1%	4%	2%	0%	Ν	0.112	Ν	0.963	9700	- 1
~ ~ <u> </u>	_Tx	80-647 Do	ow Hollow Rd			<u> </u>									
11 (460 West Main St	Roanoke County		0000 G	93%	0%	1%	4%	2%	0%	F	NA			11000	(
	Tor	80-643 F	Daugherty Rd												
11) (460) West Main St	Roanoke County		4000 G	93%	0%	1%	4%	2%	0%	F	NA			14000	(
11) (400) 1135t main 5t	To:		Alleghany Dr	0070	J /0		. 70	_ /0	0 /0	•	. 4/ (			. 7000	`

# 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	Q۷
~~~~	From:	80-642 Alleghany Dr												
11) (460) West Main St	Roanoke County	0.64 17000 G	93%	0%	1%	4%	2%	0%	F	NA			18000	G
~ ~	To- From:	WCL Salem												
11) (460) West Main St	City of Salem	1.12 18000 G	93%	0%	1%	4%	2%	0%	F	NA			20000	(
~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To	SR 112 Wildwood Rd												
11) (460) West Main St	City of Salem	1.31 27000 G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.507	30000	(
	To	ALT US 460, 4th St												
11 (460) West Main St	City of Salem	0.60 14000 G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.564	16000	(
11) (460) 11001 111111111111111111111111111111	5.ty 6. 64.6			0,0		0 / 0	0 / 0	0,0	•	0.000	•	0.00	.0000	
West Main St	City of Salem	Academy St 0.35 13000 G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.528	15000	(
11) (460) West Main St	City of Salem	0.35 13000 G College Ave	90%	076	170	0%	076	0%	Г	0.061	Г	0.526	15000	,
	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	(
:) · · ·	To	SR 311, Thompson Memoria	1 De											
11 College Ave	City of Salem	0.72 5600 G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.536	6200	(
11) 3011030 7110	only of calcin		0070	070		0 70	0 / 0	070	•	0.102	•	0.000	0200	•
Oplanada Ot	From	8th St	000/	00/	10/	00/	00/	00/		0.00	_	0.500	47000	
Colorado St	City of Salem	0.43 15000 G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.583	17000	(
<u> </u>	From:	Apperson Dr Colorado St												
11 Apperson Dr	City of Salem	1.03 20000 G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.53	22000	(
	То													
11 Apperson Dr	City of Salem	SR 419 Electric Rd 1.04 13000 G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.504	15000	(
11 Apperson Dr	Oity of Salem	WCL Roanoke	30 /6	0 76	1 /0	0 /6	0 /0	0 /6	'	0.005	'	0.504	13000	,
	From:	ECL Salem												
11 Brandon Ave	City of Roanoke	1.35 18000 G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.598	21000	(
<i>~</i>	To	Edgewood St; Mud Lick F	2d											
Brandon Ave	City of Roanoke	1.03 12000 G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.528	13000	(
	To:	Grandin Rd												
~~	From:	Brandon Ave												
Grandin Rd	City of Roanoke	0.70 7200 G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.584	8100	(
~	To:	Memorial Avenue												
Mamarial Avanua	City of Roanoke	Grandin Rd 0.84 11000 F	98%	0%	1%	00/	0%	0%	С	0.114	В	0.616	10000	
11 Memorial Avenue	City of Hoarloke	Campbell Ave	96%	0%	1%	0%	0%	0%	C	0.114	Ь	0.616	13000	
	From:	13th St												
Campbell Ave	City of Roanoke	0.53 4500 G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.582	5000	(
···	To:				—									
11 Campbell Ave	City of Roanoke	7th St 0.47 5000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.508	5600	(
11 Campbell Ave	Oity of Floatione		JU /6	U /0	1 /0	U /0	0 /0	0 /0	'	0.003	'	0.500	5500	
~~~	To: From:	3rd St	0221	0.51		061	061	061		0.657		0.7.0	7000	
11) Campbell Ave	City of Roanoke	0.28 <b>6400 G</b>	98%	0%	1%	0%	0%	0%	F	0.081	F	0.748	7200	(
~	To:	US 221 Jefferson St												

# 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	QW
~~~ a	From:		efferson St												
(11) Campbell Ave	City of Roanoke		100 N	98%	0%	1%	0%	0%	0%	Ν	0.081	N	0.748	7200	N
<u>~</u>	From:		nson Rd pell Ave												
(11) (221) (116) Williamson Rd	City of Roanoke		000 G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.514	25000	G
11 221 (116) Williamson Ru	only of Flourience			0070	0 70		0 70	0 70	070	•	0.000	•	0.011	20000	ŭ
MAPIE	From:		doah Ave	000/	00/	10/	00/	00/	00/		0.000		0.707	47000	_
11 (221) (116) Williamson Rd	City of Roanoke	0.15 15	000 G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.707	17000	G
	To: From:	I-:	581												
11) (221) (116) Williamson Rd	City of Roanoke	0.50 12	000 G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.519	12000	G
$\sim \sim \sim$	To:	US 460 C	Orange Ave			<u> </u>									
11 Williamson Rd	City of Roanoke		000 G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.505	14000	G
	To	Y ''	. D.1												
11 Williamson Rd	City of Roanoke		rty Rd 000 G	99%	0%	0%	0%	0%	0%	F	0.078	F	0.515	15000	G
(11) Williamson Rd	Oity of Hoarloke			33 /6	0 70	0 /6	0 /6	0 /6	0 /6	•	0.076	•	0.515	13000	u
~~~ <u>-</u> .	From:		th St							_					
(11) Williamson Rd	City of Roanoke	1.27 <b>16</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.511	17000	G
<u> </u>	To: From:	SR 101 He	rshberger Rd												
11 Williamson Rd	City of Roanoke	0.11 <b>16</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.513	16000	G
$\smile$	To	SR 118 /	Airport Rd												
11 Williamson Rd	City of Roanoke		000 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.507	15000	G
(1)					0,0		0,0	0,0	0,0	•	0.000	•	0.007	.0000	<b>O</b> .
C Las Historia	From:		Roanoke	000/	00/		00/	00/	00/		0.100	۸	0.500	10000	۸
11 Lee Highway	Roanoke County	3.19 <b>11</b>	O00 A County Line	99%	0%	0%	0%	0%	0%	С	0.108	Α	0.539	12000	Α
•	From:		County Line												
11 Lee Highway	Botetourt County		000 G	93%	1%	1%	1%	4%	0%	С	0.101	F	0.597	17000	G
	T														
Loo Highway	Pototourt County		hadwell Dr	000/	10/	10/	20/	69/	0%		0.000	F	0.573	12000	G
11 Lee Highway	Botetourt County	2.73 <b>11</b>	000 G	90%	1%	1%	2%	6%	0%	С	0.089	Г	0.573	12000	G
~~~	To: From:		Cloverdale Ro												
11) (220) Lee Highway	Botetourt County	0.25 6 6	600 N	99%	0%	0%	0%	0%	0%	N	0.098	N	0.589	6700	Ν
	To-	Ramp From I-81	NB at Exit 15	50 B											
11 Lee Highway	Botetourt County	1.09 66	600 G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.589	6700	G
	To	SCI T	routville												
11 Lee Highway	Town of Troutville (Maint: 11)		600 N	99%	0%	0%	0%	0%	0%	N	0.098	Ν	0.589	6700	Ν
(11) Lee riigiiway	Town of Troutville (Maint: 11)			33 78	0 70	<u> </u>	0 70	0 70	0 70	14	0.000	14	0.505	0700	11
~~	From:		routville	050/	40/		40/	40/	201		0.00:		0.746	5005	
11 Lee Highway	Botetourt County	2.98 50	000 G	95%	1%	1%	1%	1%	0%	С	0.094	F	0.712	5200	G
	To: From	11-640 Bru	ighs Mill Rd												
11 Lee Highway	Botetourt County	5.86 3 1	100 G	95%	1%	1%	1%	1%	0%	F	0.104	F	0.677	3300	G
<u> </u>	To:	I-81 South	of Buchanan												
11 Lee Highway	Botetourt County		ioo G	95%	1%	1%	1%	2%	0%	F	0.103	F	0.632	4400	G
(11) =50 · ···g······a,	To		Buchanan	5576	. /0	Ť	. /0	_ / 0	0 /0	•	5.100	•	5.50 <u>L</u>	. 100	~

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Le	ength AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
11 Main St	Town of Buchanan	(Maint: 11)	0.43 4 1	Buchanan N	95%	1%	1%	1%	2%	0%	N	0.103	N	0.632	4400	N
	From:			Mt Joy Rd Mt Jay Rd												
11 Main St	Town of Buchanan	(Maint: 11) 2	2.09 4 1	100 G	95%	1%	1%	1%	2%	0%	С	0.104	F	0.609	4300	G
\sim	To: From:			arkway Dr												
11 43 Main St	Town of Buchanan	(Maint: 11)	0.18 42	200 G	95%	2%	2%	0%	1%	0%	С	0.097	F	0.519	4400	G
	To: From:		SR 43	First St												
11 Main St	Town of Buchanan	(Maint: 11) (800 G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.542	3000	G
() Loo Highway	To:	unti. (Buchanan	OE9/	10/	10/	10/	00/	00/	NI	0.000	N.I.	0.540	2000	NI
11 Lee Highway	Botetourt Co	unity		800 N	95%	1%	1%	1%	2%	0%	N	0.092	N	0.542	3000	N
	From:	5US-00011-P(of Buchanan	O RT 81 N	IOR										
11 (11) Ramp to I-81 N at Ex	kit 167 Botetourt Co			70 G	0 111 01 1	.010						0.105	F		770	G
	To:			1- 180A(R)/FI	ROM RT 1	11										
	From:			of Buchanan												
11 (81)	Botetourt Co	unty (0.61		S	ee I-81	for direc	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
→ C	ombined Traffic Estimates for 2 Parallel	Roadways on this R	oute: 37	'000 G	68%	1%	1%	1%	27%	2%	F	NA			34000	G
	To		11-614 A	Arcadia Rd			<u> </u>									
11 (81)	Botetourt Co	unty	5.49		S	ee I-81	for direc	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
	ombined Traffic Estimates for 2 Parallel	Roadways on this R	oute: 36	6000 G	68%	1%	1%	1%	27%	2%	F	NA			33000	G
	To:			County Line												
~~~	From:			County Line												
11 (81)	Rockbridge Co	,	1.95		S	ee I-81	for direc	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
o c	ombined Traffic Estimates for 2 Parallel	Roadways on this R	oute: 36	6000 A	68%	1%	1%	1%	27%	2%	F	NA			34000	Α
	To:			Natural Bridg												
~~~	From:		`	1-N175A(L)/T												
(11) (81) Ramp I-81 N Exit 17	5 to US 11 Rockbridge Co		0.14				for direc	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
* *	10: From:	5US-00011-P(-N175A(R)/FI Natural Bridg		31 N										
11 S Lee Highway	Rockbridge C	•		000 G	94%	1%	1%	1%	3%	0%	С	0.153	F	0.713	2100	G
11 S Lee Highway	riockbridge O				J+70	1 70	1 /0	1 /0	0 /0	0 70	O	0.100	'	0.710	2100	ч
~~~	To: From:			atural Bridge			<u> </u>									
11 S Lee Highway	Rockbridge Co	ounty	3.47 <b>2</b> 9	900 G	94%	1%	1%	1%	3%	0%	F	0.135	F	0.745	3000	G
~~~	To: From:	Į.	-81 North of	Natural Bridg												
11 S Lee Highway	Rockbridge Co	ounty 8	8.45 32	200 G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.638	3400	G
\sim	To:		BUS US	11 Main St			\lnot \vdash									
11 S Lee Highway	Rockbridge Co	ounty		100 G	96%	0%	1%	1%	1%	0%	С	0.096	F	0.601	8500	G
<u>~</u>	To:		US 60 I	Nelson St												
(11) S Lee Highway	Rockbridge Co	ounty (0.32 8 1	100 N	96%	0%	1%	1%	1%	0%	Ν	0.096	Ν	0.601	8500	Ν
~	Tor		SCL L	exington			<u> </u>									
11 S Lee Highway	City of Lexing	gton (000 G	97%	1%	1%	1%	1%	0%	С	0.091	F	0.507	11000	G
	To:		Ma	ain St												

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

		Filliary and in					Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Ma	n St												
11 N Lee Highway	City of Lexington	0.04 11 0	000 G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.501	12000	G
<u> </u>	To- From:	Bus 1	JS 11												
11 N Lee Highway	City of Lexington	0.08 20	000 G	97%	0%	1%	1%	1%	0%	F	0.100	Ν	0.612	21000	G
~	To	NCL L	exington			<u> </u>									
11 N Lee Highway	Rockbridge County		000 G	97%	0%	1%	1%	1%	0%	С	0.100	F	0.612	23000	G
\checkmark	To:	I-64 North	of Lexington												
11 N Lee Highway	Rockbridge County		00 G	94%	0%	1%	1%	3%	0%	С	0.106	F	0.573	7800	(
	Tor	I-81 North	of Levington												
11 N Lee Highway	Rockbridge County		00 G	94%	1%	1%	2%	2%	0%	С	0.158	F	0.616	5400	(
	To	91 710 9	terrett Rd												
11 N Lee Highway	Rockbridge County		00 G	94%	1%	1%	2%	2%	0%	F	0.148	F	0.571	3600	(
1)	To:		ounty Line			Ť								-	
~~	From:		County Line												
11 Lee Jackson Hwy	Augusta County	0.04 43	00 G	94%	1%	1%	2%	2%	0%	F	0.148	N	0.571	4300	(
<u> </u>	To: From:	SR 56 Ste	eles Tavern												
11 Lee Jackson Hwy	Augusta County	5.24 38	00 G	94%	1%	1%	1%	3%	0%	С	0.106	F	0.62	4000	(
~	To: From:	07-675 Broad	Head School			\neg \vdash									
11 Lee Jackson Hwy	Augusta County	2.59 72	00 G	94%	1%	1%	1%	3%	0%	F	0.106	F	0.638	7600	(
~	To	I-81 North	of Greenville												
11 Lee Jackson Hwy	Augusta County	4.45 34	00 G	96%	1%	1%	1%	2%	0%	F	0.12	F	0.57	3600	(
<i>→</i>	To	07-654 W	nite Hill Rd												
11 Greenville Ave	Augusta County		00 G	96%	1%	1%	1%	2%	0%	С	0.13	F	0.734	6000	(
÷)	To	SR	262												
11 Greenville Ave	Augusta County		000 N	98%	0%	1%	0%	0%	0%	Ν	0.097	Ν	0.509	16000	1
1)	To							- , -							
11 Greenville Ave	City of Staunton		taunton 000 G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.509	16000	(
arcenville //ve	Only of Statement			0070	0 70		0 /0	0 /0	070	•	0.007	•	0.000	10000	`
11 Greenville Ave	City of Staunton	0.50 13 0	atler Blvd 000 G	98%	0%	1%	0%	0%	0%	С	0.090	F	0.528	14000	(
11 Greenville Ave	City of Stauritori	0.50 130)00 G	90%	076	1 70	0%	070	0%	C	0.090	Г	0.526	14000	•
~~~	To- From:		ton St	000/	00/		00/	00/	00/		0.000		0.504	40000	
11) Greenville Ave	City of Staunton	0.32 110	000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.501	12000	(
~~	To: From:		chmond Rd			<del> </del>									
11) (250) Greenville Ave	City of Staunton	0.07 <b>16</b> 0	000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.547	17000	(
~~~	To: From:	US 250				$\Box$ $\vdash$									
11 254 Commerce Rd	City of Staunton	0.68 26	00 G	97%	0%	1%	0%	1%	0%	С	0.109	F	0.579	2700	(
\sim \sim	To:	SR 254 Ne	w Hope Rd			<u> </u>									
11 Commerce Rd	City of Staunton	0.15 26	00 G	97%	0%	1%	0%	1%	0%	F	0.114	F	0.56	2800	(
~	To:	SR 261 S	atler Blvd												

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	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~ C Dd	From:		1 Statler Blvd	000/	00/	10/	00/	40/	00/	_	0.000	_	0.047	0000	_
Commerce Rd	City of Staunton	1.25	5900 C	98%	0%	1%	0%	1%	0%	F	0.098	F	0.617	6300	(
~	To: From:		ells Lane	200/	201		00/	40/	00/		0.400		0.547	F700	
Commerce Rd	City of Staunton	0.67	5400 C	98%	0%	1%	0%	1%	0%	С	0.102	F	0.547	5700	(
~	From:		us US 11			<u> </u>									
Commerce Rd	City of Staunton	0.49 1	12000 (98%	0%	1%	0%	1%	0%	С	0.098	F	0.52	13000	(
~	To: From:		drow Wilson												
1) Commerce Rd	City of Staunton	0.88 1	16000 C	98%	0%	1%	0%	1%	0%	F	0.099	F	0.561	17000	(
	To: From:	NCI	L Staunton												
1 Lee Highway	Augusta County	0.47 1	14000 C	97%	1%	1%	0%	1%	0%	С	0.091	F	0.559	15000	
<i></i>	To	Functiona	al Class Chan	ze											
1 Lee Highway	Augusta County		14000 C		1%	1%	0%	1%	0%	С	0.091	F	0.559	15000	
<i>~</i>	Tæ	07-612 Laurel H	lill Rd: Onick	Mill Rd											
1 Lee Highway	Augusta County		7800 C		0%	1%	0%	1%	0%	F	0.106	F	0.556	8200	
	To	07 750 V	eezletown Ro												
1 Lee Highway	From: L Augusta County		5600 C		0%	1%	0%	1%	0%	F	0.102	F	0.653	5900	
1) 200 :	, tagasta sounty						0 70	1 /0	070	•	0.102	•	0.000	0000	
1 Lee Highway	Augusta County		outh of Burketo		0%	10/	00/	10/	0%	F	0.108	F	0.628	E000	
1 Lee Highway	Augusta County		am County Li		0%	1%	0%	1%	0%	Г	0.106	Г	0.020	5600	
	From:		a County Line												
1 Lee Highway	Rockingham County	2.46	5500 C	96%	0%	1%	1%	2%	0%	С	NA			5600	
	To: From:	SCL N	Mt Crawford												
1 Lee Highway	Town of Mount Crawford (Maint: 82)		5500 N	96%	0%	1%	1%	2%	0%	Ν	NA			5600	
	To														
1 Lee Highway	Town of Mount Crawford (Maint: 82)		Parsons Cour		0%	1%	1%	2%	0%	F	0.092	F	0.654	6900	
1) Lee riigilway	Town of Mount Grawford (Maint. 52)			30 70	0 70	1 /0	1 /0	270	0 70	·	0.032	'	0.054	0300	
) Las Historia	To:		Mt Crawford	000/	00/	10/	10/	00/	00/	F	0.000		0.054	0000	
1 Lee Highway	Rockingham County	0.03	6600 (96%	0%	1%	1%	2%	0%	г	0.092	F	0.654	6900	
~	Profit.	SR 257 Frieder													
1 Lee Highway	Rockingham County	1.12 1	12000 (96%	0%	1%	1%	2%	0%	F	0.089	F	0.599	12000	
~	To: From:	82-704 Ce	ecil Wampler												
1 Lee Highway	Rockingham County	1.18 1	11000 (96%	0%	1%	1%	2%	0%	F	0.09	F	0.536	12000	
ر 	To:	SCL F	Harrisonburg			<u> </u>									
1 Main St	City of Harrisonburg	0.91 1	13000 C	96%	0%	1%	1%	2%	0%	F	0.091	F	0.535	14000	
<i>✓</i>	Tœ		I-81			<u> </u>									
1 Main St	City of Harrisonburg	1.77 2	20000 C	96%	0%	1%	1%	1%	0%	F	0.088	F	0.55	21000	
	т.								- / -	•					
S Main St	City of Harrisonburg		sant Hill Rd	96%	0%	1%	1%	1%	0%	С	0.083	F	0.548	22000	(
_{l1} S Main St	Oity of Harrisoniburg	0.07	20000 (3 0%	U 70	1 70	1 /0	1 70	U-76	U	0.003	Г	0.540	22000	,

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
~~	From:		rt Republic		000/	00/	10/	40/	40/	201	_	0.000	_	0.504	22222	_
11 S Main St	City of Harrison	nburg 0.65	21000	G	96%	0%	1%	1%	1%	0%	F	0.086	F	0.564	22000	G
11 Main St NB	To Take To Tak		S Liberty St		96%	0%	1%	1%	1%	00/	F	0.000	F	0.583	6900	G
11 Main St NB	Combined Traffic Estimates for 2 Parallel I	-	6500	G G	96%	0%	1%	1%	1%	0% 0%	F	0.099 0.091	F	0.565	14000	G
	Combined Trainic Estimates for 21 drailer	rioadways off this floute.		<u> </u>	30 /6	0 78	1 /6	1 /0	1 /0	0 /6	'	0.031	•	0.714	14000	u
11 (33) Main St NB	From: City of Harrison	nburg 0.02	US 33 6500	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6900	N
11) (33) 81.12	Combined Traffic Estimates for 2 Parallel I	•		N	96%	1%	1%	1%	1%	0%	N	NA		0.000	12000	N
	Too		3 E Market S													
11) (33) Main St NB	From: L City of Harrison		6500	N	96%	0%	1%	1%	1%	0%	Ν	0.099	Ν	0.583	6900	Ν
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	9900	N	96%	0%	1%	1%	1%	0%	Ν	NA			11000	Ν
	Toc		US 33 Par													
11 Main St NB	City of Harrison	nburg 0.34	6500	N	96%	0%	1%	1%	1%	0%	Ν	0.099	Ν	0.583	6900	Ν
~	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	To: From:		Kratzer Ave	:												
11 N Main St	City of Harrison	nburg 0.68	8700	G	96%	0%	1%	0%	2%	0%	С	0.094	F	0.572	9300	G
~	To: From:		Charles St													
11 N Main St	City of Harrison	nburg 0.44	7200	G	96%	0%	1%	0%	2%	0%	F	0.096	F	0.602	7600	G
~	To: From:	NC	L Harrisonb	urg												
11) Valley Pike	Rockingham C	Sounty 3.16	9100	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.554	9500	G
~	To- From:	82-	765 Gravels	Rd												
11) Valley Pike	Rockingham C	Sounty 4.14	5700	G	95%	0%	1%	1%	3%	0%	F	0.094	F	0.695	5900	G
~	To- From: L	82-80	6 Lacy Sprii													
11) Valley Pike	Rockingham C	Sounty 1.88	4000	G	95%	0%	1%	1%	3%	0%	С	0.096	F	0.58	4200	G
~	To- From:		I-81 Mauzy													
11) Valley Pike	Rockingham C	Sounty 6.04	3200	G	96%	0%	1%	1%	2%	0%	F	0.108	F	0.680	3300	G
~	To- From:		ndoah Count													
11) South Congress St	Town of New Market	(Maint: 85) 1.16	3900	F	96%	0%	1%	1%	2%	0%	С	0.108	F	0.565	4100	F
~ ~ ~~	To: From:		outh Int Nev													
11 (211) Congress St	Town of New Market	(Maint: 85) 0.27	7000	F	96%	0%	1%	1%	2%	0%	F	0.083	F	0.536	7400	F
~ · · · · · · · ·	To: From:		North Int Nev													
North Congress St	Town of New Market	(Maint: 85) 0.36	5200	F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.523	5500	F
~~~~~	To: From:		L New Mar													
11 Old Valley Pike	Shenandoah C	County 1.83	5200	N	95%	1%	1%	1%	2%	0%	N	0.091	N	0.523	5500	N
<del>-</del>	To: From:		North of Nev													
11 Old Valley Pike	Shenandoah C	county 2.17	4600	F	95%	1%	1%	1%	2%	0%	F	0.092	F	0.527	4800	F

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

<b>5</b> .					_		Trι	ıck			K	011	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
11 Old Valley Pike	Shenandoah County	85-730 Caver 1.52 <b>4900</b>	rns Rd	95%	1%	1%	10/	2%	0%	С	0.097	F	0.534	5200	F
11 Old Valley Pike	Shehandoan County			95%	170	176	1%	2%	0%	C	0.097	Г	0.534	5200	Г
11 Main St	Town of Mount Jackson (Maint: 85)	SCL Mt. Jac 0.72 <b>4900</b>	kson N	95%	1%	1%	1%	2%	0%	N	0.097	N	0.534	5200	N
11)	Town of Modern Guerroom (Maint: 66)			0070	1 70		170	270	070	.,	0.007	.,	0.001	0200	
11 Main St	Town of Mount Jackson (Maint: 85)	SR 263 Orkney 1.36 <b>7400</b>	y Grade <b>F</b>	95%	1%	1%	1%	2%	0%	F	0.09	F	0.502	7800	F
<u>:</u>	Tæ	SR 292 Conic	ville Rd												
11 Main St	Town of Mount Jackson (Maint: 85)	0.49 <b>5500</b>	F	95%	1%	1%	1%	2%	0%	F	0.090	F	0.520	5700	F
<i></i>	To:	NCL Mt. Jac	ckson			_									
11 Old Valley Pike	Shenandoah County	5.07 <b>5500</b>	N	95%	1%	1%	1%	2%	0%	Ν	0.090	Ν	0.520	5700	Ν
~	To: From:	SCL Edinb	ourg												
11 Main St	Town of Edinburg (Maint: 85)	0.28 <b>5500</b>	N	95%	1%	1%	1%	2%	0%	Ν	0.090	Ν	0.520	5700	Ν
<del></del>	To: From:	SR 185 Stoney C	reek Blvd			$\Box$ $\vdash$									
11) Main St	Town of Edinburg (Maint: 85)	0.79 <b>6100</b>	F	97%	0%	1%	1%	1%	0%	С	0.091	F	0.55	6500	F
~	To: From:	NCL Edinb													
11) Old Valley Pike	Shenandoah County	1.28 <b>6100</b>	N	97%	0%	1%	1%	1%	0%	N	0.091	N	0.55	6500	N
~	To: From:	85-837 John Man				<u> </u>						_			
Old Valley Pike	Shenandoah County	1.69 <b>7300</b>	F	98%	0%	1%	1%	0%	0%	С	0.095	F	0.504	7600	F
Maria Ot	Town of Manager (Mariate OF)	SCL Woods		000/	00/	10/	40/	00/	00/		0.000		0.540	0000	
Main St	Town of Woodstock (Maint: 85)	0.22 <b>7800</b>	F	98%	0%	1%	1%	0%	0%	F	0.092	F	0.549	8200	F
11 Main St	Town of Woodstock (Maint: 85)	0.30 <b>8600</b>		98%	0%	1%	1%	0%	0%	F	0.091	F	0.538	9100	F
Main St	Town of Woodstock (Maint. 85)			90 /0	0 /6	1 /0	1 /0	0 /6	0 /6	'	0.091	'	0.556	9100	'
11 Main St	Town of Woodstock (Maint: 85)	SR 42, W Rese 0.65 <b>12000</b>		98%	0%	1%	0%	0%	0%	С	0.089	F	0.546	13000	F
II) Main St	Tori			0070	0 70		0 70	0 70	070	Ü	0.000	•	0.040	10000	·
11 Main St	Town of Woodstock (Maint: 85)	Indian Sprin 0.85 <b>10000</b>		98%	0%	1%	0%	0%	0%	F	0.092	F	0.532	11000	F
	т	W North													
11 Main St	Town of Woodstock (Maint: 85)	0.53 <b>7500</b>	N	97%	1%	1%	0%	1%	0%	Ν	0.092	Ν	0.570	7900	Ν
:)	To:	NCL Woods	stock												
11 Old Valley Pike	Shenandoah County	3.22 <b>7500</b>	F	97%	1%	1%	0%	1%	0%	F	0.092	F	0.570	7900	F
<i>→</i>	Tox	85-654 Zion Chu	ırch Road			<del>-</del> -									
11 Old Valley Pike	Shenandoah County	1.42 <b>6900</b>	F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.653	7300	F
~	To- From:	SCL Toms E	Brook												
11 Main St	Town of Toms Brook (Maint: 85)	0.73 <b>6900</b>	N	97%	1%	1%	0%	1%	0%	Ν	0.095	Ν	0.653	7300	Ν
~	To: From:	NCL Toms I	Brook												
11 Old Valley Pike	Shenandoah County	0.41 6900	N	97%	1%	1%	0%	1%	0%	Ν	0.095	Ν	0.653	7300	Ν
<del>~</del>	Tσ	85-651 Mount O	live Road												

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

Route	Jurisdiction	Length AADT	ΟΛ	4Tire	Duo		Tru	ıck		QC	K	OK	Dir	AAWDT	
noute	Julistiction			41116	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	Q —
Old Valley Dile	From:	85-651 Mount Oliv		070/	10/	10/	00/	10/	00/	_	0.104	F	0.700	FC00	F
Old Valley Pike	Shenandoah County	4.03 <b>5300</b>	F	97%	1%	1%	0%	1%	0%	С	0.124	Г	0.732	5600	
01	To:	SCL Strasbur		000/	00/		00/	40/	00/	_	0.440		0.700	0000	
11 Stover Ave	Town of Strasburg (Maint: 85)	0.38 6600	F	98%	0%	1%	0%	1%	0%	С	0.113	F	0.732	6900	
<u> </u>	From:	King St Stover Ave													
11 King St	Town of Strasburg (Maint: 85)	0.24 <b>7500</b>	G	97%	1%	1%	0%	0%	0%	С	0.113	Ν	0.732	7500	
	T _O .	Holliday St													
II King St	Town of Strasburg (Maint: 85)	0.16 <b>7100</b>	F	98%	0%	1%	0%	1%	0%	F	0.109	F	0.695	7400	
J)	To:	SR 55 Massanutt													
~ ~	From:	SR 55 King S													
11 (55) N Massanutten St	Town of Strasburg (Maint: 85)	0.23 <b>13000</b>	F	98%	0%	0%	0%	1%	0%	F	0.087	F	0.594	13000	
	To:	SR 55 N, John Mars	hall Hwy			$\neg$ $\vdash$									
N Massanutten St	Town of Strasburg (Maint: 85)	0.70 <b>13000</b>	F	98%	0%	0%	0%	1%	0%	С	0.094	F	0.588	13000	
~)	Too	NCL Strasbur	ro												
Old Valley Pike	Shenandoah County	0.91 <b>12000</b>	F	98%	0%	0%	0%	1%	0%	F	0.093	F	0.624	13000	
	To	I O1 No other & Cana	1												
1 Old Valley Pike	Shenandoah County	I-81 North of Stra 1.11 <b>3800</b>	F	94%	0%	1%	1%	3%	0%	С	0.093	F	0.691	4000	
1) Old Valley Pike	To:	Warren County		34 /0	0 76		1 /0	J /6	0 /6	O	0.035	'	0.031	4000	
	From:	Shenandoah Count													_
Old Valley Pike	Warren County	0.19 <b>3800</b>	F	94%	0%	1%	1%	3%	0%	С	0.093	F	0.691	4000	
~	Τα	Frederick County													
Valley Bike	Froderick County	Warren County	Line <b>F</b>	0.40/	00/	10/	10/	20/	00/	F	0.000	_	0.600	2000	
1 Valley Pike	Frederick County	1.98 <b>3600</b>	Г	94%	0%	1%	1%	3%	0%	Г	0.099	F	0.628	3800	
~	To: From:	SCL Middleto				<del> </del>									_
1) Main St	Town of Middletown (Maint: 34)	0.89 <b>3900</b>	F	94%	1%	1%	2%	2%	0%	F	0.105	F	0.539	4100	
~	To: From:	NCL Middleto	wn												
1) Valley Pike	Frederick County	4.19 <b>4700</b>	F	94%	1%	1%	2%	2%	0%	С	0.096	F	0.546	4900	
~	To-	SCL Stephens (	City												
1 Main St	Town of Stephens City (Maint: 34)	0.32 4700	N	94%	1%	1%	2%	2%	0%	Ν	0.096	Ν	0.546	4900	
$\sim$	T _C .	SR 277 Fairfax	Pike												
Main St	Town of Stephens City (Maint: 34)	0.71 <b>7600</b>	F	96%	0%	1%	1%	2%	0%	С	0.095	F	0.655	8100	
	To														
1 Valley Pike	Frederick County	NCL Stephens 0 2.45 <b>7600</b>	N N	96%	0%	1%	1%	2%	0%	N	0.095	N	0.655	8100	
1 Valley Pike	Tredefick County			30 /6	0 76	1 /0	1 /0	2/0	0 /6	IN	0.033	IN	0.000	0100	
~ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	From:	SR 37 South of Wir		000/	00/		101	00/	00/		0.404	_	0.507	10000	_
1 Valley Pike	Frederick County	1.18 <b>16000</b>	Α	96%	0%	1%	1%	3%	0%	С	0.101	Α	0.537	18000	
~	To: From:	SCL Winchest													_
11 Valley Ave	City of Winchester	1.37 <b>14000</b>	F	96%	0%	1%	1%	3%	0%	F	0.089	F	0.532	15000	
~	To: From:	Middle Rd													
11 Valley Ave	City of Winchester	0.12 <b>19000</b>	F	96%	0%	1%	1%	3%	0%	F	0.091	F	0.501	21000	
$\rightarrow$	To	Weems Lane	e												

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

-						_		Tru	ıck			K		Dir		
Route	Jurisdicti	on Leng	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Valley Ave	City of Winc	hester 0.6	Weems Lar	ne <b>F</b>	96%	0%	10/	10/	20/	00/	F	0.00	F	0.506	17000	F
(11) Valley Ave	City of Willic	nester 0.6			90%	0%	1%	1%	3%	0%	Г	0.09	Г	0.506	17000	Г
11 Valley Ave	City of Winc	hester 0.59	Jubal Early 9 <b>10000</b>	Dr <b>F</b>	96%	0%	1%	1%	3%	0%	F	0.092	F	0.523	11000	F
11 Valley Ave	ony or wind				0070	0 70		1 70	070	0 /0	•	0.002		0.020	11000	•
11 Valley Ave	City of Winc		S 11 Par Brade 9 <b>1900</b>	F	97%	1%	1%	0%	1%	0%	F	0.097	F		2000	F
(1)	Combined Traffic Estimates for 2 Paralle			F	96%	1%	2%	1%	1%	0%	F	0.091	F	0.55	13000	F
	Т	ю:	Gerrard S													
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	From City of Miles	m D 14	Valley Av		070/	10/	10/	00/	10/	00/	_	0.007	_	0.570	0000	_
11 50 522 Gerrard St	City of Wind	hester 0.10	O <b>9200</b> Cameron S	F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.578	9800	F
	From	n:	US 50 Gerrar													
(11) $(11)$ $(50)$ $(522)$ Came	eron St City of Winc	hester 0.50	<b>6500</b>	F	97%	1%	1%	0%	0%	0%	С	0.091	F	0.525	7000	F
	Combined Traffic Estimates for 2 Paralle	I Roadways on this Rout	e: <b>14000</b>	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	F
	T. From	n.	Boscawen	St			<u> </u>									
(11) (11) (50) (522) Came	eron St City of Winc			F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.768	9500	F
	Combined Traffic Estimates for 2 Paralle	I Roadways on this Rout	e: <b>16000</b>	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	F
	T From	n:	Piccadilly	St												
(11) Cameron St	City of Winc	hester 0.83	<b>6600</b>	F	97%	1%	1%	0%	1%	0%	С	0.092	F		7100	F
$\smile$	Combined Traffic Estimates for 2 Paralle	I Roadways on this Rout	e: <b>11000</b>	F	97%	1%	1%	1%	1%	0%	С	0.092	F	0.753	11000	F
~~			S 11 Par, Louc	loun St												
(11) Martinsburg Pike	City of Winc	hester 0.3	1 8800	F	97%	1%	1%	0%	1%	0%	F	0.092	F	0.563	9400	F
<u>~</u>		n:	NCL Winche	ster												
(11) Martinsburg Pike	Frederick C	ounty 1.0		F	97%	1%	1%	0%	1%	0%	F	0.080	F	0.61	15000	F
<u>~</u>	T	m: CD	SR 37 37 Winchester	r Dymoss												
11 Martinsburg Pike	Frederick C			<u> <b>Б</b>ураss</u>	91%	1%	1%	2%	5%	0%	С	0.089	F	0.505	40000	F
	т															
11 Martinsburg Pike	Frederick C	II.	North of Wi	F	93%	0%	1%	4%	2%	0%	F	0.089	F	0.597	12000	F
(1)	т							.,.	_,~							
11 Martinsburg Pike	Frederick C	II.	1 Old Charles 7 <b>500</b>	F	93%	0%	1%	4%	2%	0%	F	0.084	F	0.668	8000	F
11)	T							.,0	_,,	0,0	•	0.00	•	0.000	0000	•
11 Martinsburg Pike	Frederick C	II. <b>L</b>	836 Walters M 6 <b>6900</b>	III Lane <b>F</b>	93%	0%	1%	4%	2%	0%	С	0.090	F	0.706	7300	F
11 Martinsburg Pike	Trederion				0070	0 70		470	270	070	Ü	0.000	•	0.700	7000	•
11 Martinsburg Pike	Frederick C	II. <u>I</u>	4-671 Cedar I 1 <b>4600</b>	fill Rd	93%	0%	1%	4%	2%	0%	F	0.100	F	0.704	4800	F
11 Martinsburg Pike	Tedellok		est Virginia St		JU /0	0 /0	1/0	7/0	2 /0	0 /0	'	0.100	'	0.704	4000	'
	Fror	n:	US 11, US													
Ramp to I-81 N at Exit 5	City of Bristol (N	Maint: 95) 0.15		G								0.098	F		3300	G
	Ţ	io:	I-81 N													

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

Route	Jurisdiction	Length AADT		. Rus		Truck		QC	K	QK	Dir	AAWDT	OW
	Canada				2Axle 3+	Axle 1Trail	2Trail		Factor	<u> </u>	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<b></b>
Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)	US 11, US 19 0.18 <b>4300</b>	9 <b>G</b>						0.097	F		4300	G
Tramp to For oral Exit 5	To:	I-81 S	<u> </u>						0.007	'		4000	u
	From:	US 11											
11 Ramp to I-81 N at Exit 32	Washington County	0.14 <b>310</b>	G						0.135	F		310	G
	То:	I-81 N											
	From:	US 11											
(11) Ramp to I-81 S at Exit 32	Washington County	0.13 <b>390</b>	G						0.153	F		390	G
	To:	I-81 S											
Down to LOLC at Evit 20	From:	US 11							NIA			960	0
Ramp to I-81 S at Exit 39	Smyth County	0.13 <b>860</b> I-81 S	G		_				NA			860	G
	From:	US 11			1								
11 Ramp to I-81 N at Exit 39	Smyth County	0.13 <b>1700</b>	G						NA			1700	G
	To:	I-81 N											
	From:	Ramps US 11 N042A; U	JS 11 S042A										
(11) Ramp to I-81 S at Exit 44	Smyth County	0.15 <b>1500</b>	G						NA			1500	G
	Tα	I-81 South											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	US 11								_			
Ramp to I-81 S at Exit 67	Wythe County	0.47 430	G						0.124	F		430	G
	From		COLUMN DAD	17									
11 Ramp	Town of Christiansburg (Maint: 60	US 11 FROM RT 460 TO 81 0) 0.10 2600	G	IK.					0.108	F		2600	G
(11) Hamp	Town of Officialistation (Wallit: Of	•							0.100	•		2000	ŭ
11 Ramp	Town of Christiansburg (Maint: 60	US 11- 120C TO PARKY 0) 0.18 1200	G G						0.112	F		1200	G
(11) Hamp				DDW/					0.112	•		1200	ŭ
11 Ramp	Town of Christiansburg (Maint: 60	460-E124A FROM RT 11 AN 0) 0.15 5200	G PARKWAY	DRIV					0.140	F		5200	G
(11) Hamp		81-S118X FROM RT 11 & 4		AY					0.140	•		0200	ŭ
	From:	US 11- 120A TO PARKV	WAY DRIVE										
11 Ramp	Town of Christiansburg (Maint: 60		G						0.137	F		1500	G
	To:	US 460 FROM R	RT 11										
~	From:	US 11, Bus US 460 R											
(11) Ramp	Town of Christiansburg (Maint: 60		G						0.101	F		7500	G
	10:	US 460 East	t										
Ramp to I-81 S at Exit 162	Potestaurt County	US 11 0.11 1400	G						0.135	F		1400	G
11) nailip to 1-01 5 at Exit 102	Botetourt County	I-81 S	u						0.133	Г		1400	G
	From:	US 11											
11 Ramp to I-81 N at Exit 162	Botetourt County	0.19 370	G						0.110	F		370	G
(1)	To	I-81 N										- · · ·	

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

Route	Jurisdiction	Length AADT QA 4Ti	n Rue	Truck Axle 3+Axle 1Trail 2Trail	QC K Factor	$\cap k$	Dir AAWD ⁻ actor	T QW
Ramp to I-81 N at Exit 167	Botetourt County	US 11 0.13 770 G I-81 N]	0.105	F	770	G
Ramp to I-81 S at Exit 175	Rockbridge County	US 11 0.19 750 G I-81 S]	0.106	F	750	G
Ramp to I-81 N at Exit 175	Rockbridge County	US 11 0.21 310 G I-81 N			NA		310	G
11 Ramp	Rockbridge County	US 11-S194A FROM RT 11 0.09 1000 G I-81-N FROM RT 11 NORTH]	0.112	F	1000	G
11 Ramp	Rockbridge County	US 11 I-64-E055A FROM & TO IS 64 0.23 2900 G I-64-E FROM US 11SOUTH & NORTH			0.104	F	2900	G
11 Ramp	Rockbridge County	US 11 I-64-W055A FROM & TO IS 64 0.21 1500 G I-64-W FROM US 11SOUTH & NORTH	I		0.103	F	1500	G
Ramp to I-81 S at Exit 195	Rockbridge County	US 11 N 0.14 1300 G I-81 N]	0.094	F	1300	G
Ramp to I-81 N at Exit 195	Rockbridge County	Ramps US 11 S209B; US 11 N209B 0.16 2300 G I-81 N]	0.078	F	2300	G
Ramp to I-81 N at Exit 213	Augusta County	Ramps US 11 N227A; US 11 S227A 0.28 5800 G 1-81 N			0.103	F 0	.800 5800	G
Ramp to I-81 S at Exit 213	Augusta County	Ramps US 11 N227B; US 11 S227B 0.34 3500 G I-81 S]	0.089	F 0	.614 3500	G
11 Ramp US 11 to I-81 at Exit 243	Rockingham County	US 11 0.15 8000 G Ramp Split NB and SB			0.089	F	8000	G
Ramp US 11 to I-81 S at Exit 251	Rockingham County	0.24 3600 G I-81 S			0.084	F	3600	G
Ramp US 11 to I-81 N at Exit 251	From: Rockingham County Toc	Ramp Split NB and SB 0.35 4300 G I-81 N			0.101	F	4300	G
11 Ramp US 11 to I-81 at Exit 251	Rockingham County	US 11 0.23 6100 G Ramp Split NB and SB			0.078	F	6100	G

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

		. mary ar	iu miersiai	.500				Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		 : 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Ramp	Split NB and	d SB												
11 Ramp US 11 to I-81 S at Exit 251	Rockingham County	0.12	6100	N								0.078	Ν		6100	Ν
\hookrightarrow	To:		I-81 S													
	From:	Ramp	Split NB and	d SB												
11 Ramp US 11 to I-81 N at Exit 251	Rockingham County	0.49	NA									NA			NA	
\bigcirc	To:		I-81 N													
	From:	U	S 11, SR 259)												
Ramp to I-81 S at Exit 257	Rockingham County	0.17	3900	G								0.132	F		3900	G
\bigcirc	To:		I-81 S													
	From:		US 11													
Ramp to I-81 N at Exit 257	Rockingham County	0.14	730	G								0.108	F		730	G
\bigcirc	To:		I-81 N													
· · · · · · · · · · · · · · · · · · ·	From:	US 1	1 Old Valley	Pike												
Ramp to I-81 N at Exit 298	Shenandoah County	0.20	4500	G								NA			4500	G
	To:		I-81 N													
	From:	US 1	1 Old Valley	Pike												
Ramp to I-81 S at Exit 298	Shenandoah County	0.19	1600	G								NA			1600	G
	To:		I-81 S													
	From:		US 11													
Ramp to I-81 S at Exit 317	Frederick County	0.16	11000	G								NA			11000	G
(II)	To:		I-81 S													-
	From:		US 11				i									
Ramp to I-81 N at Exit 317	Frederick County	0.20	5900	G								NA			5900	G
(11) Hamp to For IV at 2 Ait of I	To:	0.20	I-81 N												0000	<u> </u>
North	From:	III	11 N, US 58	F												
11 Ramp to I-81 S at Exit 19	Washington County	0.06	1700	G	81%	1%	1%	1%	15%	1%	F	0.089	F		1800	G
Thamp to For our Exit 19	To:	0.00	I-81 S		0170	1 /0		1 /0	1070	1 /0	•	0.000	•		1000	ď
Novelo	From:	LIC	11 N, US 58	E												
North Ramp to I-81 N at Exit 19	Washington County	0.20	1400	G								0.116	F		1400	G
Thamp to For IV at Exit 15	Tax		I-81 North	<u> </u>								0.110	•		1400	a
NI	From:															
North 11 Ramp toward I-81 S at Exit 44	Smyth County	0.03	US 11 N									NA			NA	
Ramp toward I-81 S at Exit 44	Sillytil Coulty	0.03	I-81 S									INA			INA	
	Francis															
North	Town of Muthoville (Maint	00) 0.07	US 11									NIA			NA	
Ramp to I-81 N at Exit 73	Town of Wytheville (Maint:	98) 0.27	NA L O L NI									NA			INA	
			I-81 N													
North	From:	00) 0.10	US 11												NIA	
Ramp to I-81 S at Exit 73	Town of Wytheville (Maint:	98) 0.42	NA									NA			NA	
	10:		I-81 S													
North	From:		SR 100 N													
(11) Ramp to I-81 S at Exit 89	Pulaski County	0.17	240	G								NA			240	G
~	To		I-81 N													

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	QC K Factor	QK Dir Factor	AAWDT	QW
North (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO ROUTE RT 81 SOUTH 0.15 1100 G I-81-S118X FROM RT 11 NORTH		0.097	F	1100	G
North (11) Ramp	Town of Christiansburg (Maint: 60)	US 11 TO RT 81 NORTH 0.22 1200 G I-81-N118X FROM RT 11		0.087	F	1200	G
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 Ramp to I-81 N at Exit 180	Rockbridge County	US 11, S Lee Highway 0.04 NA I-81 N		NA		NA	
North Ramp to I-81 S at Exit 180	Rockbridge County	US 11 N 0.07 60 G I-81 S		0.167	F	60	G
North Ramp to I-81 N at Exit 195	Rockbridge County	US 11 N 0.03 2200 G Ramp US 11 S209B		0.078	F	2200	G
North Ramp toward I-81 N at Exit 213	Augusta County	US 11 N 0.03 2400 G Ramp US 11 227A		0.099	F	2400	G
North Ramp toward I-81 S at Exit 213	Augusta County	US 11 N 0.07 1500 G Ramp US 11 227B		0.084	F	1500	G
South (11) Ramp to I-81 S at Exit 19	Washington County	US 11 S, US 58 W 0.19 3300 G 81% 1% I-81 S		F 0.097	F	3400	G
South Ramp to I-81 N at Exit 19	Washington County	US 11 S, US 58 W 0.14 1100 G I-81 North		0.088	F	1100	G
South (11) Ramp toward I-81 S at Exit 44	Smyth County Tc.	US 11 S 0.05 NA I-81 S		NA		NA	
South (11) Ramp to I-81 N at Exit 89	Pulaski County	US 11 S 0.17 180 G I-81 N		NA		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		NA		610	G
South [11] Ramp	Town of Christiansburg (Maint: 60)	US 11 TO RT 81 SOUTH 0.22 1500 G I-81-S118X FROM ROUTE 11 SOUTH		0.107	F	1500	G

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

Route	Jurisdiction	on Lengtl	h AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q
outh 11 Ramp	Town of Christiansbu		1 TO RT 81 N 300	NORTH G								0.118	F		300	(
11 Ramp	Town of Officialista		N118X FRON				$\overline{}$					0.110	•		300	
outh	From	:	US 11 S													
Ramp to I-81 N at Exit	180 Rockbridge C	County 0.01	NA									NA			NA	
<i>→</i>	То	:	I-81 N													
outh	From	:	US 11 S													
Ramp to I-81 S at Exit	180 Rockbridge C	County 0.11	610	G								0.113	F		610	
~	To		I-81 S													
outh	From	:	US 11 S									0.40	_		4.5	
Ramp to I-81 N at Exit	195 Rockbridge C		45	G								0.18	F		45	
		K	mp US 11 S2	209B			1									
outh	Exit 213 Augusta Co	unty 0.02	US 11 S 470	G								0.144	F		470	
Ramp toward I-81 N at	LXII 213 Augusta CO		amp US 11 2:				_					0.144	•		470	
ath	From	:	US 11 S	2/11			1									
outh $\overbrace{11}$ Ramp toward I-81 S at	Exit 213 Augusta Co	unty 0.11	200	G								0.306	F		200	
- I main promand i or o ar	To To		amp US 11 2									0.000	•		200	
	From		S 11 Valley													
Braddock St	City of Winch	,	10000	F	96%	1%	2%	1%	1%	0%	F	0.093	F	0.637	11000	
P:)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 12000	F	96%	1%	2%	1%	1%	0%	F	0.091	F	0.55	13000	
	То		Gerrard St													
(50) (50) (522) Brad	dock St City of Winch	nester 0.53	7200	F	98%	1%	1%	0%	0%	0%	С	0.096	F		7700	
50 50 50 522 Brad	Combined Traffic Estimates for 2 Parallel		: 14000	F	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	15000	
	To To					. , ,		0,0	0,0	0 / 0		0.000	•	0.702	.0000	
522 50 522 Brad	dock St City of Winch	nester 0.17	Boscawen S 6700	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.604	7100	
[₁] [522] [50] [522] Brad	Combined Traffic Estimates for 2 Parallel			F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	
	To To					. , ,		0,0	0,0	0 / 0	•	0.000	•	0.0.0		
Braddock St	City of Winch	nester 0.28	Piccadilly S 2300	F	96%	1%	2%	1%	1%	0%	С	0.105	F	0.550	2400	
Braddock St	Combined Traffic Estimates for 2 Parallel			F	97%	1%	1%	1%	1%	0%	C	NA	•	0.000	9500	
	To	:	North Ave		01 70	1 /0		1 /0	1 /0	070	Ü	1471			5500	
~~	From		Braddock S													
North Ave	City of Winch		450	F	97%	1%	1%	0%	0%	0%	С	0.123	F	0.541	480	
<i>-</i>	Combined Traffic Estimates for Parallel	Roadways on this Route										NA			NA	
	To From		Loudoun St North Ave				-									
1 Loudoun St	City of Winch	nester 0.30	2500	F	98%	1%	0%	0%	0%	0%	С	0.095	F	0.635	2700	
Loudoun St	Combined Traffic Estimates for 2 Parallel			F	98%	1%	1%	0%	0%	0%	C	NA	-		9700	
	To To			•	/-	. , •		- / -	- / -	- / •	-					
Loudoun St	City of Winch	nester 0.24	Wyck St 4000	F	96%	1%	1%	1%	1%	0%	С	0.097	F	0.665	4200	
Loudoun St	•			F	90% 97%	1%	1%	1%	1%	0%	С	0.097	F	0.753	11000	
	Combined Traffic Estimates for 2 Parallel		S 11 Camero		3170	I 70	1 70	1 70	170	U%	U	0.092	г	0.753	11000	

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

-		Fillialy all						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		S Main St					017.5.00				. 4010.		. 40101		
(11) Liberty St	City of Harrison	burg 0.47	6900	G	97%	0%	1%	1%	1%	0%	С	0.085	F		7300	G
P	Combined Traffic Estimates for 3 Parallel R	oadways on this Route:	20000	N	96%	0%	1%	1%	1%	0%	Ν	NA			21000	Ν
	To	US 33	, W Market	Street												
(1,1) (33) Liberty St	City of Harrison		5100	G	95%	1%	2%	1%	2%	0%	С	0.092	F		5500	G
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	12000	N	96%	1%	1%	1%	1%	0%	Ν	NA			12000	N
	To		Rock St													
(1,1) (3,3) Noll Dr	From:∟ City of Harrison	burg 0.14	3500	G	97%	0%	1%	1%	1%	0%	F	0.091	F		3700	G
	Combined Traffic Estimates for 2 Parallel R	•	9900	N	96%	0%	1%	1%	1%	0%	Ν	NA			11000	N
	To:	•	Kratzer Ave				Ť	.,.	.,.							
ALT ALT	From:		W Main St													
(11) (460) 4th St	City of Salen		17000	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.546	18000	G
	To		Elm St													
ALT ALT	From: L	2.27			000/	20/		40/	40/	00/	_	0.00	_	0.500	00000	_
11 460 4th St	City of Salen	n 0.37	18000	G	96%	0%	1%	1%	1%	0%	С	0.09	F	0.528	20000	G
ALT ALT	To: From:		Union St													
(11) (460) 4th St	City of Salen	n 0.29	16000	G	96%	0%	1%	1%	1%	0%	F	NA			17000	G
	To		Colorado St													
ALT ALT	From:										_		_			_
(11) (460) 4th St	City of Salen	n 0.28	9400	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.589	10000	G
ALT ALT	To: From:	R	oanoke Blv	d												
11 (460) Texas St	City of Salen	n 0.31	11000	G	97%	0%	1%	0%	1%	0%	С	0.099	F	0.604	11000	G
	To		Idaho St													
ALT ALT	From:															_
(11) (460) Texas St	City of Salen	n 0.61	6100	G	97%	0%	1%	1%	1%	0%	С	0.097	F	0.564	6500	G
ALT ALT	To- From:	Ly	nchburg Tn	pk												
(11) (460) Texas St	City of Salen	n 0.24	2700	G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.965	2800	G
11) (400)	To:		Electric Rd	-												
ALT ALT	From:		Texas St													
(11) (460) (419) Electric Rd	City of Salen	n 0.53	20000	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.59	22000	G
ALT	To: From:	CD.	E Main St 419 Electric	DA												
11 460 E Main St	L City of Salen		15000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.524	17000	G
(11) (460) =	To:		CL Roanok		0070	. , ,		. 70	_,,	0 / 0	•	0.002	•	0.02		.
ALT	From:		ECL Salem													
(11) (460) Melrose Ave	City of Roano	ke 0.65	16000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.516	17000	G
ALT.	To- From:	<u>SR</u> 117	7 Peters Cre	ek Rd												
ALT 11 (460) Melrose Ave	City of Roano	ke 1.75	13000	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.508	14000	G
400)		1.70			5576	. , 0		. ,0	_,0	0,0	•	0.000	•	0.500	000	~
ALT ~~~	To: From:		24th St													
(11) (460) (116) Melrose Av	ve City of Roano		12000	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.506	13000	G
$\overline{\hspace{1cm}}$	To:	Sa	lem Turnpil	ke												

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

		Fillialy at						Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	20vlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	S.	alem Turnpik	Α			ZAXIE	3+Axie	TITALI	ZIIali		i actor		1 actor		
(11) (460) (116) Orange Ave	City of Roan		14000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.52	15000	G
\bigcirc	To:	10TH	ST, Gainsbor	ro Rd												
ALT Cronge Ave	City of Roan				069/	10/	10/	10/	00/	0%	0	0.004	Α	0.501	10000	۸
11 460 116 Orange Ave	City of Roan		18000	Α	96%	1%	1%	1%	2%	0%	С	0.094	А	0.501	19000	Α
ALT ALT	To: From:	I-581, U	S 220, ALT	SR 220												
(11) (460) (116) (220) Orang	ge Ave City of Roan	oke 0.24	36000	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	St												
(11) (250) Johnson St	City of Staur	nton 0.18	12000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.507	13000	G
But	To:		New St													
Bus (11) (250) New St	City of Stau	nton 0.17	Johnson St 1200	G	99%	0%	 1%	0%	0%	0%	F	0.13	F		1300	G
(11) (230) 11611 61	Combined Traffic Estimates for 2 Parallel			G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7800	G
	Tollien Traine Estimates for 21 drainer	_		<u> </u>	0070	0 70		0 70	0 70	0 70	•	0.000	•	0.07 4	7000	ŭ
Bus	From:		Frederick St													
(11) (250) New St	City of Staur		1000	G	99%	0%	1%	0%	0%	0%	С	0.135	F		1100	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6000	G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	6300	G
Pug	Tec From:	Cl	hurchville Av	e												
Bus 11 250 Augusta St	City of Staur	nton 0.02	9800	N	99%	0%	1%	0%	0%	0%	N	0.09	N	0.554	10000	N
(11) (230) . Laguetta et	To:		Sunnyside St		0070	0,0		0,0	0,0	0,0		0.00		0.00	.0000	
Bus	From:		hurchville Av													
(11) Augusta St	City of Staur	nton 0.41	8100	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.526	8600	G
Bus	To: From:	E	Edgewood Rd													
11 Augusta St	City of Staur	nton 0.28	9300	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.507	9900	G
(II)	To			-				-,-	• , •	- , -	·		-			-
Bus	From:	1	Lambert St													
(11) Augusta St	City of Staur	nton 1.14	5000	G	98%	0%	1%	0%	0%	0%	С	0.093	F	0.518	5300	G
Bus	To: From:		Coalter St				\Box									
11 Augusta St	City of Staur	nton 0.71	7200	G	98%	0%	1%	0%	0%	0%	F	0.100	F	0.505	7600	G
	To:		1 Commerce													
Bus	From:		Augusta St							_						
Johnson St	City of Staur	nton 0.06	11000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.568	12000	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		250 Par, New													
Bus Augusta Ct	From:		254 Beverly		000/	00/		00/	00/	00/	_	0.005	_	0.700	0500	_
11 250 Augusta St	City of Stau		6200	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.723	6500	G
-	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	7400 Johnson St	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7800	G
		l .	Johnson St													

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		QK		AAWDT	QW
From:	US 250 I	Par; Sunny	side St												
City of Staunton	0.43	4900	G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.621	5300	G
Combined Traffic Estimates for 2 Parallel Roadways		6000	G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	6300	G
To:	SR 25	54 Beverly	St												
From:		US 11		070/	40/	40/	00/	00/	00/	_	0.444		0.500	7000	_
Hockbridge County	0.03	7500	G	97%	1%	1%	0%	0%	0%	F	0.111	N	0.532	7600	G
To- From:	SCI	L Lexingto	n												
City of Lexington	0.39	2900	G	97%	1%	1%	0%	0%	0%	С	0.111	F	0.532	3100	G
To: From:	Th	nornhill Rd													
City of Lexinaton	0.16	4900	G	97%	1%	1%	0%	0%	0%	F	0.101	F	0.672	5300	G
To															
Prom:			_	070/	10/	10/	00/	00/	00/	_	0.000	_	0.500	F000	_
City of Lexington			G	97%	1%	1%	0%	0%	0%	Г	0.093	Г	0.593	5000	G
To- From:		White St													
City of Lexington	0.31	3100	G	99%	0%	1%	0%	0%	0%	F	0.117	F		3300	G
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	5200	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.580	5500	G
To- From:	<u> </u>	Nelson St													
City of Lexington	0.24	5700	G	99%	0%	1%	0%	0%	0%	F	0.092	F		6000	G
Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	8900	G	99%	0%	1%	0%	0%	0%	F	NA			9500	G
To- From:	Je	efferson St				_									
City of Lexington	0.37	9500	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.512	10000	G
To To				0070	0,0		0,0	0,0	0,0	•	0.000	•	0.0.2	.0000	<u> </u>
From:										_					
City of Lexington			-		0%	1%	0%	0%	0%	C	0.095	F	0.544	11000	G
From:				liway		_									
City of Lexinaton				99%	0%	1%	0%	0%	0%	F	0.112	F		2200	G
, ,										F		F	0.580		G
То-															
From:				000/	00/	10/	00/	00/	00/	0	0.00	_		2400	_
												г			G G
To:				9970	076	1 70	076	0%	U 70	Г	IVA			9300	G
From															
City of Bristol	0.21	1200	G	98%	0%	0%	0%	1%	0%	F	0.099	F	0.533	1300	G
To		5 Piedmon													
City of Bristol	0.34	2900	G	98%	0%	0%	0%	1%	0%	F	NA			3100	G
	City of Staunton Combined Traffic Estimates for 2 Parallel Roadways of Front Rockbridge County Front City of Lexington Combined Traffic Estimates for 2 Parallel Roadways of Front City of Lexington Combined Traffic Estimates for 2 Parallel Roadways of Front City of Lexington Combined Traffic Estimates for 2 Parallel Roadways of Front City of Lexington Combined Traffic Estimates for 2 Parallel Roadways of Front City of Lexington Combined Traffic Estimates for 2 Parallel Roadways of Front City of Lexington	City of Staunton 0.43	City of Staunton	City of Staunton	City of Staunton 1.43 4900 63 99% 69% 6000 69 99% 6000 69 99% 6000 60 99% 6000 60 99% 6000 60 99% 6000 60 99% 6000 60 97% 6000 6000 60 97% 6000	Prome	August August	Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2 Parallel Roadways on this Route: Second Combined Traffic Estimates for 2	Cambined Traffic Estimates for 2 Parallel Roadways on this Route: Same to the state of the s	City of Lexington D.31 Store S	Combined Traffic Estimates for 2 Parallel Roadways on this Route 1998 199	City of Lexington City	March Marc	March Marc	Mary Mary

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

5 .	1 2 2 2		.			Trι	uck		-00	K	014	Dir	4 4 1 4 / D.T.	_
Route	Jurisdiction	Length AADT	QA 4T	re Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
ruck Truck	From:	US 421 Cumberla												
11 \ (19 \) Randall St	City of Bristol	0.93 5800	G 99	% 0%	0%	0%	0%	0%	С	0.097	F	0.5	6100	(
\sim	To:	SR 113 Moore St; Oak												
ruck Truck	From:	Cumberland S							_		_			
11) (113) (19) Moore St	City of Bristol	0.12 7800	G 97	% 1%	1%	0%	0%	0%	F	0.087	F	0.533	8300	
* * *	To:	Euclid Ave												
~~	From:	North Carolina Stat	te Line											
13 Whaleyville Blvd	City of Suffolk	5.37 4800	A 88	% 0%	1%	1%	11%	0%	С	0.1	Α	0.631	4700	
<i></i>	Toc	133-616 Mineral Sp	ring Rd											
13 Whaleyville Blvd	City of Suffolk	1.28 10000	F 88	% 0%	1%	1%	11%	0%	F	0.071	F	0.553	10000	
13) Whaley vine Elva	only of Guillon			70 070	. , ,	1 /0	1170	0 70	•	0.071	•	0.000	10000	
~~	To: From:	133-677 Great For												
13 Whaleyville Blvd	City of Suffolk	0.82 7600	F 88	% 0%	1%	1%	11%	0%	F	0.086	F	0.672	7400	
~	To	133-675 Cypress Ch	apel Rd											
13 Whaleyville Blvd	City of Suffolk	2.22 7600	F 88	% 0%	1%	1%	11%	0%	F	0.086	F	0.676	7400	
,	, .													
~~	From:	133-759 S, Liberty Sprii		-,,							_			
13 Whaleyville Blvd	City of Suffolk	1.06 8900	F 88	% 0%	1%	1%	11%	0%	F	0.087	F	0.676	8800	
~	To: From:	133-759 N, Babbto	wn Rd											
13 Whaleyville Blvd	City of Suffolk	2.56 9500	F 88	% 0%	1%	1%	11%	0%	F	0.087	F	0.698	9300	
	To:	SR 32 Carolina	Rd											
	From:	SR 32 Whaleyville	Blvd											
13 (32) Carolina Rd	City of Suffolk	1.64 16000	F 88	% 0%	1%	1%	11%	0%	F	0.085	F	0.703	15000	
\sim	To:	Bus US 13												
<u> </u>	From:	Bus US 13, SR 32 Ca												
13 Southwest Suffolk Bypass	City of Suffolk	2.80 12000	F 86	% 1%	1%	2%	10%	0%	С	0.097	F	0.661	11000	
~	To:	US 58 Holland	Rd											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Bus US 58							_		_		.=	
13 (58) Suffolk Bypass	City of Suffolk	1.41 <b>39000</b>	<b>F</b> 85	% 1%	1%	1%	13%	0%	F	0.085	F	0.620	37000	
<del>*</del> *	To: From:	61-604 Pitchkittle	e Rd											
13 (58) Suffolk Bypass	City of Suffolk	1.88 <b>41000</b>	<b>F</b> 85	% 1%	1%	1%	13%	0%	F	0.084	F	0.626	39000	
	To	US 460 Pruden I	21 1											
Suffalk Pyrago	City of Suffolk		<b>G</b> 92	% 0%	1%	1%	6%	0%	F	NA			49000	
13 58 460 Suffolk Bypass	City of Surioik	0.93 <b>47000</b>	<b>G</b> 92	70 U70	1 70	1 70	0%	0%	Г	INA			49000	
	To: From:	SR 10 SR 32 Godw	in Blvd											
13 \ \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \	City of Suffolk	1.87 <b>56000</b>	<b>F</b> 92	% 0%	1%	1%	6%	0%	F	0.085	F	0.597	58000	
$\rightarrow \bigcirc \bigcirc$	To	61-642 Wilroy	DA											
13 \ \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \	City of Suffolk	2.30 <b>47000</b>	<b>F</b> 92	% 0%	1%	1%	6%	0%	F	0.084	F	0.618	49000	
13) (58) (460) Suffolk Bypass	Only of Guillon	2.00 41000	1 52	70 070	1 /0	1 /0	0 /0	0 70		0.004	•	0.010	+3000	
	Trov. From:	Bus US 13,Bus US 58 M												
13 \ \( \) \( \) \( \) \( \) \( \) \( \) Military Highway	City of Suffolk	3.46 <b>68000</b>	<b>F</b> 92	% 0%	1%	1%	6%	0%	F	0.086	F	0.621	71000	
$\sim \sim$	Tα	Bus US 13												
~~~~~	From	ECL Suffolk												
13) (58) (460) Military Highway	City of Chesapeake (Maint: 64)	2.94 69000	A 92	% 0%	1%	1%	6%	0%	С	0.097	Α	0.576	71000	
\sim \sim	To	I-664												

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
City of Chasapasko (Mair	at: 64) 0.11	I-664	G	020/	09/	10/	10/	69/	n º/	_	0.101	_	0 522	11000	G
Tr.	· · · · · · · · · · · · · · · · · · ·		G	9270	076	170	1 70	076	0%	Г	0.101	Г	0.555	11000	G
From:															
City of Chesapeake	0.18	6700	F	91%	1%	2%	2%	4%	0%	F	0.137	F	0.723	7100	F
To- From:	SR 191	, S Military I	Hwy			\neg —									
City of Chesapeake	0.45	5300	F	91%	1%	2%	2%	4%	0%	F	0.151	F	0.726	5600	F
Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	5300	F								NA			NA	
To	Ramp from	n I-664: Shae	efer Av	e		\neg —									
City of Chesapeake	•	8000	F	91%	1%	2%	2%	4%	0%	С	0.150	F	0.523	8500	F
Too		I-64													
City of Chesapeake	1.37	16000	F	97%	0%	1%	1%	1%	0%	F	0.105	F	0.527	17000	F
To		naa Waahinat	ton Hr												
From: City of Chesapeake				-	0%	1%	1%	1%	0%	F	0.105	F	0.53	17000	F
To.							.,.	.,.	- , -	-		-			-
City of Chesanaaka				07%	Nº/-	10/-	10/_	10/_	Nº/-		0 135	Δ	0.560	20000	Α
Oity of Offesapeake				31 /6	0 70	1 /0	1 /0	1 /0	0 /6	O	0.133	^	0.503	23000	
City of Changanaka				070/	00/	10/	10/	10/	00/		0.107		0.505	20000	F
City of Chesapeake	0.31	28000	Г	97%	0%	176	170	170	0%	Г	0.107	Г	0.525	30000	Г
To: From:		I-464								_		_			
City of Chesapeake	0.78	23000	F	97%	0%	1%	1%	1%	0%	F	0.102	F	0.514	24000	F
To- From:															
City of Chesapeake	0.65	24000	F	97%	0%	1%	1%	1%	0%	F	0.103	F	0.591	25000	F
To: From:	SR 168	Battlefield I	Blvd												
City of Chesapeake	0.72	24000	F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.556	26000	F
To		Allison Dr													
City of Chesapeake		27000	F	97%	1%	1%	0%	1%	0%	С	0.096	F	0.603	29000	F
To	Gre	enbrier Pkwy	v												
City of Chesapeake		30000	F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.501	32000	F
To:		Virginia Bea	ıch												
From:															
City of Virginia Beach	n 0.67	26000	G	98%	0%	1%	0%	1%	0%	С	0.109	F	0.611	28000	G
To: From:		lian River Rd	i												
City of Virginia Beach		44000	G	98%	0%	1%	0%	0%	0%	F	0.112	F	0.609	47000	G
To			1.												
				98%	0%	1%	0%	0%	0%	С	0 101	F	0 641	47000	G
only of Norton	0.00		<u> </u>	00 /0	0 /0	- 70	J /J	0 /0	0 /0	J	0.101	•	0.071	47000	u
To:		I-264				-									
City of Norfolk	0.95	44000	G	97%	1%	1%	0%	1%	0%	F	0.086	F	0.600	47000	G
	City of Chesapeake Combined Traffic Estimates for 2 Parallel Roads City of Chesapeake City of Chesapeake City of Chesapeake	City of Chesapeake (Maint: 64) 0.11 To	City of Chesapeake (Maint: 64) 0.11 10000 Tro	City of Chesapeake (Maint: 64)	City of Chesapeake Maint: 64)	City of Chesapeake (Maint: 64)	Section College Abul College A		City of Chesapeake Maint Maint						

Virginia Department of Transportation Traffic Engineering Division 2014 Annual Average Daily Traffic Volume Estimates By Section of Route Primary and Interstate Routes

AAWDT Factor AAWDT 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
0.587 33000 0.602 35000 0.557 83000 0.539 63000 0.628 38000
0.587 33000 0.602 35000 0.557 83000 0.539 63000 0.628 38000
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0.582 25000
0.582 25000
0.302 23000
0.511 11000
8300
0.524 9500
0.524 5500
0.529 11000
0.523 13000
0.523 13000
0.323 13000
0.523 13000
0.523 13000
0.537 13000
0.007 10000
0.537 13000
0.526 12000

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

Davita	luvia diakia a	Laureth AADT C	A 4T:	- D		Tru	ck		00	K	OK	Dir	AAMDT	OW
Route	Jurisdiction	Length AADT C	A 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:	SCL Eastville												
13 Lankford Hwy	Town of Eastville (Maint: 65)	0.24 14000	N 92%	6 0%	1%	1%	6%	0%	Ν	0.074	N	0.526	12000	N
	To- From:	NCL Eastville												
13 Lankford Hwy	Northampton County	1.03 14000	N 92%	6 0%	1%	1%	6%	0%	Ν	0.074	Ν	0.526	12000	Ν
<u> </u>	To:	Bus US 13 N of Eastv	ille		— ⊢									
13 Lankford Hwy	Northampton County		G 92%	6 0%	1%	1%	6%	0%	F	0.077	F	0.503	14000	G
	To				 1									
13 Lankford Hwy	From: Northampton County	65-628 James Allen I 3.29 15000	G 92%	6 0%	1%	1%	6%	0%	F	0.075	F	0.506	14000	G
13 Lankford Hwy	Northampton County	3.29 13000	G 927	0 /0	1 /0	1 /0	0 /0	0 /6	'	0.073	'	0.500	14000	G
~~~	To: From:	65-620 Birdsnest D												
13 Lankford Hwy	Northampton County	2.41 <b>16000</b>	<b>G</b> 92%	6 0%	1%	1%	6%	0%	F	0.076	F	0.553	14000	G
<u> </u>	To:	SCL Nassawadox			<u> </u>									
13 Lankford Hwy	Town of Nassawadox (Maint: 65)	0.85 <b>16000</b>	N 92%	6 0%	1%	1%	6%	0%	Ν	0.076	Ν	0.553	14000	Ν
	To	65-678 Pine Ave												
13 Lankford Hwy	Town of Nassawadox (Maint: 65)		<b>G</b> 92%	6 0%	1%	1%	6%	0%	F	0.078	F	0.543	16000	G
(13) Zamilora i iii,	Town of Hassawadox (Marit: 50)		<b>u</b> 027	0 070		1 70	070	070	•	0.070	•	0.010	10000	ŭ
~	From:	NCL Nassawadox						221						
13 Lankford Hwy	Northampton County	2.63 <b>17000</b>	N 92%	6 0%	1%	1%	6%	0%	Ν	0.078	N	0.543	16000	N
~	To- From:	Bus US 13 S of Exmo	ore											
13 Lankford Hwy	Northampton County	1.25 <b>18000</b>	<b>G</b> 92%	6 0%	1%	1%	6%	0%	F	0.077	F	0.519	16000	G
<u> </u>	To	SCL Exmore												
13 Lankford Hwy	Town of Exmore (Maint: 65)		N 92%	6 0%	1%	1%	6%	0%	Ν	0.077	Ν	0.519	16000	Ν
,	T													
Lankford Lhur	From:	SR 183 Exmore	<b>G</b> 92%	6 0%	10/	10/	60/	00/	F	0.070	F	0.504	17000	
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.52 <b>18000</b>	G 929	0 0%	1%	1%	6%	0%	Г	0.078	Г	0.504	17000	G
~~~	T _{co} . From:	SR 178 Belle Haven I												
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.21 17000	G 92%	6 0%	1%	1%	6%	0%	F	0.079	F	0.517	15000	G
<u> </u>	To	NCL Exmore												
13 Lankford Hwy	Northampton County		N 92%	6 0%	1%	1%	6%	0%	Ν	0.079	Ν	0.517	15000	Ν
	To:	Bus US 13 Exmore; 65-	-687											
~~	From:	US 13 Bus Exmore; 65-												
13 Lankford Hwy	Accomack County (Maint: 65)		G 92%	6 0%	1%	1%	6%	0%	F	0.080	F	0.536	17000	G
<u> </u>	To:	Accomack County Li												
Landford Llung	Assemble County	Northhampton County		6 0%	10/	10/	C 0/	00/	F	0.070	F	0.500	10000	F
13 Lankford Hwy	Accomack County	2.94 17000	F 92%	0%	1%	1%	6%	0%	г	0.078	г	0.509	16000	г
~~	To- From:	SCL Painter												
13 Lankford Hwy	Town of Painter (Maint: 01)		N 92%	6 0%	1%	1%	6%	0%	Ν	0.078	Ν	0.509	16000	Ν
<u>~</u>	Tor	01-614 Hickman St												
Landfand Dec	Town of Dobbs (Alabata 24)	01-614 Wayside Dr			10/	10/	00/	00/	_	0.004	_	0.510	10000	_
13 Lankford Hwy	Town of Painter (Maint: 01)	0.46 17000	F 92%	6 0%	1%	1%	6%	0%	F	0.081	F	0.512	16000	F
	To: From:	NCL Painter												
13 Lankford Hwy	Accomack County	1.84 17000	N 92%	6 0%	1%	1%	6%	0%	Ν	0.081	Ν	0.512	16000	Ν
\smile	Τα:	SCL Keller												

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	QW
13 Lankford Hwy	Town of Keller (Maint: 01)	9.38 SCL Keller 0.38 17000	N	92%	0%	1%	10/	6%	0%	N	0.081	N	0.512	16000	N
13 Lankford Hwy	rown of Relief (Maint. 01)		IN	92%	0%	1 76	1%	0%	0%	IN	0.061	IN	0.512	16000	IN
13 (180) Lankford Hwy	Town of Keller (Maint: 01)	S SR 180 0.45 18000	F	92%	0%	1%	1%	6%	0%	F	0.079	F	0.511	16000	F
13) (180),	Τα	NCL Keller	-				.,,		* / *						
13 (180) Lankford Hwy	Accomack County	0.01 18000	N	92%	0%	1%	1%	6%	0%	Ν	0.079	Ν	0.511	16000	Ν
	Tæ	N SR 180				<u> </u>									
13 Lankford Hwy	Accomack County	0.53 18000	F	96%	0%	1%	0%	2%	0%	F	0.080	F	0.519	17000	F
<i></i>	To:	01-734 Gospel Tem	nple Rd			<u> </u>									
13 Lankford Hwy	Accomack County	1.01 20000	F	92%	0%	1%	1%	6%	0%	F	0.090	F	0.545	18000	F
~	To: From:	SCL Melfa				<u> </u>									
13 Lankford Hwy	Town of Melfa (Maint: 01)	0.37 20000	F	92%	0%	1%	1%	6%	0%	F	0.091	F	0.562	18000	F
	To: From:	01-T626													
13 Lankford Hwy	Town of Melfa (Maint: 01)	0.50 20000	G	92%	0%	1%	1%	6%	0%	F	NA			18000	G
~	To: From:	NCL Melfa													
13) Lankford Hwy	Accomack County	2.16 19000	F	92%	0%	1%	1%	6%	0%	F	0.081	F	0.538	18000	F
~	To: From:	SCL Onley		2221											
13 Lankford Hwy	Town of Onley (Maint: 01)	1.00 20000 SR 179	F	92%	0%	1%	1%	6%	0%	F	0.08	F	0.537	18000	F
	From:	SR 179 Main S	St												
13 Lankford Hwy	Town of Onley (Maint: 01)	0.17 20000	F	92%	0%	1%	1%	6%	0%	F	0.082	F	0.547	18000	F
~	To- From:	NCL Onley													
13 Lankford Hwy	Accomack County	2.97 17000	F	92%	0%	1%	1%	6%	0%	F	0.082	F	0.562	15000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	SCL Accoma													
13) Lankford Hwy	Town of Accomac (Maint: 01)	0.15 <b>19000</b>	F	92%	0%	1%	1%	6%	0%	F	0.095	F	0.563	17000	F
~~	From:	NCL Accoma		2221		$\rightarrow$									
13 Lankford Hwy	Accomack County	1.39 <b>18000</b>	F	92%	0%	1%	1%	6%	0%	F	0.080	F	0.507	16000	F
Longstord Lhans	To: From:	US 13 Bus N of Ac		000/	0%	10/	10/	69/	00/		0.000		0.510	10000	
13 Lankford Hwy	Accomack County	4.48 <b>17000</b>	F	92%	0%	1%	1%	6%	0%	F	0.082	F	0.519	16000	F
13 Lankford Hwy	Accompany County	01-676 Muttonhun 8.19 <b>17000</b>	nk Rd <b>F</b>	92%	0%	1%	1%	6%	0%	F	0.083	F	0.565	16000	F
13 Lankford Hwy	Accomack County				0%	1 70	1 70	0%	0%	Г	0.063	Г	0.565	16000	Г
13 Lankford Hwy	Accomack County	01-695 Temperanceville I 3.69 <b>16000</b>	Rd; Sax <b>F</b>	92%	0%	1%	1%	6%	0%	F	0.081	F	0.531	15000	F
13) Lamidia i my	To			JL /0	0 /0	- /0	1 /0	J /0	0 /0	'	0.001	•	0.001	10000	'
13 Lankford Hwy	Accomack County	SR 175 Nashs Co 4.09 <b>18000</b>	orner A	92%	0%	1%	1%	6%	0%	С	0.139	Α	0.551	16000	Α
	То	Maryland State I			- / -		· <del>-</del>								
	From:	US 13 TO I-64 W	/EST												
13 Ramp	City of Chesapeake (Maint: 64)	0.35 <b>NA</b>									NA			NA	
~	To: I-6	4-W FROM RT 1300- MILIT	TARY	HIGHWA	Y										

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

Route	Jurisdiction	n Length	AADT QA	4Tire Bus	Ti 2Axle 3+Axle		$\cap$	K Factor	QK	Dir Factor	AAWDT	QW
13 Ramp	From: City of Chesapeake	(Maint: 64) 0.41	3 TO I-64 EAST 13000 G					0.1	F		13000	G
	To:		300- MILITARY H AND FROM RT 40									
13 Ramp	City of Chesapeake (		<b>6200 G</b> -S FROM RT 13					0.124	F		6200	G
13 Ramp	From City of Chesapeake (	(Maint: 64) 0.23	002A TO AND FRO <b>3400 G</b> N FROM RT 13	OM RT				0.099	F		3400	G
(13) Ramp	From City of Norfolk (Ma	US 13-N045A Uaint: 64) 0.12	US 13-S045A FROM <b>24000 G</b> E FROM RT 13	M RT 1				0.095	F		24000	G
North 13 Ramp	From City of Norfolk (Ma	US 13 aint: 64) 0.22	3 TO I-64 WEST  NA  US 13- 45A FROM	RT 1				NA			NA	
North 13 Ramp	From City of Norfolk (Ma	US 13 TO ROU	JTE 264 EAST CO	LL RD				0.114	F		8900	G
North 13 Ramp	From City of Norfolk (Ma	US 13 TO ROU	TE 264 WEST CO 2800 G	LL RD				0.128	F		2800	G
South (13) Ramp	From City of Norfolk (Ma	aint: 64) 0.08	S 13 TO I-64 29000 G					0.086	F		29000	G
South (13) Ramp	From: City of Norfolk (Ma To:	aint: 64) 0.35	O RT 64 EAST & V NA US 13- 45A FROM					NA			NA	
South 13 Ramp	From: City of Norfolk (Ma	aint: 64) 0.19	TO I-64 EAST & V NA ROM RT 13 SOUT					NA			NA	
South 13 Ramp	From: City of Norfolk (Ma ™		JTE 264 EAST CO <b>9500 G</b> I RT 13 SOUTH-M					0.086	F		9500	G
South (13) Ramp	From City of Norfolk (Ma		TE 264 WEST CO 7500 G					0.096	F		7500	G
Bus (13) Coastal Blvd	From L Town of Onley (Ma	US aint: 01) 0.98	13 S of Onley 3500 F	98% 0%	1% 0%	1% 0	% F	0.098	F	0.541	3600	F
Bus (13) Coastal Blvd	Troil Accomack Coi		3500 N US 13	98% 0%	1% 0%	1% 0	% N	0.098	N	0.541	3600	N

# 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 Front Ct	From:	0.40	US 13		000/	00/	10/	00/	10/	00/	N.I.	0.104	NI	0.547	0500	
Front St	Accomack County	0.42	2400	N	98%	0%	1%	0%	1%	0%	N	0.104	N	0.547	2500	1
us	To: From:	SR	126; SR 3	16												
Front St	Accomack County	1.01	2400	F	98%	0%	1%	0%	1%	0%	F	0.104	F	0.547	2500	
JS	To: From:	01-6	559 Wharton	ı Rd												_
Front St	Accomack County	0.79	2100	F	98%	0%	1%	0%	1%	0%	С	0.106	F	0.557	2200	
J	To. From	S	CL Accoma	ıc												
Front St	Town of Accomac (Maint: 01)	0.31	2100	N	98%	0%	1%	0%	1%	0%	Ν	0.106	N	0.557	2200	
	то-		4 Courthous					• , •								
S Trant Ct	Town of Accomac (Maint: 01)				98%	0%	1%	0%	1%	00/	F	0.007	F	0.520	2100	
Front St	Town of Accomac (Maint. 01)	0.89	2100	F	90%	0%	176	0%	170	0%	Г	0.097	Г	0.520	2100	
S	Tro: From:		CL Accoma													_
Front St	Accomack County	0.96	2100	N	98%	0%	1%	0%	1%	0%	Ν	0.097	N	0.520	2100	
	Toc		3 N of Acco													_
s 3 Main St	Northampton County	0.40	13 S of Exm 2200	nore <b>G</b>	96%	1%	1%	0%	2%	0%	С	0.098	F	0.586	2300	
Wall St	Northampton Godnity				30 /6	1 /0	1 /6	0 /6	2 /0	0 /6	O	0.030	'	0.500	2300	
s S	From:		SCL Exmore													
Main St	Town of Exmore (Maint: 65)	1.10	2200	N	96%	1%	1%	0%	2%	0%	N	0.098	N	0.586	2300	
S S	To: From:	SR 17	8 Belle Have	en Rd												_
Lincoln Ave	Town of Exmore (Maint: 65)	0.47	2200	N	96%	1%	1%	0%	2%	0%	Ν	0.098	Ν	0.586	2300	
s	Tcc From:	1	NCL Exmore	e												
Lincoln Ave	Northampton County	0.17	2200	N	96%	1%	1%	0%	2%	0%	Ν	0.098	Ν	0.586	2300	
	To:	US	13 N of Exm	nore												
S	From:	US	13 S of East	ville												
Courthouse Rd	Northampton County	1.17	1400	G	97%	1%	1%	0%	0%	0%	С	0.117	F	0.603	1500	
S	To: From:	S	CL Eastville	e												
Courthouse Rd	Town of Eastville (Maint: 65)	0.17	1400	N	97%	1%	1%	0%	0%	0%	Ν	0.117	Ν	0.603	1500	
<i></i>	To	65	i-631 Eastvil	lle			<del>-</del>									
s Courthouse Rd	Town of Eastville (Maint: 65)	0.19	1700	G	97%	1%	1%	0%	0%	0%	F	0.125	F	0.522	1700	
3) Courmouse rid	Town of Eastvine (Maint. 66)				01 70	1 /0	170	0 70	0 70	0 /0	•	0.120	•	0.022	1700	
5	From:		CL Eastville												.=	
Courthouse Rd	Northampton County	1.18	1700 13 N of East	N	97%	1%	1%	0%	0%	0%	N	0.125	N	0.522	1700	
	From-															_
s 3 Bayside Dr	Northampton County	0.80	13 S of Cher 2000	riton <b>G</b>	97%	1%	1%	0%	1%	0%	С	0.099	F	0.624	2100	
5) = 2,0:00 2:	To		CL Cheritor		0.70	. /0		0,0	. /0	0 / 0	-	5.500	•	J.JL 1		

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

В				4			Tru	ıck		0.0	K	014	Dir	A A14/5-T	<u> </u>
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	SCL Cheritor													
13) Bayside Dr	Town of Cheriton (Maint: 65)	0.79 <b>2000</b>	N	97%	1%	1%	0%	1%	0%	N	0.099	Ν	0.624	2100	١
<del>~</del>	To:	US 13 Cherito	on												
Bus 13) (32) Carolina Rd	From:	US 13 Southwest Suffo													
(32) Carolina Rd	City of Suffolk	1.17 <b>10000</b>	F	88%	0%	1%	1%	11%	0%	F	0.082	F	0.676	9900	
Rue	To- From:	Old SCL Suffe	olk												_
Bus 13 (32) Carolina Rd	City of Suffolk	0.54 <b>10000</b>	F	88%	0%	1%	1%	11%	0%	F	0.087	F	0.602	10000	
15) (32)	To:	Fayette St													
Bus	From:	US 13; SR 32 Fay	ette St												
32 Main St	City of Suffolk	0.34 <b>9300</b>	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.585	9900	
$\sim$ $\sim$	To: From:	Begin SR 10	)			<u> </u>									
$\overbrace{13}^{32}$ $(32)$ $(10)$ Main St	City of Suffolk	0.68 <b>18000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			19000	(
13) (32) (10) Main St	To:	US 58; Bus US		0070	0,0		0,0	0 / 0	0 / 0	•				.0000	
Bus Bus Bus	From:	SR 32 Main S													_
13) (58) (460) Constance Rd	City of Suffolk	0.88 <b>16000</b>	F	97%	0%	1%	0%	2%	0%	F	0.08	F	0.566	17000	
$\rightarrow \bigcirc \bigcirc$	To	Pinner St													
Bus Bus Bus Dertementh Blad	City of Cuffolk		F	070/	00/	10/	00/	00/	00/	0	0.004	_	0.505	17000	
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>16000</b>		97%	0%	1%	0%	2%	0%	С	0.084	F	0.525	17000	
Bus Bus Bus	To: From:	SR 337 Washingt	ton St												
13 \ \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \	City of Suffolk	1.22 <b>23000</b>	F	96%	0%	1%	1%	2%	0%	С	0.081	F	0.579	24000	
	To:	US 13, US 58, US	S 460												
	From:	US 60 Anderson	Hwy												_
13) Old Buckingham Rd	Cumberland County	7.19 <b>900</b>	F	91%	0%	2%	1%	6%	0%	С	0.094	F	0.593	920	
	To:	Powhatan County	Line Line												
	From:	Cumberland Count								_		_			
13) Old Buckingham Rd	Powhatan County	4.07 <b>1400</b>	F	91%	0%	2%	1%	6%	0%	F	0.104	F	0.62	1400	
<u> </u>	From:	72-638 Gills Ro 72-638 Gills R													_
13) Old Buckingham Rd	Powhatan County	6.51 <b>1800</b>	F	91%	0%	2%	1%	6%	0%	F	0.109	F	0.678	1800	
13) 3.6 243g	- Cimatan Stanty			0.70	0,0		. , 0	0,70	0 / 0	•	000	•	0.07.0	.000	
Old Buokingham Bd	Powhatan County	72-609 Giles Brid 2.22 <b>6300</b>	lge Rd <b>F</b>	97%	1%	1%	1%	1%	0%	С	0.101	F	0.612	6500	
13) Old Buckingham Rd	Powhatan County	2.22 6300	Г	97%	170	1%	170	170	0%	C	0.101	Г	0.612	6500	
	To: From:	72-1002 Emmanual C													—
13) Old Buckingham Rd	Powhatan County	1.44 <b>2500</b>	F	97%	1%	1%	1%	1%	0%	F	0.117	F	0.601	2500	
<u></u>	To: From:	72-1005 Skaggs	s Rd												
13) Old Buckingham Rd	Powhatan County	0.28 <b>2300</b>	F	97%	1%	1%	1%	1%	0%	F	0.107	F	0.594	2300	
$\checkmark$	To:	SR 300 Courthouse Ta	avern La	ne		<b>—</b> —									
13) Old Buckingham Rd	Powhatan County	2.37 <b>2200</b>	F	97%	1%	1%	1%	1%	0%	F	0.099	F	0.636	2300	
<u></u>	To:	US 60 James Anders													
	From	US 360; St Stephens	s Church			1									
14) The Trail	King & Queen County	6.14 <b>390</b>	G	84%	1%	2%	2%	11%	0%	F	0.118	F	0.536	400	(
14)	Tar	49-629 Walkerto		0.70	. 70	<del>-</del> í	_,0	, 0	3 / 0	•	50	•	0.000	.00	`

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

			ites			Tru	ıck			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 <b>550 G</b>	84%	1%	2%	2%	11%	0%	F	0.106	F	0.5	570	(
<u> </u>	To:	49-620 W, Duck Pond Rd			$\lnot$ $\vdash$									
14) The Trail	King & Queen County	9.74 <b>330 G</b>	84%	1%	2%	2%	11%	0%	С	0.088	F	0.576	340	
	To	49-617 Carletons Corner Rd												
14) The Trail	King & Queen County	5.63 <b>840 G</b>	84%	1%	2%	2%	11%	0%	F	0.094	F	0.583	860	
14)	To													
The Trail	King & Queen County	49-614 Clifton Lane 6.81 <b>2000 G</b>	84%	1%	2%	2%	11%	0%	F	0.102	F	0.592	2000	
The Trail	King & Queen county		0470	1 /0	270	2 /0	11/0	0 70	•	0.102	•	0.552	2000	
Dellar Maria Illian	From:	SR 33 Shacklefords	000/	40/		00/	00/	00/	_	0.005	_	0.000	10000	
4 33 Lewis Puller Mem. Hwy	King & Queen County	1.66 <b>12000 G</b>	90%	1%	1%	2%	6%	0%	С	0.095	F	0.623	12000	
	From:	SR 33 Shacklefords Fork SR 33 Lewis Puller Mem Hwy	7											
4) Buena Vista Rd	King & Queen County	4.95 <b>4300 G</b>	90%	1%	1%	3%	6%	0%	С	0.099	F	0.637	4400	
<i>y</i>	To:	Gloucester County Line												
	From:	King & Queen County Line												
Adner Rd	Gloucester County	1.04 <b>4100 G</b>	90%	1%	1%	3%	6%	0%	F	0.1	F	0.548	4200	
	To: From:	US 17 W, George Washington Men W US 17 Adner	n Hwy											
4) 17 George Washington Mem Hwy	Gloucester County	3.73 <b>11000 G</b>	98%	0%	1%	0%	1%	0%	F	0.081	F	0.511	12000	
4) 17 George Washington Mem Hwy	diodecister dounty		30 /0	0 70	1 /0	0 70	1 /0	0 70	•	0.001	•	0.511	12000	
Cases Washington Mam Llung	Clausester County	36-615 1.65 <b>13000 G</b>	98%	0%	1%	00/	10/	00/	F	0.087	F	0.557	13000	
4) (17) George Washington Mem Hwy	Gloucester County		90%	0%	1 70	0%	1%	0%	Г	0.067	Г	0.557	13000	
¬ ~	To: From:	36-606 Ark												
(17) George Washington Mem Hwy	Gloucester County	2.45 <b>15000 G</b>	98%	0%	1%	0%	1%	0%	F	0.087	F	0.588	16000	
Bus	To: From:	US 17; Bus US 17												
14) 17 Main St	Gloucester County	0.56 <b>6700 G</b>	99%	0%	1%	0%	0%	0%	С	0.088	F	0.515	6900	
<del>9</del> (1)	To					-,-		- , -	_					
Bus	From:	36-1007												
4) (17) Main St	Gloucester County	0.71 <b>11000 G</b>	99%	0%	1%	0%	0%	0%	F	0.087	F	0.524	11000	
<del></del>	To: From:	SR 3 Bus US 17												
(3) John Clayton Memorial Hwy	Gloucester County	2.18 <b>18000 G</b>	98%	0%	1%	0%	1%	0%	F	0.087	F	0.655	19000	
4) (3) com oraștor momentar my	aleasoster esanty		0070	0 70		0 70	1 /0	0 70	·	0.007		0.000	10000	
John Clauten Managial I hur.	From:	36-623 4.07 <b>13000 G</b>	000/	00/	10/	00/	10/	00/		0.000	F	0.057	10000	
John Clayton Memorial Hwy	Gloucester County	4.07 <b>13000 G</b> Mathews County Line	98%	0%	1%	0%	1%	0%	С	0.088	Г	0.657	13000	
	Prom:	Gloucester County Line												
John Clayton Mem Hwy	Mathews County	0.11 <b>11000 G</b>	97%	0%	1%	0%	1%	0%	F	NA			12000	
	To	SR 3 Fort Nonsense												
	From:	SR 3 Windsor Rd												
John Clayton Mem Hwy	Mathews County	2.75 <b>5800 G</b>	98%	1%	1%	0%	0%	0%	F	0.088	F	0.601	5900	
<u>~</u>	To: From:	57-617 North River Rd												
14) John Clayton Mem Hwy	Mathews County	1.38 <b>5300 G</b>	98%	1%	1%	0%	0%	0%	F	0.088	F	0.603	5400	
	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 AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	57-660 Philpot	tts Ave												
14 John Clayton Mem Hwy	Mathews County	3.15 <b>5200</b>	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.582	5300	G
$\bigcup$	To	SR 198 WE	FST												
14) (198)	Mathews County	1.69 <b>6600</b>	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.559	6700	G
14) (196)					. , 0		0,0	0 70	0 / 0	Ū	0.000	•	0.000	0.00	<u> </u>
Main Ct	From:	SR 198 E, Buckle			00/	10/	10/	00/	00/		0.000		0.500	F000	G
14) Main St	Mathews County	0.62 <b>4900</b>	G	98%	0%	1%	1%	0%	0%	С	0.089	F	0.588	5000	G
	To: From:	57-611 Taberna													
₁₄ ) John Clayton Mem Hwy	Mathews County	4.65 <b>2900</b>	G	98%	0%	1%	1%	0%	0%	F	0.084	F	0.567	3000	G
<u> </u>	To:	57-604 Antio	ch Rd												
14) John Clayton Mem Hwy	Mathews County	1.88 1100	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.562	1200	G
	To	57. 602 C. I.D.	1.0.1												
14 John Clayton Mem Hwy	From: Mathews County	57-602 Sand B 1.74 <b>340</b>	ank Kd G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.533	350	G
14 John Clayton Mem Hwy	Mathews County	Bayside Wi		31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	'	0.102	'	0.555	330	G
		-													
~~	From:	North Carolina S		000/	40/	40/	40/	<b>5</b> 0/	00/	_	0.004	_	0.544	0000	_
15)	Mecklenburg County	4.76 <b>2600</b>	G	93%	1%	1%	1%	5%	0%	С	0.091	F	0.541	2600	G
	To: From:	58-722 Noblin I	Farm Rd												
College St	Mecklenburg County	0.59 <b>2900</b>	G	93%	1%	1%	1%	5%	0%	F	0.089	F	0.539	3000	C
~	To	SCL Clarks	ville.												
15 College St	Town of Clarksville (Maint: 58)	0.73 2900	N	93%	1%	1%	1%	5%	0%	Ν	0.089	Ν	0.539	3000	Ν
19)	To:	US 58 Virgini													
Bus	From:	US 58; Colle													
15 (58 (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.88 <b>6600</b>	G	99%	0%	0%	0%	1%	0%	С	0.088	F	0.515	6800	G
$\sim$	To	NCL Clarks	ville												
Bus	From:														
15} (58) (49)	Mecklenburg County	0.84 <b>6600</b>	N	99%	0%	0%	0%	1%	0%	N	0.088	Ν	0.515	6800	Ν
~ ~ ~	To: From:	US 58 East of C	larksville												
15 (49)	Mecklenburg County	1.60 <b>4700</b>	G	87%	1%	1%	1%	11%	0%	F	0.093	F	0.561	4800	G
$\sim$	To:	SR 49 Near Dor	tch Store			$ \vdash$									
15	Mecklenburg County	6.83 <b>1500</b>	G	87%	1%	1%	1%	11%	0%	С	0.098	F	0.601	1500	G
19)	To:	Charlotte Coun													
	From:	Mecklenburg Co	•												
15 Barnesville Hwy	Charlotte County	7.39 <b>1500</b>	G	87%	1%	1%	1%	11%	0%	F	0.094	F	0.529	1500	G
<i>→</i>	To	SR 92 Barnes J	unction												
15 Barnesville Hwy	Charlotte County	3.24 <b>2200</b>	G	87%	1%	1%	1%	11%	0%	F	0.103	F	0.507	2200	G
10) =,				J. 70	. 70	. , ,	. 70	, 5	0 /0	•	5.700	•	0.507		_
	Tor	US 360 Near Wy		000/	401		461	100/	461	_	0.070	_	0.500	F 100	
15 360 Kings Hwy	Charlotte County	3.88 <b>5200</b>	G	80%	1%	1%	1%	16%	1%	F	0.079	F	0.502	5400	G
~ ~	To: From:	SR 47 Kraftor	n Gate												
15) (360) Kings Hwy	Charlotte County	6.60 <b>5100</b>	G	80%	1%	1%	1%	16%	1%	F	0.081	F	0.523	5300	G
	Τσ·	BUS US 15 South of		le											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~ ~~	From:	BUS US 15 Sou													
(360) Kings Hwy	Charlotte County	3.36 <b>460</b>	00 G	80%	1%	1%	1%	16%	1%	С	0.083	F	0.507	4700	C
<del>~ ~</del>	To: From:	SR 40 Ke	eysville												
15) (360) Kings Hwy	Charlotte County	2.10 <b>550</b>	0 G	84%	1%	1%	1%	13%	0%	С	0.082	F	0.524	5600	(
<i></i>	To	US 360, BUS US 15	North of Keys	ville											
15 \ Farmville Hwy	Charlotte County	1.73 380		93%	1%	1%	1%	5%	0%	F	0.09	F	0.577	3900	(
19)	To:	Prince Edward		0070	. , 0		. , 0	0,0	0,0	•	0.00	•	0.0	0000	
	From:	Charlotte Co													
15 Farmville Rd	Prince Edward County	4.49 <b>340</b>	0 F	93%	1%	1%	1%	5%	0%	С	0.088	F	0.563	3500	I
·	Tor	73-633 Mt P	loocont Dd												
15 Farmville Rd	Prince Edward County	7.65 <b>470</b>		94%	1%	1%	0%	4%	0%	С	0.093	F	0.666	4800	-
15) 1 41111111110 110	1 mod Edward County			<b>0</b> +70	1 /0		0 70	470	0 /0	J	0.000	•	0.000	4000	
~	To- From:	SR 133 Kin													
15 Farmville Rd	Prince Edward County	2.94 <b>96</b> 0		96%	1%	1%	0%	2%	0%	С	0.091	F	0.606	9800	F
~	To:	US 460 Prince Edwar		JS 15											
~ ~ .	From:	Bus US 15 Fa												0500	
15) (15) Ramp	Prince Edward County	0.25 <b>25</b> 0									NA			2500	(
<del>~</del> ~	To:	US 15, US 460 Pri		_											
15) (460) Prince Edward Hwy	Drings Edward County	US 460, BUS US 1. 4.18 <b>920</b>			10/	10/	10/	00/	10/	_	0.110	Α	0.500	9000	
15 A60 Prince Edward Hwy	Prince Edward County			88%	1%	1%	1%	9%	1%	С	0.110	А	0.538	9000	/
	From:	US 460; She Prince Edw													
15 (460 Ramp	Prince Edward County	0.17	ard riwy	See	LIS 46	0 for dir	ectional	traffic	volume e	etim:	ates for th	nie se	ament		
15) (460) 1 141119	To:	Sheppar	de Rd	000	00 10	0 101 0111	collorial	tramo	volumo		100 101 11	110 00	gillont.		
Bus	From:	US 460 Prince													
15 (460) Sheppards Rd	Prince Edward County	0.14 <b>550</b>		88%	1%	1%	1%	9%	1%	F	0.088	F	0.617	5600	-
11				~											
Characada Dd	From:	Bus US 15, Bus U			10/	10/	10/	F0/	00/		0.001		0.540	4500	-
Sheppards Rd	Prince Edward County	1.77 440		93%	1%	1%	1%	5%	0%	С	0.091	F	0.546	4500	F
*	From:	Buckingham G Prince Edward													
	Buckingham County	9.30 <b>420</b>		92%	0%	1%	2%	5%	0%	С	0.087	F	0.526	4200	(
15)				JZ /0	0 70	1 /0	270	370	0 70	O	0.007		0.520	7200	`
~	To: From:	14-600 P													
James Madison Hwy	Buckingham County	5.46 <b>410</b>	00 G	92%	0%	1%	2%	5%	0%	F	0.086	F	0.501	4100	(
~	To	US 60 Sprou	ses Corner			$\neg$ $\sqsubseteq$									
15 James Madison Hwy	Buckingham County	1.45 <b>91</b> 0		89%	1%	1%	2%	6%	0%	F	0.089	F	0.516	9300	(
,	- T														
~	From	SR 20; 14-10		000/	40/		00/	201	201	_	0.00	_	0.500	0000	
	Buckingham County	0.39 <b>840</b>	00 G	89%	1%	1%	2%	6%	0%	F	0.09	F	0.503	8600	(
James Madison Hwy		******	010 C 11 :	C.											
15) James Madison Hwy	To: From:	WCL Dillwyn; 14-1	U10 Goldmine	St											
	Town of Dillwyn (Maint: 14)	0.58 <b>840</b>		89%	1%	1%	2%	6%	0%	Ν	0.09	Ν	0.503	8600	1
	Town of Dillwyn (Maint: 14)	0.58 <b>840</b>	00 N		1%	1%	2%	6%	0%	N	0.09	N	0.503	8600	1
<del></del>	Town of Dillwyn (Maint: 14)  Town of Dillwyn (Maint: 14)		00 N Main St		1%	1%	2%	6% 6%	0%	N N	0.09	N N	0.503	8600 8600	N

# 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~	From:	ECL Dillwyn; 14-650								_		_			
15) James Madison Hwy	Buckingham County	6.39 <b>4900</b>	G	89%	1%	1%	2%	6%	0%	F	0.087	F	0.519	5000	G
	To: From:	14-622 Trents M	ill Rd												
₁₅ } James Madison Hwy	Buckingham County	5.44 <b>3600</b>	G	89%	1%	1%	2%	6%	0%	С	0.094	F	0.501	3700	C
~	To	14-715 Circle Dri	ive Rd			$\neg$ $\vdash$									
15 James Madison Hwy	Buckingham County	3.03 <b>3800</b>	G	89%	1%	1%	2%	6%	0%	F	0.086	F	0.548	3900	(
	To:	Fluvanna County	Line												
~~	From:	Buckingham Coun	_												
₁₅ James Madison Hwy	Fluvanna County	4.54 <b>3700</b>	F	89%	1%	1%	2%	6%	0%	F	0.095	F	0.574	3800	I
<del>~</del>	To: Grow,	SR 6 West River Rd; I	Fork Uni	on		$\neg$ $\vdash$									
15 6 James Madison Hwy	Fluvanna County	1.99 <b>4500</b>	F	92%	2%	1%	1%	4%	0%	F	0.086	F	0.553	4600	ı
	To	SR 6 East River Ro	d. Divio												
James Madison Hwy	From: Fluvanna County	4.31 <b>4800</b>	<b>F</b>	92%	2%	1%	1%	4%	0%	F	0.128	F	0.579	5000	
15) sames madison my	Travarina Sounty			0270			170	170	070	•	0.120	•	0.070	0000	
~~	From:	32-649 Central Pla		000/	00/		40/	40/	201	_	0.404	_	0.500	0100	
15 James Madison Hwy	Fluvanna County	2.05 <b>5900</b>	F	92%	2%	1%	1%	4%	0%	С	0.131	F	0.532	6100	ı
~	To: From:	SR 53 Thomas Jefferso	on Parkw	ay											
15 James Madison Hwy	Fluvanna County	0.46 <b>6400</b>	F	90%	1%	1%	1%	8%	0%	F	0.089	F	0.535	6600	ı
<del>~</del>	To	32-1002 Palmyra Way; 32-	1005 Ch	urch St											
15 James Madison Hwy	Fluvanna County	8.23 <b>7500</b>	F	90%	1%	1%	1%	8%	0%	F	0.089	F	0.628	7700	
19)	To:	Louisa County Line; US 250	Three N			Ti.									
	From:	Fluvanna County Line; US 25													
15 James Madison Hwy	Louisa County	0.45 <b>14000</b>	F	90%	1%	1%	1%	8%	0%	F	0.083	F	0.596	15000	I
<del>~</del>	To	I-64													
15 James Madison Hwy	Louisa County	2.52 <b>7100</b>	N	90%	1%	1%	1%	8%	0%	Ν	0.092	Ν	0.502	7300	1
15)								- , -							
James Madison Llung	From	54-617 S, E Green S ₁ 4.43 <b>7100</b>	prings Ro G	90%	10/	10/	10/	00/	00/	С	0.092	F	0.500	7200	(
15) James Madison Hwy	Louisa County	4.43 <b>7100</b>	G	90%	1%	1%	1%	8%	0%	C	0.092	Г	0.502	7300	
<u> </u>	To- From:	SR 22 Louisa													
15 } James Madison Hwy	Louisa County	3.61 <b>6400</b>	G	89%	1%	1%	1%	8%	0%	С	0.097	F	0.568	6600	(
~	To-	US 33 South Spotsw	ood Trai	1											
15 (33) James Madison Hwy	Louisa County	0.45 8800	G	89%	1%	1%	1%	8%	0%	F	0.092	F	0.569	9000	(
.5)	To					<del></del>									
15 (33) Martinsburg Ave	From:	SCL Gordonsv 8) 1.12 <b>8900</b>	F	89%	1%	1%	1%	8%	0%	F	0.085	F	0.555	9200	-
15) (33) Martinsburg Ave	Town of Goldonsville (Maint. of	SR 231 S, Gordonsvi			1 /0	1 /0	1 /0	0 /0	0 /6	'	0.005	'	0.555	3200	'
	From:	US 33 Spotswood													
15 James Madison Hwy	Town of Gordonsville (Maint: 68		N	92%	1%	1%	1%	5%	0%	Ν	0.087	Ν	0.509	10000	1
	To	<u> </u>	211a			<del></del> 1									
James Madison Hung	Orange County	NCL Gordonsv 4.51 <b>10000</b>	rille <b>F</b>	92%	1%	1%	1%	5%	0%	F	0.087	F	0.509	10000	
15) James Madison Hwy	Orange County	4.51 <b>10000</b>		3∠ 70	1 70	1 70	1 /0	J 70	U 70	Г	0.007	1	0.509	10000	ı
~~	To: From:	68-639 Chicken Mou				}									
₁₅ } James Madison Hwy	Orange County	2.25 9600	F	92%	1%	1%	1%	5%	0%	С	0.091	F	0.549	9900	F
~	То:	SCL Orange	e												

# 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:	SCL Or	ange												
15 James Madison Hwy	Town of Orange	1.13 <b>1200</b>	0 F	93%	1%	1%	1%	4%	0%	С	0.091	F	0.610	13000	F
	To: From:	Old Gordons	ille Road			$\Box$									
15 Caroline St	Town of Orange	0.28 <b>1500</b>	0 F	94%	1%	1%	1%	4%	0%	С	0.090	F	0.580	15000	F
<u> </u>	To	SR 20 S, Ber	ryhill Rd												
15) 20) Caroline St	Town of Orange	0.17 <b>120</b> 0	-	92%	1%	1%	1%	5%	0%	F	0.091	F	0.518	13000	F
	To:	SR 20 N; S M	adison Rd												
~~	From:	SR 20 Carol								_		_			
(15) S Madison St	Town of Orange	0.24 <b>860</b>	0 F	95%	1%	2%	0%	3%	0%	С	0.089	F	0.519	8900	F
~	To: From:	Main St	reet												
15 Madison St	Town of Orange	0.61 <b>1500</b>	0 F	97%	0%	1%	0%	2%	0%	С	0.086	F	0.503	16000	F
<del>~</del>	To	Lafayette	Street												
15 James Madison Hwy	Town of Orange	1.10 <b>1400</b>	0 F	96%	0%	1%	0%	2%	0%	С	0.088	F	0.519	14000	I
<u> </u>	To:	68-721 NCI	Orange												
15 James Madison Hwy	Orange County	1.32 <b>750</b>		94%	0%	1%	1%	4%	0%	F	0.089	F	0.517	7700	-
13) 5455	To:	Madison Co	-	0.70	0 70		. , 0	.,0	0,0	•	0.000	•	0.0.7		
	From:	Orange Cou	_												
15 James Madison Hwy	Madison County	0.39 770	0 F	94%	0%	1%	1%	4%	0%	F	0.088	F	0.523	7900	I
~	To:	SR 230 Ora	inge Rd			$\neg$ $\vdash$									
15 James Madison Hwy	Madison County	4.92 <b>570</b>		94%	0%	1%	1%	4%	0%	С	0.089	F	0.527	5900	F
,	To:	Culpeper Co	unty Line												
<b>~~</b>	From:	Madison Co													
15 James Madison Hwy	Culpeper County	5.10 <b>530</b>	0 F	94%	0%	1%	1%	4%	0%	F	0.095	F	0.581	5400	- 1
<del>~</del>	To: From:	23-649 Cedar N	Iountain D	r		$\neg$ $\vdash$									
15 James Madison Hwy	Culpeper County	2.75 <b>670</b>	) F	94%	0%	1%	1%	4%	0%	F	0.092	F	0.569	6900	F
<i></i>	To	SR 299 Mac	lison Rd												
15 James Madison Hwy	Culpeper County	0.82 <b>630</b>		94%	0%	1%	1%	4%	0%	F	0.09	F	0.591	6500	F
,	Too														
15 (29) James Madison Hwy	Culpeper County	US 29 South C 1.32 <b>240</b> 0		93%	1%	1%	1%	4%	0%	F	0.085	F	0.624	22000	
15) (29) James Madison Hwy	Culpeper County			33 /6	1 /0	1 /0	1 /0	4 /0	0 /6	'	0.005	'	0.024	22000	'
~~	To: From:	US 52													
15) (29) James Madison Hwy	Culpeper County	3.88 <b>2600</b>		93%	1%	1%	1%	4%	0%	F	0.084	F	0.598	24000	ı
~ ~	10: From:	BUS US 15,BUS US 29													
15 \ 29 \ James Madison Hwy	Culpeper County	BUS US 15,29 No 2.65 <b>2600</b>		91%	1%	1%	1%	7%	0%	F	0.082	F	0.615	26000	
13) (29) 5411105 111419	- I			0170	. 70	. 70	. 70	. /0	0 /0	•	0.002	•	0.010	_5000	
Anna Madia a Ilia	From:	23-663 Alar		010/	10/		10/	70/	00/		0.004		0.040	00000	
15 (29) James Madison Hwy	Culpeper County	4.31 <b>3100</b>	0 F	91%	1%	1%	1%	7%	0%	F	0.084	F	0.643	30000	I
	To: From:	Bus US 15, Bus US 29	South of Re	emington		$\Box$ $\vdash$									
15 (29) James Madison Hwy	Culpeper County	0.24 <b>280</b> 0	0 F	91%	1%	1%	1%	7%	0%	F	0.084	F	0.65	27000	F
<del></del>	To:	Fauquier Co	ınty Line												

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

		i iiiiaiy ai	iu interstat	ic i io	aics											
Doute	luvia diatio a	Longth	AADT	~ ^	4Tire	Due		Tru	ck		QC	K	OK	Dir	AAWDT	OW
Route	Jurisdiction	Length	AADT	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
	From:	Culp	eper County I	Line												
15 (29) James Madison Hwy	Fauquier County	2.17	27000	G	91%	1%	1%	1%	7%	0%	F	0.078	F	0.648	27000	G
	To	DV10 V10 15 DV1	G 11G 20 11	1 CD												
C lamas Madison Llus	From:	BUS US 15, BU				1%	10/	10/	70/	00/	F	0.070	F	0.650	20000	G
[15] [29] James Madison Hwy	Fauquier County	0.30	30000	G	91%	170	1%	1%	7%	0%	Г	0.079	Г	0.659	29000	G
~ ~	To: From:	SF	R 28 Catlett R	d												
15 (29) James Madison Hwy	Fauquier County	4.00	23000	G	91%	1%	1%	1%	7%	0%	F	0.078	F	0.676	23000	G
	Ter	T. T.	S 17 Marsh R	1												
15 (17) (29) James Madison Hwy	Fauquier County	2.28	42000	<u>а</u>	91%	1%	1%	1%	7%	0%	С	0.096	Α	0.563	42000	Α
[15] [17] [29] James Madison Hwy	Fauquier County	2.20	42000	А	9170	I 70	170	1 70	170	076	C	0.096	А	0.565	42000	A
	To- From:	30-68	84 Lees Ridge	e Rd												
15 17 29 James Madison Hwy	Fauquier County	2.43	45000	G	91%	1%	1%	1%	7%	0%	F	0.078	F	0.64	44000	G
	Ter	D 110.15.1	7.20.0 4 4													
C C C Footorn Dynass	From:	·	7,29 South of			1%	1%	10/	7%	0%	F	0.077	F	0.505	20000	G
(15) (17) (29) Eastern Bypass	Fauquier County	2.44	39000	G	91%	170	170	1%	170	0%	Г	0.077	Г	0.595	38000	G
~ ~ ~	To: From:		US 17													
15) 29 Eastern Bypass	Fauguier County	0.36	39000	N	91%	1%	1%	1%	7%	0%	Ν	0.077	Ν	0.595	38000	Ν
	T	~	~~ ***													
<u></u>	From:		CL Warrenton		0.10/	40/		40/	70/	00/	_	0.004	_	0.004	45000	
15 (29) Eastern Bypass	Town of Warrenton (Maint	: 30) 0.26	46000	G	91%	1%	1%	1%	7%	0%	F	0.084	F	0.634	45000	G
<del>*</del> *	To	N	CL Warrenton	n												
15 (29) Eastern Bypass	Fauguier County	0.22	46000	N	91%	1%	1%	1%	7%	0%	Ν	0.084	Ν	0.634	45000	Ν
(1)																
~~~~·	From:	BUS US 15, BU									_		_			
(15) (29) Lee Highway	Fauquier County	3.00	48000	G	96%	0%	1%	0%	2%	0%	F	0.075	F	0.619	48000	G
* *	To	30-693	Old Alexandr	ia Tpk												
15 29 Lee Highway	Fauquier County	3.22	46000	Α	96%	0%	1%	0%	2%	0%	С	0.083	Α	0.577	47000	Α
~~~~·	From:		215 Vint Hill								_				=	
(15) (29) Lee Highway	Fauquier Co <u>unty</u>	0.13	50000	G	96%	0%	1%	0%	2%	0%	F	0.075	Ν	0.615	51000	G
<del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del>	To:		William Coun	_												
~~ ~~	Prom:		uier County I		2221						_		_			_
15 29 Lee Highway	Prince William County	0.82	49000	G	96%	0%	1%	0%	2%	0%	F	0.075	F	0.615	50000	G
<del>*</del> * *	To:	U	S 29 Lee Hw	v												
15 James Madison Hwy	Prince William County		17000	G	95%	1%	1%	1%	3%	0%	С	0.075	F	0.584	17000	G
(13)									-,-	- , -	-					-
~~~	From:		John Marshal										_			
15 James Madison Hwy	Prince William County	0.06	32000	G	96%	1%	1%	1%	2%	0%	С	0.074	F	0.567	33000	G
<u>~</u>	Tor	W	CL Haymarke	et												
15 James Madison Hwy	Town of Haymarket (Maint		32000	N	96%	1%	1%	1%	2%	0%	Ν	0.074	Ν	0.567	33000	Ν
(10)		,														
~~ · · · · · · · · · · · · · · · · · ·	From:		I-66													
15 James Madison Hwy	Town of Haymarket (Maint	: 76) 0.21	31000	G	95%	1%	1%	1%	2%	0%	F	NA			32000	G
~	To:	N	CL Haymarke	et												
15 James Madison Hwy	Prince William County		31000	N	95%	1%	1%	1%	2%	0%	Ν	NA			32000	Ν
15) 5455 (Madioon 1111)	To:		234 Sudley F		30 / 3	1,73		1,0	_ / 0	0 /0					02000	
		SR	234 Sudiey F	λu												

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

		Primary and intersta	ile Roi	iles											
Route	Jurisdiction	Length AADT	ΟΛ	4Tiro	Bus		Tru	ıck		QC	K	ΟV	Dir	AAWDT	\cap
Houle	Jurisdiction	Length AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
	From:	SR 234 Sudley	Rd												
15 James Madison Hwy	Prince William County	2.08 16000	Α	95%	1%	1%	1%	2%	0%	С	0.103	Α	0.586	17000	Α
	To	76-701 Logmill	D.4												
15 James Madison Hwy	Prince William County	2.17 15000	G	95%	1%	1%	1%	2%	0%	F	0.091	F	0.653	15000	G
15) duries Madisori i Wy	To:	Loudoun County		0070	1 /0		1 /0	270	0 70	•	0.001	•	0.000	10000	ď
	From:	Prince William Coun													
15 James Monroe Hwy	Loudoun County	2.58 14000	F	95%	1%	1%	1%	2%	0%	F	0.09	F	0.710	15000	F
,	To	**** 50 * 1 * 1 * 1	**												
Campa Manyaa Lhuu	From:	US 50 John Mosby		020/	10/	10/	10/	40/	00/	С	0.090	F	0 E10	10000	F
15 James Monroe Hwy	Loudoun County	5.89 12000	F	93%	1%	1%	1%	4%	0%	C	0.090	г	0.518	12000	г
	To: From:	53-651 Gap R	d												
15 James Monroe Hwy	Loudoun County	1.93 13000	F	93%	1%	1%	1%	4%	0%	F	0.086	F	0.517	13000	F
	To	53-704 Harmony Chi	umah Dd												
15 James Monroe Hwy	Loudoun County	1.25 14000	F	94%	1%	1%	1%	3%	0%	С	0.095	F	0.62	15000	F
15 James Monroe Hwy	Educati County	1.23 14000		34 /6	1 /0	1 /0	1 /0	J /6	0 /6	O	0.033	'	0.02	13000	'
~~~	To: From:	SCL Leesburg													
(15) King St	Town of Leesburg	1.09 <b>16000</b>	F	94%	1%	1%	1%	3%	0%	С	0.094	F	0.571	17000	F
$\smile$	Τα	253-4209 Evergreen	Mill Rd												
15 King St	Town of Leesburg	0.22 <b>29000</b>	F	94%	1%	1%	1%	3%	0%	F	0.087	F	0.587	30000	F
(15) King St	To:	Bus US 15; Leesburg			1 /0		1 /0	0 /0	0 70	•	0.007		0.007	00000	•
	From:	Bus US 15 King		•											
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 66000	F	96%	1%	1%	1%	1%	0%	F	0.082	F	0.756	71000	F
(13) (7)															
~ <u> </u>	From:	SR 267 Dulles Gree								_					
(15) (7) Leesburg Bypass	Town of Leesburg (Maint: 53)	1.16 <b>53000</b>	F	96%	1%	1%	1%	1%	0%	С	0.079	F	0.538	56000	F
<del>~</del> ~	To: From:	SR 7 Market Stree	t East												
15 Leesburg Bypass	Town of Leesburg	0.75 <b>41000</b>	F	96%	1%	1%	1%	2%	0%	F	0.076	F	0.563	43000	F
	To	252 4200 E1 1 E	. D.1												
Carl Lacaburg Dynasa	From:	253-4208 Edwards F 1.18 <b>26000</b>	Ferry Ra		10/	10/	10/	20/	00/	F	0.087	F	0.60	07000	F
(15) Leesburg Bypass	Town of Leesburg	1.18 <b>26000</b>	г	96%	1%	1%	1%	2%	0%	Г	0.067	Г	0.63	27000	Г
	To: From:	NCL Leesburg	g												
15 Leesburg Bypass	Loudoun County	0.59 <b>23000</b>	F	96%	1%	1%	1%	2%	0%	F	0.079	F	0.62	24000	F
$\bigcirc$	To	Bus US 15 North of I	aachur	*											
15 James Monroe Hwy	From: Loudoun County	5.56 <b>24000</b>	F	96%	1%	1%	1%	2%	0%	С	0.09	В	0.617	25000	F
15 James Monroe Hwy	Educati County	3.30 <b>24000</b>		30 /6	1 /0	1 /0	1 /0	2 /0	0 /6	O	0.03	Ь	0.017	23000	'
~~~	To: From:	53-662 Lucketts													
15 James Monroe Hwy	Loudoun County	4.41 17000	F	96%	1%	1%	1%	2%	0%	F	0.088	F	0.633	19000	F
\smile	То:	Maryland State Line, Pot	tomac R	iver											
	From	US 15 FROM & TO	RTE 4												
15 Ramp	Prince Edward County	0.21 2200	G								NA			2200	G
1.0	Tσ	US 460 FROM R													-
	From			\ 1		_									
Romp.	Prince Edward County	US 15 ; Bus US 15 Far		Ka							NA			OFOO	G
15 Ramp	Prince Edward County	0.25 2500	G								NA			2500	G
•	To:	US 460, US 15 Prince E	dward F	iwy											

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

Route	Jurisdiction	Length AADT QA	4Tire E	Si i C	Tru le 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
(15) Ramp	Louisa County	US 15 I-64-E136A FROM & TO IS 0.31 4500 G I-64-E FROM RT 15SOUTH & NOF							0.081	F		4500	G
15 Ramp	Louisa County	US 15 I-64-W136A FROM & TO IS 0.31 5000 G I-64-W FROM RT 15SOUTH & NO							0.132	F		5000	G
(15) Ramp	Town of Haymarket (Maint: 76)	US 15 James Madison Hwy 0.17							0.108	F		14000	G
15 Ramp	Prince William County	US 15 James Madison Hwy 0.21 2000 G I-66 West							0.114	F		2000	G
South (15) Ramp	Prince Edward County	1US 15-P US 460-E249A TO & FROM 0.34 1400 G US 460 FROM RT 15 South	M RT						NA			1400	G
South (15) Ramp	Prince Edward County	US 15 TO RT 460 West 0.17 1600 G US 460 FROM RT 15 South							NA			1600	G
15 Ramp	Prince Edward County	1US 15-P US 460-E249A TO & FROM 0.34 US 460 FROM RT 15 South		JS 15 for o	lirectional	traffic v	olume e	stima	tes for th	is seç	gment.		
Bus (15) King St	Town of Leesburg		96% 3	3% 1%	0%	0%	0%	F	0.098	F	0.566	27000	F
Bus (15) King St	Town of Leesburg	253-4200 Catoctin Circle 0.08	96% 3	3% 1%	0%	0%	0%	F	0.097	F	0.55	12000	F
Bus (15) King St	Town of Leesburg		96% 3	3% 1%	0%	0%	0%	F	0.093	F	0.512	10000	F
Bus (15) King St	Town of Leesburg		96% 3	3% 1%	0%	0%	0%	F	0.084	F	0.503	10000	F
Bus (15) King St	Town of Leesburg		96% 3	3% 1%	0%	0%	0%	F	0.108	F	0.518	10000	F
Bus (15) James Monroe Highway	Loudoun County		96% 3	3% 1%	0%	0%	0%	С	0.174	F	0.576	8900	F
Bus Bus Bus (15) (17) (29) James Madison Hwy	Fauquier County	US 15, US 17, US 29 James Madison 0.55 11000 A SCL Warrenton		1% 1%	0%	1%	0%	С	0.102	Α	0.63	12000	Α

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'
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	N	0.63	12000	١
Bus	To: From:	US 17	Bus; Shirley A	Ave											
15) Falmouth St	Town of Warrenton	0.89	4300	G 98%	0%	1%	0%	0%	0%	С	0.089	F	0.577	4600	(
~	To: From:	Mod	ckingbird Lane	2											
Bus 15 Main St	Town of Warrenton	0.32	5600	G 99%	0%	1%	0%	0%	0%	С	0.093	F	0.566	5700	(
~	To	(Culpeper St												
Bus 15 Main St	Town of Warrenton	0.05		G 98%	1%	1%	0%	0%	0%	С	0.093	N	0.566	6600	
15) Main St	Town of Warrenton			u 0070	1 70		070	0 /0	0 70	Ü	0.000		0.000	0000	
us Bus	From:		JS 211 Bus						221						
5 211 Main St	Town of Warrenton	0.01	5600 exandria Pike	N 99%	0%	1%	0%	0%	0%	N	0.093	N	0.566	5700	
us Bus	From:	Alt	Main St												
5) (211) Alexandria Pike	Town of Warrenton	0.24	6400	G 100%	0%	0%	0%	0%	0%	С	0.096	F	0.57	6500	
us Bus	To: From:		King St												
5) 211 Alexandria St	Town of Warrenton	0.21	6800	G 99%	0%	0%	0%	0%	0%	F	0.093	F	0.565	7000	
	To:		lackwell Rd												
us Bus	From:		7100	000/	00/	00/	00/	00/	00/	_	0.000	F	0.540	7000	
5) 211 Blackwell Rd	Town of Warrenton	0.58	IS US 211; Lea	G 99%	0%	0%	0%	0%	0%	С	0.093	Г	0.549	7200	
us Bus	From:		US 211; Black												
5) (29) Lee Highway	Town of Warrenton	0.59	32000	G 99%	0%	0%	0%	0%	0%	F	NA			33000	
us Bus	To: From:	NC	CL Warrenton												
5) 29 Lee Highway	Fauquier County	0.27	33000	G 98%	0%	1%	0%	1%	0%	С	0.082	F	0.54	34000	
	To:	US 15, US	S 29 Eastern I	Bypass											
us Bus	From:	US 15, US 2	29 South of Re	emington											
5) (29) Remington Rd	Culpeper County	0.56	1700	F 98%	0%	1%	0%	0%	0%	С	0.097	F	0.509	1700	
	To:		nier County Li												
us Bus		Culpe 0.24	per County Li 1800	G 98%	0%	1%	0%	0%	0%	F	0.096	F	0.538	1800	
5) (29) James Madison St	Fauquier County			G 98%	0%	170	0%	0%	0%	Г	0.096	Г	0.538	1800	
us Bus	To: From:	SC	L Remington												
5) (29) James Madsion St	Town of Remington (Maint: 30)	0.13	1800	N 98%	0%	1%	0%	0%	0%	Ν	0.096	Ν	0.538	1800	
Dua Bua	To: From:	30-	-651 Main St			\neg \vdash									
us Bus 5 (29) James Madsion St	Town of Remington (Maint: 30)	0.30	2400	G 98%	0%	1%	0%	0%	0%	F	0.093	F	0.649	2400	
	To To		L Remington												
Bus Bus (29) James Madsion St	From:				00/	40/	00/	00/	00/	K I	0.000	h 1	0.040	0.400	
15 \ \ 29 \ James Madsion St	Fauquier County	1.48	2400	N 98%	0%	1%	0%	0%	0%	Ν	0.093	N	0.649	2400	

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
Bus	From:	US 15 South of Cu					221		2-1			_			
15) Orange Rd	Culpeper County	0.07 7400	F	97%	0%	1%	2%	0%	0%	С	0.095	F	0.51	7900	F
Bus	To: From:	SCL Culpepe	r												
15) Orange Rd	Town of Culpeper	1.32 8000	F	96%	1%	1%	2%	0%	0%	С	0.086	F	0.515	8500	F
Bus	To- From:	US 522 Germanna	1 Hwy			_									
15) (522) Germanna Highway	Town of Culpeper	0.12 5700	F	97%	1%	1%	1%	1%	0%	С	0.09	F	0.583	6000	F
	To:	Main Street S													
Bus Bus 15 (29) (522 Main St	Town of Culpeper	Germanna Highv 0.26 11000	way F	97%	1%	1%	1%	1%	0%	С	0.078	F	0.514	12000	
13) (29) (322)	To	204-3651 Orange					.,.	.,,	• , •						
Bus Bus	From:			070/	40/	40/	40/	40/	00/	_	0.075	_	0.574	10000	
15) (29) (522) Main St	Town of Culpeper	0.59 17000	F	97%	1%	1%	1%	1%	0%	F	0.075	F	0.571	18000	
Bus Bus	To- From:	US 522 Evans St	treet												_
15) (29) Main St	Town of Culpeper	0.20 27000	G	97%	1%	1%	0%	1%	0%	С	NA			28000	
Bus Bus	To: From:	Begin SR 229	9												
15) (29) (229) Main St	Town of Culpeper	0.06 27000	G	97%	1%	1%	0%	1%	0%	С	NA			28000	
\sim	Τα	SR 229, Madison													
Bus Bus 15 (29) Madison Highway	Town of Culpeper	SR 229, Main 0.22 21000	St G	98%	0%	1%	0%	10/	0%	С	NA			22000	
15) (29) Madison Highway	Town of Culpeper			90%	0%	1 70	0%	1%	0%	C	INA			22000	
Bus Bus	To: From:	Nottingham Str													
15) (29) Madison Highway	Town of Culpeper	0.91 22000	G	97%	1%	1%	0%	1%	0%	С	NA			23000	
Bus Bus	To: From:	NCL Culpepe	er												
15 (29) Madison Highway	Culpeper County	2.07 11000	Α	96%	1%	1%	1%	2%	0%	С	0.093	Α	0.635	11000	
	To:	US 15, US 29, 23	3-762												
Bus	From:	US 15, US 46													
S Main St	Town of Farmville	0.52 17000	F	98%	0%	1%	0%	1%	0%	F	0.090	F	0.59	18000	
Bus	To: From:	Belmont Circl	le												
15 Main St	Town of Farmville	0.62 20000	F	98%	0%	1%	0%	1%	0%	С	0.089	F	0.580	22000	
~	To	Milnwood Ro	1												
Bus 15 Main St	Town of Farmville	0.13 16000	F	97%	1%	1%	0%	1%	0%	F	0.084	F	0.607	17000	
15) Maii St	Tolling Tolling		•	J1 /0	1 /0	1 /0	U /0	1 /0	U /0	'	0.004	'	0.007	17000	
Bus	From-	Gilliam Dr													
Main St	Town of Farmville	0.30 18000	F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	19000	١
Bus	To: From:	Griffin Blvd													
15 Main St	Town of Farmville	0.16 12000	F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.566	13000	ı
	To	Gross St													

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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	0.11	Gross St		070/	40/	101	00/	10/	00/	_	0.004	_	0.500	10000	_
15 Main St	Town of Farmville	0.41	9700	F	97%	1%	1%	0%	1%	0%	F	0.094	F	0.523	10000	F
Bus	To: From:		Putney St													
15 Main St	Town of Farmville	0.21	9700	F	97%	1%	1%	0%	1%	0%	С	0.083	F	0.58	10000	F
Bus	From:		High Street Main Street													
15 High St	Town of Farmville	0.07	4000	F	97%	1%	1%	0%	1%	0%	F	0.086	F	0.663	4300	F
<u> </u>	To: From:	V	enable Stre	et												
Bus 15 High St	Town of Farmville	0.29	4500	F	97%	0%	1%	0%	1%	0%	F	0.088	F	0.566	4800	F
15)	To:		Oak Street													
Bus Ook St	Town of Farmville	0.00	High St	F	97%	0%	10/	00/	10/	00/	F	0.004	F	0.500	6000	F
15 Oak St	Town of Farmville	0.28	5700 Third St	Г	97%	0%	1%	0%	1%	0%	Г	0.084	Г	0.589	6000	Г
Bus Bus	From:		Oak Street													
15) (460) Third St	Town of Farmville	1.29	9200	F	97%	0%	1%	0%	1%	0%	С	0.092	F	0.531	10000	F
Bus Bus	To: From:	Ind	ustrial Park	Rd												
15 460 Third St	Town of Farmville	0.94	6900	F	97%	0%	1%	0%	1%	0%	F	0.084	F	0.612	7400	F
Bus Bus	To: From:	73-695	5, WCL Far	mville												
(15) (460)	Prince Edward County	1.22	6300	Α	97%	0%	1%	0%	1%	0%	С	0.111	Α	0.583	6800	Α
~	Tα		5 Sheppard													
Bus Bus (360) Olds Kings Hwy	Charlotte County	2.93	5 S of Keys 1300	wille G	93%	0%	1%	1%	4%	0%	С	0.100	F	0.504	1300	G
15) (360) Clas Kings Fiwy	Traction Goding		CL Keysville		0070	0 70		170	770	0 70		0.100		0.004	1000	ŭ
Bus Bus	From:				000/	00/	101	40/	40/	00/		0.100		0.504	1000	
15)(360)	Town of Keysville (Maint: 19)	0.73	1300	N	93%	0%	1%	1%	4%	0%	N	0.100	N	0.504	1300	N
Bus Bus	To: From:		S SR 40													
15) (360) (40) McDonald Rd	Town of Keysville (Maint: 19)	0.56	4700	G	93%	0%	1%	1%	4%	0%	F	0.110	F	0.539	4800	G
Bus Bus	To: From:		N SR 40													
15 360 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	G
\bigcirc	To:	(CL Keysville	e												
Bus Bus (360)	Charlotte County	1.34	4000	N	93%	0%	1%	1%	4%	0%	N	0.085	N	0.591	4100	N
(13) (300)	Tre		5 N of Key		0070	0 /0		. 70	. 70					0.001	.100	
	From:	North (Carolina Sta	te Line												_
16 Jefferson Hwy	Grayson County	4.06	940	F	89%	0%	2%	1%	7%	0%	С	0.099	F	0.571	980	F
\smile	To:		8 Troutdale													
16) (58) Troutdale Hwy	Grayson County	3.99	Mouth of V 1500	Vilson F	89%	0%	2%	1%	7%	0%	F	0.097	F	0.552	1600	F
10 (33),	To		S 58 Volne							- / -	-		-			=

Davita	le coin all aktoro	Lamenth AADT		4T:	Dura		Truc	ck		00	K	ΟK	Dir	AAWDT	0
Route	Jurisdiction	Length AADT		4Tire	Dus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
	From:	US 58 Highlands I	_	040/	40/		201	5 0/	00/	_	0.445	_	0.540	4.400	F
Troutdale Hwy	Grayson County	5.66 1400	F	91%	1%	3%	0%	5%	0%	С	0.115	F	0.519	1400	
	To: From:	ECL Troutdal													
16 Troutdale Hwy	Town of Troutdale (Maint: 38)	2.26 980	F	89%	0%	2%	1%	7%	0%	F	0.086	F	0.518	1000	
<u> </u>	To: From:	WCL Troutdal	le												
16) Troutdale Hwy	Grayson County	0.82 1100	G	89%	0%	2%	1%	7%	0%	F	0.086	Ν	0.518	1100	
<u> </u>	Tα	Smyth County L													
Sugar Crava Llun	From:	Grayson County		079/	00/	10/	00/	10/	00/	_	0.005	F	0.546	1100	
6) Sugar Grove Hwy	Smyth County	4.48 1000 86-676 Quarter Brai		97%	0%	1%	0%	1%	0%	F	0.095	Г	0.546	1100	
	From:	86-676 Quarter Bra													
16) Sugar Grove Hwy	Smyth County	1.38 1200		97%	0%	1%	0%	1%	0%	F	0.097	F	0.516	1300	
9	To														
6) Sugar Grove Hwy	Smyth County	86-601 Flatridge 9.25 2200		97%	0%	1%	0%	1%	0%	F	0.090	F	0.605	2400	
Sugar Grove Hwy	Sillytil County		<u> </u>	31 /6	0 76	1 /0	0 /6	1 /0	0 /6	•	0.030	'	0.003	2400	
	From:	SCL Marion													
S Commerce St	Town of Marion	0.25 4400	G	97%	0%	1%	0%	1%	0%	С	0.083	F	0.552	4600	
	To: From:	I-81													
6) S Commerce St	Town of Marion	0.05 7700	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.539	8200	
<u> </u>	Toc	SR 217 State S	St												
S Commerce St	Town of Marion	0.68 6700		97%	0%	1%	0%	1%	0%	F	0.085	F	0.555	7100	
.9	To:	IIC 11 M-:- C													
16) (11) Main St	Town of Marion	US 11 Main S 0.08 10000		99%	0%	0%	0%	0%	0%	F	0.081	F	0.549	11000	
6) 11 Main St	Town of Manon			33 /6	0 /6	0 78	0 /6	0 /6	0 /6	•	0.001	'	0.543	11000	
	From:	East Main St								_		_			
6) (11) Main St	Town of Marion	0.17 14000	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.549	14000	
	To- From:	Chatham Hill Rd; I	Lee St												
6) (11) Main St	Town of Marion	0.94 15000	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.508	16000	
	To	US 11 Main S	St												
16) Park Blvd	Town of Marion	1.27 4700		99%	0%	0%	0%	0%	0%	С	0.092	F	0.6	5000	
	To	NCL Marion													
16) Park Blvd	Smyth County	0.59 1500		98%	1%	1%	0%	0%	0%	С	0.098	F	0.633	1500	
) rain biva	omyth county				1 /0	1 70	0 70	0 70	0 70	Ü	0.000		0.000	1000	
D-d-Db-d	From:	86-617 Mitchell Valley Rd			40/	10/	00/	00/	00/	_	0.400	_	0.540	4400	
6) Park Blvd	Smyth County	1.93 1100	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.513	1100	
	To- From:	SR 348 Hungry Mothe													
6) Park Blvd	Smyth County	9.43 430	G	97%	0%	1%	1%	0%	0%	С	0.116	F	0.537	460	
<i></i>	To	SR 42 S, Bluegrass	s Trail			\neg —									
6 (42) BF Buchanan Hwy	Smyth County	0.32 480		97%	0%	1%	1%	0%	0%	F	0.105	F	0.542	510	
	To:	SR 42 N, Old Wilder	rness Rd												
	From:	N SR 42 Old Wilden													
₁₆) B F Buchanan Hwy	Smyth County	2.96 140	G	97%	0%	1%	1%	0%	0%	F	0.124	F	0.603	150	
<u> </u>	To:	Tazewell 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		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	Smy	th County L	ine												
16) B F Buchanan Hwy	Tazewell County	3.66	160	F	97%	0%	1%	1%	0%	0%	F	0.12	F	0.6	170	
\mathcal{L}	To:	92-601 F	reestone Va	allev Rd			<u> </u>									
16) B F Buchanan Hwy	Tazewell County	4.95	390	F	97%	0%	1%	1%	0%	0%	С	0.109	F	0.5	420	
	To	02 602 Pla	easant Hill C	'hurah D	d											
16) B F Buchanan Hwy	Tazewell County	2.77	1200	F	97%	0%	1%	1%	0%	0%	F	0.101	F	0.596	1300	
10) = 1 = 20.1,	T-							.,.	- , -	- , -	•		-			
16 B F Buchanan Hwy	Tazewell County	92-604 T	hompson Va 2100	alley Rd	97%	0%	1%	1%	0%	0%	F	0.093	F	0.662	2300	
16 B F Buchanan Hwy	Tazeweii Gounty		, Bus US 46			076	170	170	076	0%	Г	0.093	Г	0.002	2300	
Bus Bus	From:		US 19 BUS		31		-									
16) (19) (460)	Tazewell County	1.11	2100	F	97%	1%	1%	0%	0%	0%	F	0.091	F	0.628	2200	
9 (9) (40)	To	W	CI T1	11												
Bus Bus	From:		CL Tazewel					_		_						
16 <i>)</i> {19}{460}	Tazewell County	0.44	2300	N	97%	1%	1%	0%	0%	0%	N	0.089	N	0.755	2400	
<i>y</i>	To:	XX	SR 16													
Bus Bus Main St	Town of Tazewell	0.20	CL Tazewel 2300	F	97%	1%	1%	0%	0%	0%	С	0.089	F	0.755	2400	
16 (19) (460) Main St	Town of Tazeweii	0.20	2300	Г	9770	1 70	1 70	0%	070	0%	C	0.069	Г	0.755	2400	
Bus Bus	To: From:	ALT SR	16 Fairgrou	ınds Rd												
16) (19) (460) Main St	Town of Tazewell	0.81	3300	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.575	3500	
	To		Church Ave													
Bus Bus	From:										_		_			
16) (19) (460) Fincastle Trpk	Town of Tazewell	0.44	4100	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.526	4300	
~ ~ ~	From:		460 BUS M													
16 Tazewell Ave	Town of Tazewell	0.83	4800	F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.509	5000	
16) Tazewell Ave	Town or razewen				33 76	0 70	1 /0	0 70	0 70	0 70	O	0.054	•	0.505	3000	
	From:		S 19, US 460					221		221	_		_			
16) Tazewell Ave	Town of Tazewell (Maint: 92)	0.44	3400	F	98%	0%	1%	0%	1%	0%	С	0.097	F	0.565	3600	
	From:		61 Riverside azewell Ave													
16) Riverside Dr	Town of Tazewell	1.30	3700	F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.509	3900	
10)					0070	0,0		0,0	. , 0	0,0	•	0.000	•	0.000	0000	
Diverside Dr	Town of Towns		16 Fairgrou		069/	10/	10/	10/	10/	00/		0.004	F	0.510	4400	
Riverside Dr	Town of Tazewell	0.54	4200	F	96%	1%	1%	1%	1%	0%	С	0.094	г	0.513	4400	
	To: From:	N	CL Tazewel													
6) Stoney Ridge Rd	Tazewell County	2.67	3400	F	96%	1%	1%	1%	1%	0%	F	0.089	F	0.512	3600	
<u> </u>	To Econy	92-63	36 Dry Fork	Rd			\neg \vdash									
16 Stoney Ridge Rd	Tazewell County	2.62	2500	F	96%	0%	1%	1%	2%	0%	С	0.095	F	0.556	2700	
<u> </u>	To	02.6	44 Horsepen	Rd.												
16) Stoney Ridge Rd	Tazewell County	2.55	1700	F	96%	1%	1%	1%	1%	0%	F	0.089	F	0.551	1800	
16) Stories Filliago Fila	To:		/irginia State		30 /0	1 /0		1 /0	1 /0	0 /0	•	3.000	•	3.001	1000	
	Drone:															
16 Ramp to I-81 N at Exit 45	Town of Marion (Maint: 95)	0.24	S Commerc									NA			1000	
₁₆) Ramp to I-81 N at Exit 45	Town of Marion (Maint: 86)	0.24	1000	G								IVA			1000	

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

Route	Jurisdiction	Longth AA	DT OA	4Tiro	Dua		Trı	uck		00	K	ΟV	Dir	AAWDT	OW/
Route	Junsaiction	Length AA			Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
Down to LOLC at First 45	Town of Marian (Maint: 96)	Ramps SR 16 N03		032B							0.100	F		2200	G
16) Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)		200 G 31 S			_					0.123	Г		2200	G
lauth	From		Commerce St												
North 16 Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)		IA								NA			NA	
18) Tramp to 1 0 1 0 at 2mt 10	To:		R 16 32B												
South	From:	SR 16 S. S 0	Commerce St												
16 Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.04 N	IA								NA			NA	
	To:	Ramp Sl	R 16 32B												
ALT	From:	US 19 Bı	ıs Main St												
(16) Fairgrounds Rd	Town of Tazewell		100 F	97%	0%	2%	0%	0%	0%	С	0.091	F	0.504	2500	F
ALT	To:	NCL Tazewell;		60											
ALT 16 Fairgrounds Rd	Town of Tazewell		azewell G	97%	0%	2%	0%	0%	0%	F	0.091	Ν	0.504	2900	G
18) - amgreamae - ta	To			0.70			0,0	0,0	0,0	•	0.00.		0.00		
ALT	From:		Fazewell												
16 Fairgrounds Rd	Town of Tazewell	0.45 27	'00 F	96%	0%	1%	2%	1%	0%	С	0.087	F	0.531	2900	F
ALT	To: From:	SCL T	azewell												
16 Fairgrounds Rd	Town of Tazewell	0.28 31	00 G	96%	0%	1%	2%	1%	0%	F	0.087	Ν	0.531	3200	G
10) 0	To:		verside Dr												
	From:	North Caroli	ina State Line												
17 George Washington Hwy	City of Chesapeake	3.58 12 0	000 A	93%	0%	1%	1%	5%	0%	С	0.099	Α	0.706	13000	Α
<u> </u>	To	131-8796 E	Ballahack Rd												
17 George Washington Hwy	City of Chesapeake		000 F	93%	0%	1%	1%	5%	0%	F	0.093	F	0.723	13000	F
\searrow	Tα	Bus US 17 George	e Washington	Hwv											
17 Dominion Blvd	City of Chesapeake		000 G	95%	0%	1%	1%	3%	0%	F	NA			12000	G
\smile	To:	SR 165 (Cedar Rd												
17 Dominion Blvd	City of Chesapeake		000 G	95%	0%	1%	1%	3%	0%	С	0.085	Α	0.581	26000	G
<u></u>	То	SR 166 Bair	nbridge Blvd												
17 Dominion Blvd	City of Chesapeake		000 G	95%	0%	1%	1%	3%	0%	F	NA			29000	G
	To		t Bridge Blvd												
17 Dominion Blvd	City of Chesapeake		000 G	95%	0%	1%	1%	3%	0%	F	NA			42000	G
17) Bollimion Blvd	To:	SR 168 Oak G			070		1 70	0,0	070	•				12000	ŭ
~~~	From:		(Ramp)												
17) (17) Ramp	City of Chesapeake (Maint: 64)	0.30		Se	e US 1	7 for di	rectional	traffic v	olume e	stima	tes for th	is se	gment.		
<del>~</del> ~	To: From:		(Ramp) 64												
17 (464) Ramp	City of Virginia Beach (Maint: 64)	0.20	U <del>1</del>	Se	ee I-464	4 for dir	ectional t	traffic vo	olume e	stimat	es for thi	s seo	ıment.		
17) (404)	, <u>, , , , , , , , , , , , , , , , , , </u>	0064-E(B)/IS-00464-N	J001B(L)/FR(				- 5 <b>.</b>					- 559	,		

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

Route	Jurisdictio	on Leng	th <b>AA</b>	DT QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
(17) ( <del>64</del> )	City of Chesapeake	(Maint: 64) 4.31	I-4	164	S	ee I-64	for dire	ectional t	raffic vo	olume es	stimat	es for this	s seai	ment.		
17) 04)	Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle T\alpha}$				93%	1%	1%	1%	5%	0%	F	0.086		0.510	94000	F
	From:	IS-00064-E(B)/IS-			RT 17 NC	RT										
17 (64) Ramp	City of Chesapeake	(Maint: 64) 0.23	}		S	ee I-64	for dire	ectional t	raffic vo	olume es	stimat	es for this	s segi	ment.		
$\bigcirc$	To:	3US-00017-P(U)/I			ROM RT 6	64 E										
Comment was the state of the	From:	0.00	I-6		070/	00/	40/	40/	40/	00/	_	0.070	_	0.504	05000	_
George Washington Hw	y City of Chesar	peake 0.90	240	000 F	97%	0%	1%	1%	1%	0%	F	0.073	F	0.561	25000	F
~~~	To: From:		; US 460	) Military Hw	-											
(17) George Washington Hw	y City of Chesar	peake 1.00	140	000 F	97%	0%	1%	1%	1%	0%	С	0.08	F	0.607	15000	F
<u> </u>			SR 196 (Canal Rd												
(17) George Washington Hwy	y City of Chesar	peake 0.63	280	000 F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.639	29000	F
	To:		SCL Por	rtsmouth												
~~~	From:			esapeake			Щ.				_		_			_
(17) George Washington Hw	y City of Portsm	nouth 0.15	230	000 G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.655	24000	G
<u> </u>	To:	S	R 239 Vi	ctory Blvd												
17 George Washington Hw	y City of Portsm	nouth 0.42	190	000 G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.592	20000	G
$\bigcirc$	To		Derb	v Rd												
George Washington Hwy	y City of Portsn	nouth 0.52		-	97%	0%	1%	1%	1%	0%	F	0.082	F	0.598	23000	F
(17) sacrage of meaning territory	.,							.,.	.,.				-			-
	From			reenwood Dr	070/	00/	40/	40/	40/	00/	_	0.000	_	0.000	05000	_
(17) George Washington Hw	y City of Portsm				97%	0%	1%	1%	1%	0%	F	0.082	F	0.630	25000	G
	From:			derick Blvd Washington H	Iwv											
17 Frederick Blvd	City of Portsn				97%	0%	1%	1%	1%	0%	F	0.087	F	0.608	13000	G
(17)					0.70	0,0	.,,	. , 0	. , 0	0 / 0	•	0.007	•	0.000	.0000	<b>O</b> .
Craderick Blad	From City of Douton			smouth Blvd	070/	00/	10/	10/	10/	00/	F	0.100	F	0.616	16000	G
17 Frederick Blvd	City of Portsn	nouth 0.09	150	000 G	97%	0%	1%	1%	1%	0%	Г	0.108	Г	0.616	16000	G
~	To: From:			ep Creek Blvo												
17 Frederick Blvd	City of Portsn	nouth 0.53	200	000 G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.639	21000	G
<u> </u>	To:		I-2	264			$\neg$ $\vdash$									
17 Frederick Blvd	City of Portsn	nouth 0.35	370	000 G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.51	39000	G
	To:	T IA	CD 227	Turnpike Rd												
17 Frederick Blvd	From: City of Portsn				99%	0%	1%	0%	0%	0%	F	0.082	F	0.508	29000	G
17) Tredensk Biva	City of Fortish				0070	0 / 0	1 70	0 70	0 / 0	070	•	0.002	•	0.000	20000	ď
~~~ F	To: From:			rline Blvd	000/	00/		00/	00/	00/		0.070		0.570	47000	_
[17] Frederick Blvd	City of Portsn				99%	0%	1%	0%	0%	0%	F	0.078	F	0.576	17000	G
•	To: From:			8 High St ederick Blvd												
17 High St	City of Portsm				99%	0%	1%	0%	0%	0%	F	0.078	F	0.64	25000	G
17)		0.20				- / •	- , , ,	3,0	- / •	- / 0	•	2.3.3	,			_
C Liberto Ot	To: From:		Rodma		0001	00/		00/	00/	00/		0.000		0.505	07000	_
High St	City of Portsn				99%	0%	1%	0%	0%	0%	F	0.086	F	0.585	27000	G
~	To:	12	4-8525 (Cedar 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		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~	From:		525 Cedar La		000/	00/	10/	00/	00/	00/	_	0.004	_	0.547	0.4000	_
High St	City of Portsmouth	0.93	23000	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.547	24000	C
~	Toc From:		8 Churchland													
17) High St	City of Portsmouth	0.21	17000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.553	18000	(
	To: From:		32 Tyre Neck													
17) Western Branch Blvd	City of Portsmouth		19000	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.523	20000	(
~	To: From:		L Chesapeake L Portsmouth													
17 Western Branch Blvd	City of Chesapeake	0.69	18000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.517	18000	
1)	To		4 Churchland													
17)	City of Chesapeake		23000		99%	0%	1%	0%	0%	0%	С	0.100	Α	0.51	24000	,
17)	To:		CL Suffolk					-,-	• , •		_					-
~~	From:		L Chesapeak													
17 Bridge Rd	City of Suffolk	0.66	22000	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	23000	
~	To: From:	I-664; SR 1	64 Western I	Freeway	y		\neg \vdash									
17 Bridge Rd	City of Suffolk	1.81	34000	F	97%	0%	0%	1%	1%	0%	F	0.093	F	0.597	37000	
~	To- From:	133-626 Knots Ne	ck Road: Sho	oulders	Hill Rd		\neg \vdash									
17 Bridge Rd	City of Suffolk		27000		97%	0%	0%	1%	1%	0%	F	0.093	F	0.577	28000	
	To		Bennetts Pasti													
17 Bridge Rd	From: L City of Suffolk	2.47	19000		97%	0%	0%	1%	1%	0%	F	0.093	F	0.536	20000	
17) Bridge rid	only of carroin				01 /0	0 70		1 /0	1 /0	0 /0	•	0.000	•	0.000	20000	
Dridge Dd	From:		28 Crittenden		070/	00/	00/	10/	10/	00/	г	0.100	NI	0.544	16000	(
17) Bridge Rd	City of Suffolk		15000 Vight County	G	97%	0%	0%	1%	1%	0%	F	0.103	N	0.544	16000	,
	From:		CL Suffolk	Line			_									
17 Carrolton Blvd	Isle of Wight County		15000	F	97%	0%	0%	1%	1%	0%	F	0.103	F	0.544	16000	
)	To	110 250	8; SR 32 Bart	tlatt												
17) (258) (32) Carrolton Blvd	Isle of Wight County	2.17	28000		97%	0%	0%	1%	1%	0%	С	0.114	Α	0.713	30000	
17) (238) (32) Garrolleri Bird	and or virging deality					0 70		1 70	1 /0	0,0	Ū	0.111	, ,	0.7.10	00000	•
	From:		trance Ragge 28000			0%	0%	1%	1%	0%	F	0.11	F	0.754	20000	(
17 (258) (32)	Isle of Wight County		Newport Nev	G	97%	0%	0%	170	170	0%	Г	0.11	Г	0.754	30000	,
	From:		Vight County				_									
17 (258) (32) Mercury Blvd	City of Newport News	0.22			97%	0%	0%	1%	1%	0%	F	0.11	F	0.754	30000	(
	To	US 60) Warwick Bl	lvd												
17) (258) (32) Mercury Blvd	City of Newport News	0.56	37000	G	97%	0%	0%	1%	1%	0%	F	0.099	F	0.6	39000	(
(32) (32) (32)	Та:		R 143 Jeffers			- 70	Ť	. 70	. /0	0,0	•	0.000	•	0.0	23000	•
	From:		8 Mercury Bl	lvd												
17 (143) Jefferson Ave	City of Newport News	1.31	40000	G	97%	0%	0%	1%	1%	0%	F	0.091	F	0.592	42000	(
\sim	To	SR	152 Main St	:			─									
17 (143) Jefferson Ave	City of Newport News	1.69	39000	G	97%	1%	1%	1%	1%	0%	С	0.087	F	0.582	41000	(
., .,	To		Harpersville				i				_					•

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

					Trι	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire B	us 2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
lattawaan Aus	From:	SR 306 Harpersville Rd	070/ 0	0/ 00/	40/	10/	00/	_	0.000	F	0.507	F0000	_
17 143 Jefferson Ave	City of Newport News	1.12 48000 G	97% 0	% 0%	1%	1%	0%	F	0.083	F	0.537	50000	G
•	From:	SR 312 J Clyde Morris Blvd SR 143 Jefferson Ave											_
17 J Clyde Morris Blvd	City of Newport News	1.28 38000 G	97% 0	% 0%	1%	1%	0%	F	0.081	F	0.502	40000	(
	Too												
17 J Clyde Morris Blvd	City of Newport News	I-64 0.80 38000 G	98% 0	% 1%	0%	1%	0%	F	0.082	F	0.589	41000	
17 J Clyde Morris Blvd	City of Newport News	0.80 38000 G	90 /o	/0 1/0	0 /6	1 /0	0 /6	'	0.002	'	0.569	41000	
~	To: From:	121-7034 Harpersville Rd	2221					_		_			
17 J Clyde Morris Blvd	City of Newport News	0.25 35000 G	98% 0	% 1%	0%	1%	0%	F	0.086	F	0.586	38000	
~	To: From:	NCL Newport News											
George Washington Mem Hwy	York County	1.20 31000 G	98% 0	% 1%	0%	1%	0%	F	0.079	F	0.577	34000	
<i>~</i>	To	SR 171 Victory Blvd											
George Washington Mem Hwy	York County	0.93 35000 G	98% 0	% 1%	0%	1%	0%	F	0.081	F	0.580	37000	
	Too												
George Washington Mem Hwy	York County	SR 134 Hampton Hwy 2.08 50000 G	98% 0	% 1%	0%	1%	0%	F	NA			54000	
George Washington Mem Hwy	TOIR County	2.08 30000 G	90% 0	70 I 70	076	I 70	0%	Г	INA			34000	
~	To: From:	99-621 Dare Rd; Grafton Dr											_
George Washington Mem Hwy	York County	1.07 34000 G	98% 0	% 1%	0%	1%	0%	F	0.081	F	0.519	37000	
~~ <u></u>	To: From:	SR 173 Denbigh Blvd		<u> </u>									
George Washington Mem Hwy	York County	1.39 33000 G	98% 0	% 1%	0%	1%	0%	F	0.087	F	0.569	35000	
<i>~</i>	To:	SR 105 Fort Eustis Blvd											
George Washington Mem Hwy	York County	0.59 32000 G	98% 0	% 1%	0%	1%	0%	F	0.088	F	0.632	34000	
The configuration and					0,0	. , 0	0,0	•	0.000	•	0.002	0.000	
Coorgo Washington Mam Llung	From:	99-704 Cook Rd	000/ 0	0/ 10/	00/	10/	00/	F	0.007	F	0.644	25000	
George Washington Mem Hwy	York County	2.38 32000 G	98% 0	% 1%	0%	1%	0%	Г	0.087	Г	0.644	35000	
~	To: From:	SR 238 Goosley Rd											_
George Washington Mem Hwy	York County	0.28 25000 G	98% 0	% 1%	0%	1%	0%	F	0.093	F	0.681	27000	
~	To: From:	SR 90003 Colonial Pkwy											
George Washington Mem Hwy	York County	0.69 31000 G	98% 0	% 1%	0%	1%	0%	F	0.098	F	0.649	33000	
~	To:	99-1001 Mathew St											
George Washington Mem Hwy	York County	0.09 31000 G	98% 0	% 1%	0%	1%	0%	F	0.094	F	0.726	33000	
	To:	Gloucester County Line											
	From:	York County Line											
George Washington Mem Hwy	Gloucester County	1.47 31000 G	98% 0	% 1%	0%	1%	0%	F	0.094	F	0.726	33000	
~	To:	36-1208 Roper Rd											
George Washington Mem Hwy	Gloucester County	1.49 31000 A	98% 0	% 1%	0%	1%	0%	С	0.105	Α	0.665	33000	
	To												
George Washington Mem Hwy	Gloucester County	SR 216 Guinea Rd 2.92 33000 G	98% 0	% 1%	0%	1%	0%	F	0.092	F	0.667	35000	
17) George Washington Mem Hwy	Gioucester County	2.92 33000 G	30 /o U	/0 170	U /o	1 /0	U /o	1	0.032	'	0.007	33000	(
~	To: From:	36-636 Brays Point Rd, Ordinary	4	}									_
George Washington Mem Hwy	Gloucester County	3.12 31000 G	98% 0	<u>% 1%</u>	0%	1%	0%	F	0.093	F	0.663	33000	
~	Tα·	36-628 TC Walker Rd											

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~	From:		3 TC Walke													
(17) George Washington Mem Hwy	Gloucester County	3.01	27000	G S	98%	0%	1%	0%	1%	0%	F	0.092	F	0.634	29000	G
~	To- From:	Bus US 17 Main S	St, South of													
(17) George Washington Mem Hwy	Gloucester County	1.68	18000	G S	98%	0%	1%	0%	1%	0%	F	0.087	F	0.569	19000	G
~	To- From:	Bus US 17 Main	St, North of	f Glouceste	er CH		\Box \vdash									
(17) (14) George Washington Mem Hwy	Gloucester County	2.45	15000	G S	98%	0%	1%	0%	1%	0%	F	0.087	F	0.588	16000	G
\$\times_{\text{\color}}\tag{\text{\color}}\tag{\text{\color}}\tag{\text{\color}}\tag{\text{\color}}\tag{\text{\color}}	To: From:	36-	-606 Ark R	d												
(17) (14) George Washington Mem Hwy	Gloucester County	1.65	13000	G 9	98%	0%	1%	0%	1%	0%	F	0.087	F	0.557	13000	G
\bigcirc	To: From:	36-6	515 Willis F	Rd			\Box \vdash									
(17) (14) George Washington Mem Hwy	Gloucester County	3.73	11000	G 9	98%	0%	1%	0%	1%	0%	F	0.081	F	0.511	12000	G
\bigcirc	To: From:	SR	14 Adner R	Rd			\neg \vdash									
George Washington Mem Hwy	Gloucester County	4.77	6600	G 9	98%	0%	1%	0%	1%	0%	F	0.080	F	0.512	6900	G
<u> </u>	To- Fram:	SR 33, S	SR 198 Glei	nns Rd			_									
(33) George Washington Mem Hwy	Gloucester County	1.55	12000	G 9	98%	0%	1%	0%	1%	0%	F	0.080	F	0.505	13000	G
\bigcirc	To:		sex County													
17 (33) Tidewater Trail	Middlesex County	Glouce 0.81	ster County 12000		98%	0%	1%	0%	1%	0%	F	0.083	F	0.545	13000	G
17 33 Tidewater Trail							1 /6	0 /6	1 /0	0 /6	'	0.003	'	0.545	13000	u
17 Tidewater Trail	Middlesex County	3us US 17, SR 33 G 1.02	loucester R 5900		of Saluda 98%	0%	1%	0%	1%	0%	F	0.082	F	0.513	6200	G
17 Tidewater Trail	Wilddiesex County				JO 76	0 76	1 /6	0 /6	1 /0	0 /6	'	0.002	'	0.515	0200	ч
17 Tidewater Trail	Middlesov County	2.79	JS 17 School 6400		98%	0%	1%	0%	1%	0%	F	0.086	F	0.507	6700	G
17 Tidewater Trail	Middlesex County					0 /6	1 /0	U /o	1 /0	0 /6	•	0.000	'	0.507	0700	G
Tidowator Trail	Middlesov County	59-603 Warner	Road; Farl		oad 98%	0%	10/	00/	10/	0%	F	0.083	F	0.510	5400	G
17 Tidewater Trail	Middlesex County	2.38			90%	0%	1%	0%	1%	0%	г	0.063	Г	0.510	3400	G
Tidowatou Tuoil	From:		Old Virginia		000/	00/	10/	00/	10/	00/		0.000		0.500	4000	
17 Tidewater Trail	Middlesex County	7.46	x County L		98%	0%	1%	0%	1%	0%	F	0.086	F	0.536	4900	G
	From:		sex County													
17 Tidewater Trail	Essex County	4.67	5100	F 9	98%	0%	1%	0%	1%	0%	F	0.081	F	0.550	5400	F
<u> </u>	To- Fram:	28-68	4 Center C	ross			\neg									
17 Tidewater Trail	Essex County	5.64	5300	F 9	98%	0%	1%	0%	1%	0%	F	0.08	F	0.581	5600	F
<u> </u>	To	28-609	9 Essex Mil	l Rd			\lnot \vdash									
17 Tidewater Trail	Essex County	3.03	7600		98%	0%	1%	0%	1%	0%	F	0.082	F	0.594	8000	F
\bigcirc	Toc	US 3	60 Brays F	ork												
17 (360) Tappahannock Blvd	Essex County	0.20	21000		94%	0%	1%	1%	4%	0%	F	0.079	F	0.509	18000	F
	To:	SCI	Tappahann	nck												
(17) (360)	Town of Tappahannock (Maint: 28		21000		94%	0%	1%	1%	4%	0%	N	0.079	N	0.509	18000	N
.,, 666)	To	•					— <u>`</u>			- / -						
[17]	Town of Tappahannock (Maint: 28		0 Tappahan 7100		94%	0%	1%	1%	4%	0%	С	0.141	Α	0.657	6300	Α
	To	,	Tappahann		∪ ⊤ /∪	0 /0	- 70	1 /0	7/0	0 /0	5	0.171	77	0.007	5500	~

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

			į į	illialy all	a intersta	ale no	uies											
Davida		1,		1		•	4.	D		Tru	ıck		~~	K	01/	Dir	A A \A/D.T	O14/
Route		Jurisdicti	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
		From	n:	NCL	Tappahann	nock												
17		Essex Cou	untv	2.53	7100	N	94%	0%	1%	1%	4%	0%	Ν	0.141	Ν	0.657	6300	Ν
							, .							• • • • • • • • • • • • • • • • • • • •				
~~~ - · ·		From	n:		3 Gwynnfie				<del> </del>									
(17) Tidewater Trail		Essex Cou	unty	3.71	6000	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.531	5400	F
<u> </u>		Т.	<u>~</u>	2	8-624 Care	t												
17 Tidewater Trail		Essex Cou	ıntv	9.35	4800	F	94%	0%	1%	1%	4%	0%	F	0.092	F	0.6	4200	F
(17)			<del></del>				0.70	0,0		. , 0	.,,	0,0		0.002		0.0	00	•
~~~		Fron	n:		5 Rose Mou													
17 Tidewater Trail		Essex Cou	unty	4.45	5200	F	94%	0%	1%	1%	4%	0%	F	0.079	F	0.703	4600	F
\hookrightarrow		T	o:	Caro	line County	Line												
~~		From	n:		ex County L													
17 Tidewater Trail		Caroline Co	ounty	5.89	6000	G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.616	5300	G
\hookrightarrow		Т	ior	211	301 Port Ro	ove1												
(47)		Caroline Co	n: L	9.66	5100	F	95%	1%	1%	1%	3%	0%	С	0.101	F	0.545	4500	F
17		Oaronne Oc	Junty	3.00	3100	•	33 /0	1 /0	1 /0	1 /0	0 /0	0 70	O	0.101	•	0.545	+300	'
		Fron	n:	16-610	Pepmeier I	Hill Rd												
17		Caroline Co	ounty	2.57	5500	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.531	4900	G
\bigcirc		T	o:	Spotsyl	vania Coun	ty Line												
		Fron	n:	Caro	line County	Line												
17 Mills Dr		Spotsylvania	County	1.89	6200	F	94%	0%	1%	1%	4%	0%	F	0.093	F	0.546	5500	F
\bigcirc		T	io:	CD	2. D IIC	17												
17 Mills Dr		From	County	1.23	2; Bus US 6700	F	94%	0%	1%	1%	4%	0%	F	0.095	F	0.548	5900	F
(17) Mills Dr		Spotsylvania	County	1.23	6700	г	94%	0%	1 70	1 70	470	076	F	0.095	F	0.546	3900	Г
		Fron	88-60	9 Jim Mori	ris Rd; Thor	rnton Ro	lling Rd											
17 Mills Dr		Spotsylvania	County	3.17	14000	F	95%	0%	1%	2%	2%	0%	С	0.103	F	0.582	13000	F
\bigcirc		т	or .	00.771.4	7 D (00.1025												
Mille Dr		From	n:	1.05	Cosner Dr; 8	88-1035 F	0.40/	00/	10/	10/	40/	00/	F	0.000	F	0.500	01000	F
17 Mills Dr		Spotsylvania	County		23000	Г	94%	0%	1%	1%	4%	0%	г	0.083	г	0.506	21000	г
<u> </u>		Fron	n:		Bus US 17	I D 1												
AASH- Do		0	~		US 17 Mill		0.40/	00/	40/	40/	40/	00/	_	0.004	_	0.07	45000	_
(17) Mills Dr		Spotsylvania	County	0.27	16000	F	94%	0%	1%	1%	4%	0%	F	0.084	F	0.87	15000	F
~		Fron	n:		fferson Dav	_												
C C Latterna Device House		0	···L		7 Poor Hous		000/	00/	40/	00/	00/	00/	_	0.000	_	0.570	F0000	_
(17) (1) Jefferson Davis Hwy		Spotsylvania	County	1.18	53000	F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.578	56000	F
* *		Ti	0:		I-95 N													
~~ ~ B 110 t 110 t 7 t	05 N + 5 11 400	0	<u>"</u>	0.10	US 1												10000	_
$\binom{17}{1}$ $\binom{1}{1}$ Ramp US 1, US 17 to I	-95 N at Exit 126	Spotsylvania	County	0.12	18000	G								NA			19000	G
* *		Ti	0:		I-95 N													
\sim $=$		Pron			fferson Dav	ıs Hwy			f "		- (()	l	etaa e					
(17) (95)		Spotsylvania	•	2.81								iume es		es for this	•			
Con	nbined Traffic Estima	ites for 2 Paralle	I Roadways on this	Route:	116000	Α	86%	1%	1%	1%	12%	1%	F	0.084	Α	0.513	107000	Α
		T		SCI	Frederickst	hura												
	City	of Fredericksbu	L	0.89	1 ICUCIICKS	ouig	0,	aa I-05	for direc	otional tr	affic vo	luma co	timata	e for this	· coar	nont		
[17] [95]					440000									es for this	segi	nen.	40=000	
Con	nbined Traffic Estima			Route:		Α	86%	1%	1%	1%	12%	1%	F	NA			107000	Α
		T	o:		SR 3													

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

Route	Jurisdictio	n Length		QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QV
17 (95)	City of Fredericksburg	g (Maint: 88) 2.29	SR 3		S	ee I-95 1	or dire	ctional t	raffic vo	lume es	timate	es for this	segr	nent.		
) 60		= :	143000	В	86%	1%	1%	1%	12%	1%	F	0.076	Α	0.516	137000	В
	To:															
~ ~	From:		L Frederick	sburg		1.05.1										
17 (95)		,		_									s segr	nent.		_
	Combined Traffic Estimates for 2 Parallel				86%	1%	1%	1%	12%	1%	F	NA			13/000	Е
	From:						-									
7 (95) Collector Rd	Stafford Cou)3 IVD, 03	17	S	ee I-95 1	or dire	ctional t	raffic vo	lume es	timate	es for this	segr	ment.		
NCL Fredericksburg																
7 (95) Collector Rd	Stafford Cou					ee I-95 f	or dire	ctional t	raffic vo	lume es	timate	es for this	segr	nent.		
200	To	Dom	an Enona IIC	17.0												
7 Collector Bd	From: Stafford Cou		ip From US	51/3	S	ee I-95 f	or dire	ctional t	raffic vo	lume es	timate	es for this	sear	ment		
Second Surface Second																
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 143000 B 86% 1% 1% 1% 12% 1% F 0.076 A 0.516 137																
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 143000 B 86% 1% 1% 1% 12% 1% F NA 137000 Incomplete																
Stafford County O.74 See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this segment. See I-95 for directional traffic volume estimates for this																
~	From:										_		_			
7) Warrenton Rd	Stafford Cou	inty 3.54	39000	G	84%	1%	1%	1%	13%	1%	F	0.085	F	0.564	36000	(
~	To: From:		5 Holly Co	rner Rd												
7 Warrenton Rd	Stafford Cou	inty 2.36	24000	G	84%	1%	1%	1%	13%	1%	F	0.090	F	0.587	22000	(
~ <u></u>	To	89	-705 Hartw	/ood			\neg									
Warrenton Rd	Stafford Cou				84%	1%	1%	1%	13%	1%	F	0.089	F	0.588	19000	(
<i>``</i>	To:	Fauc	quier Count	y Line												
~	From:										_		_			
7 Marsh Rd	Fauquier Cou				84%	1%	1%	1%	13%	1%	F	0.075	F	0.531	19000	(
	To:			-			_									
March Rd	Fauguier Co				84%	1%	1%	1%	13%	1%	C	0 114	Δ	0.513	15000	
Warshiria	i daqaler cot	<u> </u>			0470	1 70	1 /0	1 70	1070	1 /0	J	0.114	,,	0.010	10000	•
~	To: From:								1001				_			
Marsh Rd	Fauquier Col	unty /.51	22000	G	84%	1%	1%	1%	13%	1%	F	0.075	F	0.504	20000	(
~	To- From:	SI	R 28 Catlett	t Rd												
7 Marsh Rd	Fauquier Cou	unty 3.24	19000	G	88%	0%	1%	1%	9%	0%	С	0.1	Α	0.555	19000	(
<i>~</i>	To	US	15, US 29	Opal			\neg									
7 (15) (29) James Mad	dison Hwy Fauquier Cou				91%	1%	1%	1%	7%	0%	С	0.096	Α	0.563	42000	,
	To:	20.6	24 Lans D:-	laa Dd												
17) (15) (29) James Mad	dison Hwy Fauquier Cou		45000	G Ra	91%	1%	1%	1%	7%	0%	F	0.078	F	0.64	44000	(
	To	BUS US 15,	17 29 South	n of Warr	enton											
17 (15) (29) Eastern By	rpass Fauquier Cou		39000	G	91%	1%	1%	1%	7%	0%	F	0.077	F	0.595	38000	(
17) (13) (23) 240(0111 B)	Ta:		29 North o			. /0		. 70	. /0	5 / 5	•	0.011	•	0.000	22000	`

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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
~~	From:	US 15, US														
17)	Fauquier County	0.38	12000	N	87%	1%	1%	1%	10%	1%	N	0.073	N	0.517	12000	١
	To: From:		CL Warrento													
17)	Town of Warrenton (Maint	t: 30) 1.52	12000	G	87%	1%	1%	1%	10%	1%	F	0.073	F	0.517	12000	
	To: From:		CL Warrento													
17)	Fauquier County	0.32	14000	G	87%	1%	1%	1%	10%	1%	F	0.073	N	0.517	14000	
~	To: From:	Urban Bound	Bus US 17	56 Moff	et Dr											
17 James Madison Hwy	Fauguier County	1.59	22000	G	87%	1%	1%	1%	10%	1%	F	0.078	F	0.511	22000	
<u>, </u>	To	20.6	28 Blantyre													
7 James Madison Hwy	From: Fauguier County	5.52	18000	A	87%	1%	1%	1%	10%	1%	С	0.111	Α	0.533	18000	
)	Tec					.,.		.,.		.,.	_					
Winchester Rd	Fauquier County	0.64	5 Old Taves 17000	rn Ka G	87%	1%	1%	1%	10%	1%	F	0.072	F	0.521	17000	
<i>(</i>)	. daqa.e. eesy				0.70	. , 0		. , 0	.070	. , 0	•	0.0.2	•	0.02		
7 Winchester Rd	Fauquier County	1.38	709 Belvoir 17000	Rd G	87%	1%	1%	1%	10%	1%	F	0.073	F	0.538	17000	
7) Winchester Rd	To:		6; BUS US		07 70	1 /0	1 /0	1 /0	10 /0	1 /0	•	0.070	•	0.550	17000	
~ ~~	From:		Bus US 17													
7 $\{17\}$ Ramp	Fauquier County	0.13	6600	Α								0.124	Α		6300	
<i></i>	To:	I-66-W FROM RT	17 & 17 BU 17; BUS US		ORTH &	S										
7 (66)	Fauguier County	1.27	17; 603 03	5 1 /	Se	ee I-66	for direc	tional t	affic vo	lume es	timate	es for this	sear	ment.		
7) (00)	Combined Traffic Estimates for 2 Parallel Roadw		47000	Α	92%	1%	1%	0%	6%	0%	F	0.103	_	0.573	45000	
	To:		S US 17, SR		0270	. , ,		0 70	0,0	0,0	•	000		0.07.0	.0000	
~ ~ ~	From:		ap in US 17	7												
17) (66) (55)	Fauquier County	3.42										es for this				
~ ~ ~	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	46000	Α	92%	1%	1%	0%	6%	0%	F	0.104	Α	0.622	44000	
~ ~~	To: From:		I-66													
7) (66) Ramp	Fauquier County	0.25			S	ee I-66	for direc	tional t	affic vo	lume es	timate	es for this	segr	ment.		
~ _	To: From:		US 17 I-66													
(55) Winchester Rd	Fauquier County	0.64	8500	G	94%	1%	1%	1%	4%	0%	F	0.080	F	0.596	8500	
) 60	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	8500	G								NA			NA	
	To:	SD 55 9	South of Del	lanlana												
Winchester Rd	Fauquier County	5.68	6800	G	94%	1%	1%	1%	4%	0%	F	0.082	F	0.615	6800	
2	To	20	-710 Carr R	0.4												
7 Winchester Rd	Fauquier County	1.48	7400	G	94%	1%	1%	1%	4%	0%	С	0.089	F	0.610	7400	
)	- adquior county				01/0	. , ,		1 /0	1,0	0 / 0	J	3.000	•	3.010	, 100	
John S Mosby Hv	vy Fauquier County (Maint:		US 50 Paris 11000	F	95%	1%	1%	1%	2%	0%	С	0.091	F	0.725	12000	
[7] $\{50\}$ John S Mosby Hv	Tax	•	ke County I		JJ /6	1 /0		1 /0	L /0	0 /0	J	0.001	'	0.723	12000	
	From:		uier County													
17) (50) John S Mosby Hv	vy Clarke County	3.44	13000	G	95%	1%	1%	1%	3%	0%	F	0.099	F	0.718	14000	
\sim	To:	21-723	East of Mil	llwood												

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:		East of Mill													
(17) (50) Millwood Pike	Clarke County	1.97	12000	G	95%	1%	1%	1%	3%	0%	С	0.1	F	0.712	13000	G
<del></del>	To: From:		SR 255													
(17) (50) Millwood Pike	Clarke County	2.83	12000	G	95%	1%	1%	1%	3%	0%	F	0.094	F	0.727	13000	G
<del></del>	To: From:	US 340	South of E	Boyce												
17 50 Millwood Pike	Clarke County		11000	G	95%	1%	1%	1%	3%	0%	F	0.094	F	0.701	12000	G
<u> </u>	To: From:		ck County e County L													
17 50 Millwood Pike	Frederick County	2.72		F	95%	1%	1%	1%	2%	0%	F	0.092	F	0.662	11000	F
(17) (30)	Trouble County				0070	1 /0		1 70	_ / 0	0 70	•	0.002	•	0.002	11000	•
17 50 Millwood Pike	Frederick County		arpers Val 17000	ley Rd F	95%	1%	1%	1%	2%	0%	С	0.089	F	0.605	18000	F
[17] [50] Millwood Pike	Tredefick County				33 /6	1 /0	1 /6	1 /0	2/0	0 /6	O	0.003	'	0.003	10000	•
Million and Dillion	From Land Converted		Front Roya		050/	10/	10/	10/	00/	00/		0.000	N.I.	0.005	44000	
17 50 522 Millwood Pike	Frederick County		41000 Wincheste	G	95%	1%	1%	1%	2%	0%	F	0.089	N	0.605	44000	G
	From:	ECL	I-81	C1												
17 50 522 Millwood Ave	City of Winchester	0.09	27000	N	97%	0%	1%	0%	1%	0%	Ν	0.083	Ν	0.624	28000	Ν
	To:		al Early D													
( ) ( ) ( ) lubal Farly Dr	City of Minchaster		ar, Millwoo	d Ave <b>F</b>	070/	00/	10/	00/	10/	00/	С	0.000	F	0.604	00000	_
17 50 522 Jubal Early Dr	City of Winchester		27000 e Blossom		97%	0%	1%	0%	1%	0%	C	0.083	Г	0.624	28000	F
	From:		al Early D													
17 50 522 Apple Blossom Dr	City of Winchester	0.05	9100	F	97%	0%	1%	0%	1%	0%	F	0.087	F	0.852	9700	F
	To:		ar, Millwo													
17 (50) (522) Millwood Ave	City of Winchester	US 50 Par; 0.75	Apple Blo 12000	ssom D	98%	1%	1%	0%	0%	0%	F	0.085	F	0.551	13000	F
[17] [50] [522] Millwood Ave	To:		1 Cameron		30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.005	'	0.551	13000	•
	From:		34A TO R													
17 Ramp	City of Suffolk (Maint: 61)		13000	G								NA			13000	G
(1)	To:		ROM ROU													-
	From:	US 17	Wincheste	r Rd												
17 Ramp	Fauquier County		1100	Α								0.159	Α		1200	Α
$\bigcirc$	To:	I	I-66 East													
	From:	US 17	Wincheste	r Rd												
17 Ramp	Fauquier County		6600	Α								0.124	Α		6300	Α
	To:	I	-66 West													
North	From:		TO I-64 W	EST												
(17) Ramp	City of Chesapeake (Maint: 64)	0.17	NA									NA			NA	
	Te:	I-64-W FRO														
North	From:	US 17 I-64-E29		IS 64 E	AST										N.1.4	
17 Ramp	City of Chesapeake (Maint: 64)	0.17	NA M US 17	NODTI	7							NA			NA	
-		I-64-E FRC	JM US 17	NUKTE	ı											

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

Route	Jurisdiction	Length AADT C	A 4Tire Bus	Tri 2Axle 3+Axle	uck 1Trail 2Trai	$\cap$ C	K actor	Dir Factor	AAWDT	QW
North 17 Ramp City of	Fron:  f Chesapeake (Maint: 64)  To:	US 17 TO RT 168 SOU 0.16 <b>NA</b> I-64-W291B FROM RT 17				1	NA		NA	
North 17 Ramp City of	From:  f Chesapeake (Maint: 64)  To:  SR 168	US 17 TO RT 464 NOR 0.26 <b>5800</b> • -N015B FROM RT 17 NOR	G			0.	139 F		6200	G
North 17 Ramp City of	f Chesapeake (Maint: 64)	US 17-N017D TO RT 64 0.10 NA				1	NA		NA	
North City of	f Chesapeake (Maint: 64)	SR 168-N015A TO RT 64 0.54 <b>27000</b> ( I-64-W I-64-W291X C	G			0.	092 F		27000	G
North (17) Ramp City of	Fron: House (Maint: 64)	US 17 Dominion Blv 0.30 <b>2400</b> 0 I-464 North	G 95% 0%	 1% 1%	3% 0%	F 0.	102 F		2500	G
North (17) Ramp City o	Fron: of Portsmouth (Maint: 64) To: I-264-F	US 17 TO ROUTE 264 I 0.07 NA E FROM ROUTE 17 NORTH				Ī	NA		NA	
North (17) Ramp City o	Fron: of Portsmouth (Maint: 64) To: I-264-W	US 17 TO ROUTE 264 V 0.14 <b>1200</b> C 7 FROM ROUTE 17 NORTH	G			0.	112 F		1200	G
North (17) Ramp City	y of Suffolk (Maint: 61)	US 17 TO ROUTE 664 EAS 0.03 <b>4900</b> US 17-S034A TO ROU	G			ı	NA		4900	G
North (17) Ramp City of	Newport News (Maint: 99)	US 17 J Clyde Morris F 0.16 <b>13000</b> G I-64-E	Blvd <b>G</b>			(	).1 F		13000	G
North 17 Ramp	Stafford County	US 17 Warrenton Re 0.23 <b>1900</b> 0 I-95 South	d <b>G</b> 84% 1%	1% 1%	13% 1%	F 0.	122 F		1700	G
South (17) Ramp City of	f Chesapeake (Maint: 64)	US 17 TO I-64 WES 0.19 NA I-64-W FROM US 17 SO				ı	NA		NA	
South (17) Ramp City of	Fron:  f Chesapeake (Maint: 64)  To:	US 17 0.29 <b>1200</b> I-64 East	<b>G</b> 95% 0%	1% 1%	3% 0%	F I	NA		1300	G
South (17) Ramp City of	of Portsmouth (Maint: 64)	US 17 TO ROUTE 20 0.33 NA E FROM ROUTE 17 SOUTH				1	NA		NA	
South (17) Ramp City of	of Portsmouth (Maint: 64)	US 17-S027A TO ROUTE 2 0.14 <b>5500</b> V FROM ROUTE 1700- FRE	G			0.	091 F		5500	G

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

		<u> </u>				Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:	US 17 TO ROUTE 664 E												
(17) Ramp	City of Suffolk (Maint: 61)	0.05 <b>7800</b>	G							NA			7800	G
<del></del>	Τα	US 17-N034A US 17- 34	A TO ROUTE											
South	From:	US 17 J Clyde Mor												
17 Ramp	City of Newport News (Maint: 9	*	G							0.099	F		5800	G
<del>~</del>	To:	I-64-E												
South	From:	US 17 J Clyde Mor												
17) Ramp	City of Newport News (Maint: 9		G							0.099	F		2100	G
<del>~</del>	To:	I-64-W												
South	From:	US 17 Warrento												
17) Ramp	Stafford County	0.22 <b>6500</b>	<b>G</b> 84%	1%	1%	1%	13%	1%	F	0.095	F		6000	G
<del>~</del>	To:	I-95 Collector	Rd											
South	From:	US 17 Warrento												
17 Ramp	Stafford County	0.29 <b>23000</b>	<b>G</b> 84%	1%	1%	1%	13%	1%	F	0.094	F		21000	G
<del>~</del>	To:	I-95 South												
South	From:	2US 17-P US 17-S225B												
17) (55) Ramp	Fauquier County	0.36 <b>3800</b>	G							0.097	F		3800	G
$\sim$	To:	I-66-E FROM RT US	17 SOUTH											
outh	From:	2US 17-P US 17-S225A T	O RT 66 EAS											
17 Ramp	Fauquier County	0.13 <b>4100</b>	G							0.092	F		4100	G
<del>~</del>	To:	I-66-W FROM RT 17	7 SOUTH											
ALT	From:	US 17 Mills I												
17 Latitude St	Spotsylvania County	0.09 <b>2200</b>	<b>F</b> 94%	0%	1%	2%	3%	0%	F	0.096	F	0.688	2400	F
<del>~</del>	To:	Bus US 17 Mill	Rd											
Bus	From:	NCL Fredericks	burg											
17 1 Jefferson Davis Hwy	Stafford County	0.35 <b>31000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.086	F	0.564	33000	G
<del></del>	To:	US 1 SR 212 Fala												
Bus 17 Warrenton Rd	Stoffard County	US 1 Jefferson Davis H 1.65 <b>29000</b>		0%	1%	10/	1%	0%	С	0.083	F	0.610	31000	G
17) Warrenion Ru	Stafford County	1.65 <b>29000</b> I-95, US 17		0%	1%	1%	170	0%	C	0.063	Г	0.619	31000	G
Bus	Ota ff and O and to	BUS US 17		00/	40/	40/	40/	00/	_	0.070	_		F000	_
17) Ramp	Stafford County	0.28 <b>5200</b>	<b>G</b> 96%	0%	1%	1%	1%	0%	F	0.073	F		5600	G
		I-95 Collector												
Bus	From:	US 17 Mills Dr; SR 2 Sa		00/		00/	00/	00/	_	0.00	_	0.504	7700	_
17) (2) Tidewater Trail	Spotsylvania County	3.56 <b>7200</b>	<b>F</b> 94%	0%	1%	2%	3%	0%	С	0.09	F	0.594	7700	F
Bus	To: From:	88-1310 Church	h St											
17 2 Tidewater Trail	Spotsylvania County	0.97 <b>23000</b>	<b>F</b> 94%	0%	1%	2%	3%	0%	F	0.076	F	0.533	24000	F
17) (2) 1.30113.57 11311	- F			3,0		_ /0	J / 0	0 / 0	•	0.0.0	•	0.500	000	•
Bus	To: From:	ECL Fredericks	burg											
Bus 17 2 Dixon St	City of Fredericksburg	0.55 <b>24000</b>	<b>F</b> 94%	1%	1%	1%	3%	0%	С	0.08	F	0.563	26000	F
$\sim$ $\sim$	To:	Ramp from Rte. 3 C	onnector											

# 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		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	F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.639	11000	F
Pue	To: From		Charles St													
Bus 17 2 Dixon St	City of Frederic	cksburg 0.06	4900	F	98%	0%	1%	0%	0%	0%	F	0.099	F	0.650	5200	F
	Combined Traffic Estimates for 2 Parallel	•	7600	F	98%	0%	1%	0%	0%	0%	F	0.103	F	0.517	8100	F
	To:		ncess Anne	St												
Bus Dixon St	City of Frederic			F	98%	0%	10/	00/	0%	00/	F	0.075	F		3400	F
17 2 Dixon St	Combined Traffic Estimates for 2 Parallel	•	3200 5900	F	98%	0% 1%	1% 2%	0% 0%	0% 0%	0% 0%	F	0.075 NA	Г		6300	F
	Combined Trainic Estimates for 2 Parallel		Caroline St		96%	170	2%	0%	0%	0%	Г	INA			6300	Г
Bus	From:		Dixon Street	t												
$\{17\}$ $\{2\}$ Caroline St	City of Frederic	•	2300	F	96%	1%	3%	0%	0%	0%	С	0.075	F		2500	F
$\diamond$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5000	F	96%	1%	2%	0%	0%	0%	С	NA			5400	F
Bus Bus	To: From:	La	yfayette Bly	vd												
17 1 2 Caroline St	City of Frederic	cksburg 0.38	4900	F	99%	0%	1%	0%	0%	0%	F	0.091	F		5200	F
	Combined Traffic Estimates for 2 Parallel		11000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.564	12000	F
	To	Rus	SR 3 Willia	m St												
Bus Bus Caroline St	City of Frederic		6000	F	99%	0%	1%	0%	0%	0%	С	0.081	F		6400	F
(17) (1) Caroline St	Combined Traffic Estimates for 2 Parallel	0	13000	F	99%	0%	1%	0%	0%	0%	С	0.001	, F	0.599	14000	F
	To:		Herndon St		33 /6	0 /6	1/0	0 /6	0 /6	0 76	O	0.032	'	0.555	14000	'
Bus Bus	From:		Caroline St													
[17] [1] Herndon St	City of Frederic		4800	F	99%	0%	1%	0%	0%	0%	F	0.086	F		5200	F
Bus Bus	To: From:		Par Princes S 1 Par Heri		St		_									
17 Princess Anne St	City of Frederic		10000	F	99%	0%	1%	0%	0%	0%	С	0.095	F	0.659	11000	F
	To:		erson Davis	Highwa	y											
Bus	From:		1 Princess A			00/		00/	00/	00/		0.000		0.504	00000	
[17] [1] Jefferson Davis B	lvd City of Frederic		31000	N	98%	0%	1%	0%	0%	0%	N	0.086	N	0.564	33000	N
	From		Fredericks				_									
Bus  17  2 Princess Anne St	City of Frederic		Dixon Street 2700	F F	97%	1%	2%	0%	0%	0%	С	0.11	F	0.804	2900	F
Princess Anne St	Combined Traffic Estimates for 2 Parallel	9	5000	F	96%	1%	2%	0%	0%	0%	С	NA	•	0.00-	5400	F
	To To					170		0 70	0 70	0 70	Ū	101			0.00	·
Bus Bus	From:	Bus US 1, B				•				• • •			_			_
[17] [1] [2] Princess An	•	•	6300	F	99%	0%	1%	0%	0%	0%	F	0.090	F		6700	F
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.564	12000	F
Bus Bus	To: From:	Bus	SR 3 Willia	m St												
Princess Anne St	City of Frederic	cksburg 0.52	7400	F	99%	0%	1%	0%	0%	0%	С	0.101	F		7800	F
	Combined Traffic Estimates for 2 Parallel	Boadways on this Boute:	13000	F	99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	14000	F
	Combined Traine Estimates for ET aransi	riodanajo on tino riodioi		_					- , -							

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

·		Primary and interst	ale Ro	utes											
Davita	1	Lamada AASS		4T!	D		Tru	ıck		00	K	01/	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0147
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	I-66, US 17	7												
(17) Winchester Rd	Fauquier County	0.71 6600	G	97%	0%	1%	1%	1%	0%	С	0.087	F	0.541	6800	G
	To:	SR 55 Main St, M	Iarshall												
Bus	From:	30-710; Winches													
(17) (55) John Marshal Hwy	Fauquier County	0.71 <b>5100</b>	G	95%	0%	1%	1%	2%	0%	F	0.091	F	0.618	5200	G
<u> </u>	To:	FR-185 Grove	: Ln			<u> </u>									
Bus 17 55 Free State Rd	Fauquier County	0.14 <b>5100</b>	N	95%	0%	1%	1%	2%	0%	N	0.091	N	0.618	5200	N
17 (55) Free State Rd	rauquier County	I-66, US 17 North o			076	176	1 70	270	0%	IN	0.091	IN	0.010	5200	IN
Bus	From:	SR 55 I-66-W027A FROI													
(17) (55) (55) Ramp	Fauquier County	0.17 <b>660</b>	G	K1 00							0.138	F		660	G
(17) (33) (33)	To:	I-66-W FROM RT 55 E.		VEST							000	•		000	•
Dur	From: LIC				. 1.										
Bus (17) (33) Gloucester Rd	Middlesex County	17 George Washington Mem 0.80 <b>6700</b>	G G	95%	1%	1%	1%	3%	0%	С	0.083	F	0.514	6900	G
17) (33) Gloucester Hu	To:	SR 33 Puller Hwy		33 /6	1 /0	1 /0	1 /0	3 /6	0 /6	O	0.000	'	0.514	0300	u
Bus	From:	SR 33 Puller I													
School Rd	Middlesex County	0.83 3900	G	95%	1%	1%	1%	3%	0%	F	0.105	F	0.536	3900	G
		5 17 George Washington Men													
Bus	From:	US 17 South of Gl				1									
17 Main St	Gloucester County	1.20 <b>22000</b>	G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.610	22000	G
17) Main St	To:	SR 3, SR 14 John Clayt			0 70	1 70	0 70	1 /0	0 70	O	0.000	'	0.010	22000	ч
Bus	From:	SR 3 John Clayton I													
17 14 Main St	Gloucester County	0.71 <b>11000</b>	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.524	11000	G
	To	36-1007 Cary	Avra												
Bus	From:	•													
$\{17\}$ $\{14\}$ Main St	Gloucester County	0.56 <b>6700</b>	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.515	6900	G
$\bigcirc$	To:	US 17 North of Glou	cester C	H											
Bus Bus Bus	From:	US 15 US 17 U	S 29												
17 15 29 James Madison Hwy	Fauquier County	0.55 <b>11000</b>	Α	98%	1%	1%	0%	1%	0%	С	0.102	Α	0.63	12000	Α
$\bigcirc$	To	SCL Warrent	on												
Bus Bus Bus	From:														
17 (15) (29) James Madison Hwy	Town of Warrenton	0.34 11000	N	98%	1%	1%	0%	1%	0%	N	0.102	Ν	0.63	12000	N
<del>\$</del> \$ \$	To:	Bus US 15													
Bus Bus	Town of Warrenton	Bus US 15 Falmo 0.96 <b>12000</b>		000/	0%	10/	00/	00/	00/	С	0.005	F	0.504	12000	G
[17] [29] East Shirley Ave	Town or warrenton	0.96 12000	G	98%	076	1%	0%	0%	0%	C	0.085	Г	0.504	12000	G
Bus Bus	To: From:	Culpeper S	t												
17 29 West Shirley Ave	Town of Warrenton	0.80 17000	G	98%	0%	1%	0%	0%	0%	С	0.084	F	0.51	18000	G
(17) (29)	-							• , •							-
Bus Bus	From:	Bus US 211 Water	erloo St												
17 29 211 Broadview Ave	Town of Warrenton	0.86 <b>32000</b>	G	98%	0%	1%	0%	0%	0%	С	80.0	F	0.584	32000	G
$\bigcirc$	To	Bus US 29 Lee	Hww												
Bus	From								-				·		
17 Broadview Ave	Town of Warrenton	0.57 <b>10000</b>	G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.562	10000	G
<u> </u>	To	NCL Warren	ton												

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

Devite	1 11 - 11	Lauranth AADT C	A 4T!	D		Truc	ck		00	K	014	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	_
Route	Jurisdiction	Length <b>AADT Q</b>	A 41ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
Bus	From:	NCL Warrenton												
17 Broadview Ave	Fauquier County	0.25 <b>9700 G</b>		0%	1%	0%	0%	0%	F	0.101	F	0.507	10000	
~	To:	US 17 James Madison H	wy											
Bus	From:	US 17 Dominion Blvd												
George Washington Hwy	City of Chesapeake	4.07 <b>4300 G</b>	93%	0%	1%	1%	5%	0%	F	NA			4300	
Bus	To: From:	SR 165 Cedar Rd												_
17 George Washington Hwy	City of Chesapeake	1.19 <b>24000 G</b>	93%	0%	1%	1%	5%	0%	F	NA			24000	
	To:	I-64												
Bus	From:	US 17 Mills Dr												_
17 Mill Rd	Spotsylvania County	0.30 <b>12000</b> F	1							0.071	F	0.793	12000	
17)	To:	US 1 Jefferson Davis H								0.07		000	000	
	From:	SR 311 Paint Bank	-		<u> </u>									_
18) Potts Creek Rd	Craig County	5.12 <b>220 F</b>	93%	0%	1%	2%	3%	0%	F	0.148	F	0.6	230	
16) . 3.10 3.331.110	To:	Alleghany County Line		370		_ /0	J /0	3 /0	•	5.140	•	0.0	_00	
	From:	Craig County Line	•											_
18) Potts Creek Rd	Alleghany County	0.43 <b>210 F</b>	93%	0%	1%	2%	3%	0%	С	0.124	F	0.577	220	
$\mathcal{I}$	To	03-607 Potts Creek												
18) Potts Creek Rd	Alleghany County	2.82 <b>240</b> F	93%	0%	1%	2%	3%	0%	F	0.132	F	0.652	250	
10)	To:	03-608 Wolfe Road				_,,	- / -		-		-			
	From:	03-608 Wolfe Rd												
18) Potts Creek Rd	Alleghany County	7.93 <b>1100 F</b>	97%	0%	1%	1%	1%	0%	F	0.086	F	0.685	1100	
$\smile$	To	03-614 Near Arritt			<b>—</b> —									
18) Potts Creek Rd	Alleghany County	3.20 <b>1400 F</b>	97%	0%	1%	1%	1%	0%	С	0.083	F	0.766	1400	
10)	To:	03-657 Pitzer Ridge Ro												
	From:	03-657 Pitzer Ridge R												
18) Potts Creek Rd	Alleghany County	4.04 <b>1700 F</b>	97%	0%	1%	1%	1%	0%	F	0.087	F	0.75	1800	
$\smile$	To	SCL Covington												
18) Indian Valley	City of Covington	0.37 <b>3600 F</b>	97%	1%	0%	0%	0%	0%	F	0.128	F	0.603	3900	
10)	T-1			-										
18 S Carpenter Dr	City of Covington	S Pitzer Ridge 0.44 <b>5200</b> F	97%	1%	0%	00/	Λο/	0%	С	0.107	F	0.623	5500	
18 S Carpenter Dr	City of Covington	Gordon Street	97%	170	0%	0%	0%	0%	C	0.107	Г	0.623	5500	
	From:	East Gordon Street												_
18 S Carpenter Dr	City of Covington	0.31 <b>5900 F</b>	97%	1%	0%	0%	0%	0%	F	0.101	F	0.652	6300	
10)	Tolerand					- , -								
Corportor Dr	City of Covington	Edgemont Drive	069/	10/	00/	10/	20/	00/		0.000	F	0.600	4000	
18) Carpenter Dr	City of Covington	1.20 <b>4500 F</b>	96%	1%	0%	1%	2%	0%	С	0.099	г	0.608	4800	
-		US 220 Madison St												_
~~~~	From	State St; Tennessee State												
19 381 421 Commonwealth Ave	City of Bristol	0.07 15000 N	92%	1%	1%	0%	6%	0%	Ν	0.085	Ν	0.521	16000	
~ ~ ~	To: From:	US 421 Goode St												_
19) (381) (421) Commonwealth Ave	City of Bristol	0.16 15000 G	92%	1%	1%	0%	6%	0%	F	0.085	F	0.521	16000	
	To:	SR 113 Cumberland Av	ve .											

_				_		Truck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3	3+Axle 1	Trail 2Trai	l QC	Factor	QK	Factor	AAWDT	Q
(381)(381)(421) Commonwealth Ave	City of Priotol	SR 113 Cumberland Ave 0.16 17000 G	96%	0%	10/	00/	00/ 00/	F	0.087	F	0.529	18000	(
(381) (421) Commonwealth Ave	City of Bristol		90%	0%	1%	0%	2% 0%	г	0.067	г	0.529	16000	,
19) (381) (421) Commonwealth Ave	City of Bristol	SR 133 Par Sycamore St 0.19 18000 G	96%	0%	1%	0%	2% 0%	F	0.088	F	0.542	19000	(
19 (381) (421) Commonwealth Ave	City of Briston	0.19 18000 G US 11 Euclid Ave	96%	0%	1%	0%	2% 0%	Г	0.088	Г	0.542	19000	,
	From:	SR 381 Commonwealth Av	ve .										
9) (11) Euclid Ave	City of Bristol	0.48 7700 G	99%	0%	1%	0%	0%	F	0.095	F	0.534	8200	
<i>></i>	To: From:	Piedmont Ave											
9 (11) Euclid Ave	City of Bristol	0.56 5900 G	99%	0%	1%	0%	0%	С	0.094	F	0.552	6300	
	To	Moore St											
9) (11) Lee Highway	City of Bristol	0.48 12000 G	99%	0%	1%	0%	0%	F	0.09	F	0.504	13000	
	Too	Valley Dr			—								
) (11) Lee Highway	City of Bristol	1.26 12000 G	99%	0%	1%	0%	0%	F	0.09	F	0.502	13000	
	To:	I-81											
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	From:	End State Maintenance	000/	00/	00/	00/	00/	F	0.000	F	0.507	15000	
9) (11) Lee Highway	City of Bristol	1.36 14000 G	99%	0%	0%	0%	0% 0%	Г	0.086	Г	0.507	15000	
^~	From:	Bonham Rd											
) (11) Lee Highway	City of Bristol	0.51 17000 G	99%	0%	0%	0%	0% 0%	F	0.091	F	0.559	18000	
¬ ~~	From:	Old Airport Rd											
9) (11) Lee Highway	City of Bristol	0.68 14000 G	99%	0%	0%	0%	0%	F	0.091	F	0.518	15000	
~ ~	To: From:	NCL Bristol											
$\binom{1}{1}$ Lee Highway	Washington County	2.83 8900 A	99%	0%	0%	0%	0%	С	0.123	Α	0.507	9300	
	To: From:	95-1717 Wash Co Ind Park	Rd										
9 (11) Lee Highway	Washington County	0.80 7600 G	99%	0%	0%	0%	0%	F	0.098	F	0.571	7900	
	From	95-869 Astor Rd			\neg \vdash								
9 (11) Lee Highway	Washington County	1.28 9100 G	99%	0%	0%	0%	0%	F	0.104	F	0.644	9400	
	Ter	95-611 Diver Rd			—								
9 (11) Lee Highway	Washington County	1.72 6700 G	99%	0%	0%	0%	0%	F	0.101	F	0.575	7000	
	Too	WCL Abingdon											
9 (11) Main St	Town of Abingdon	0.55 7900 G	99%	0%	0%	0%	0%	F	0.093	F	0.631	8200	
200	Too	SR 140 Jonesboro Rd											
9 11 Main St	Town of Abingdon	0.43 23000 G	98%	0%	1%	0%	0%	F	0.094	F	0.535	25000	
	To	Colonial Rd											
Main St	From: Town of Abingdon	0.47 22000 G	98%	0%	1%	0%	0% 0%	F	0.093	F	0.507	23000	
<i>y</i> 2.	To	US 11 Main St	- 5 / 5	- / -				•		,		_5000	
<u> </u>	From	US 11 Main St; Lee Hwy											
Porterfield Hwy	Town of Abingdon	0.45 15000 G	94%	0%	1%	1%	4% 0%	F	0.089	F	0.528	16000	
ALT	To: From	Alt US 58											
9) (58) Porterfield Rd	Town of Abingdon	0.21 21000 G	94%	0%	1%	1%	4% 0%	F	0.091	F	0.56	22000	
3) (30) . 6.10.110.12	To	NCL Abingdon	5170			. , •	.,0 0/0	•	0.001	•	0.00	000	

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	NCL Abing													
19 (58) Porterfield Hwy	Washington County	3.79 1700 0) G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.546	19000	G
ALT	To: From:	95-700 Rich V	alley Rd												
19 58 Porterfield Hwy	Washington County	3.03 1500 0) G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.558	16000	G
	To	95-802 Mend	ota Pd												
ALT D	From:			0.40/	00/	40/	40/	40/	00/	_	0.00	_	0.500	45000	_
19) (58) Porterfield Hwy	Washington County	3.25 14000		94%	0%	1%	1%	4%	0%	F	0.09	F	0.533	15000	G
ALT	From:	Russell Coun Washington Co	_												
19 58	Russell County	1.98 14000		94%	0%	1%	1%	4%	0%	F	0.090	F	0.69	16000	F
	To	Alt US 58 Han	sonville												
19)	Russell County	3.44 11000		94%	0%	1%	1%	4%	0%	F	0.09	F	0.53	12000	F
19)	Tod														
10	Russell County	83-841 Pione 2.19 1100 0		94%	0%	1%	1%	4%	0%	F	0.089	F	0.534	12000	F
19)	- Tudden dounty			0470	0 70	170	1 /0	470	0 /0	•	0.000	•	0.004	12000	•
	Town of Laboraty (Mainty CO)	WCL Leba		0.40/	00/	10/	10/	40/	00/	N.I	0.000	N.	0.504	10000	N.I
19	Town of Lebanon (Maint: 83)	0.15 1100 0) N	94%	0%	1%	1%	4%	0%	N	0.089	N	0.534	12000	N
<u></u>	To: From:	W Mid CL Le													
19 Harry Carter Stuart Hwy	Russell County	1.15 1100 0) F	94%	0%	1%	1%	4%	0%	F	0.088	F	0.556	12000	F
~	To: From:	E Mid CL Le	banon												
19	Town of Lebanon (Maint: 83)	0.76 1100 0) N	94%	0%	1%	1%	4%	0%	Ν	0.088	Ν	0.556	12000	Ν
	To: From:	252- 654 Pitts	ton Rd												
19)	Town of Lebanon (Maint: 83)	1.65 10000) F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.55	11000	F
\checkmark	To	ECL Leba	non												
19 Trail of the Lonesome Pine	Russell County	4.76 12000		94%	0%	1%	1%	4%	0%	F	0.086	F	0.649	13000	F
	To	SR 80 Hayters	Con Dd												
19) (80)	Russell County	2.57 1200 0		94%	0%	1%	1%	4%	0%	F	0.085	F	0.52	13000	F
19 (80)	- Tubbon County			0.170	0 70		1 70	170	070	•	0.000	•	0.02	10000	•
	Russell County	SR 80 Rose 8.11 9000	edale A	94%	0%	1%	1%	4%	0%	С	0.105	Α	0.523	9800	Α
19)	Tax	Tazewell Cou		94%	076	170	1 70	470	0%	C	0.105	A	0.523	9000	A
	From:	Russell Coun	~												
19	Tazewell County	2.38 10000) F	94%	0%	1%	1%	4%	0%	F	0.083	F	0.526	11000	F
	To:	92-609 Kents Ridge F	Rd: Warde	II Rd											
19	Tazewell County	3.04 1200 0		94%	0%	1%	1%	4%	0%	F	0.083	F	0.551	13000	F
.5)	To														
19 (460)	Tazewell County	US 460 Clayp 5.73 1100 0		94%	1%	1%	1%	3%	0%	F	0.089	F	0.514	12000	F
13) (400)	- F			J - T /U	1 /0	- 70	1 /0	J /0	0 /0	'	0.000	•	0.017	12000	'
	To Town II County	92-639 Earls B		049/	10/	10/	10/	20/	00/		0.000	Г	0.500	10000	
19 (460)	Tazewell County	5.13 1100 0		94%	1%	1%	1%	3%	0%	F	0.089	F	0.538	12000	F
~~~	To: From:	US 19, Bus U													
19 \ (460 \)	Tazewell County	1.72 10000		94%	1%	1%	1%	3%	0%	F	0.089	F	0.554	11000	F
~ ~	To	WCL Taze	well												

Posts	la colonida altinations	Levelle AADT		4T:	D		Tru	ıck			K	01/	Dir	A A \ A \ \ D T	- 014
Route	Jurisdiction	Length AADT	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	WCL Tazewe		0.40/	10/	10/	10/	20/	00/	_	0.000	_	0.501	10000	_
19 (460)	Town of Tazewell (Maint: 92)	1.43 9500 SR 61 Riverside	F	94%	1%	1%	1%	3%	0%	F	0.089	F	0.521	10000	F
	From:	SR 61	ы												
19 (460)	Town of Tazewell (Maint: 92)	0.82 7500	F	94%	1%	1%	1%	3%	0%	F	0.084	F	0.536	8100	F
	To	ECL Tazewel	11												
19 (460)	Tazewell County	1.93 7500	N	94%	1%	1%	1%	3%	0%	Ν	0.084	Ν	0.536	8100	Ν
	To	Bus US 460				—									
19 (460)	Tazewell County	5.75 10000	F	94%	1%	1%	1%	3%	0%	F	0.087	F	0.524	11000	F
19) (460)	Tale were a second			0.70	. , ,		. , ,	0 / 0	0 / 0	•	0.00.	•	0.02		•
	Tazewell County	92-680 E, Hurt 4.86 12000		94%	1%	1%	1%	3%	0%	С	0.105	Α	0.567	13000	Α
19) (460)	razewell County	4.00 12000	Α	34 /0	1 /0	1 /0	1 /0	3 /0	0 /6	C	0.103	^	0.507	13000	^
~~~	- To- From:	92-720 W, Heckma													
19) (460)	Tazewell County	0.10 <b>12000</b>	G	94%	1%	1%	1%	3%	0%	F	NA			13000	G
~ ~~	To- From:	US 460													
19 Trail of The Lonesome Pine	Tazewell County	1.56 <b>2900</b>	F	94%	1%	1%	1%	3%	0%	F	0.091	F	0.57	3100	F
~	To: From:	WCL Bluefiel	ld												
19)	Town of Bluefield	1.16 <b>3400</b>	G	95%	0%	1%	2%	2%	0%	С	NA			3600	G
<del></del>	To: From:	Montrose St													
19 Virginia Ave	Town of Bluefield	0.95 <b>3900</b>	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.529	4100	F
19)	To:	Walnut St					.,.	.,.		-		-			
~~	From:	Tazewell Ave	e												
19 Walnut Ave	Town of Bluefield	0.05 <b>810</b>	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.716	860	F
~	To: From:	SR 102 College	Ave												
19)	Town of Bluefield	0.80 <b>4800</b>	F	97%	0%	1%	1%	1%	0%	С	0.090	F	0.544	5100	F
<del>~</del>	To:	West Virginia State	e Line												
Bus	From:	US 19													
19 Main St	Town of Lebanon	0.48 <b>6800</b>	F	98%	0%	1%	1%	1%	0%	С	0.095	F	0.511	7200	F
~	To:	SR 71 Fincastle	Rd												
Bus Main St	Town of Lebanon	SR 71 0.60 <b>6900</b>	_	000/	00/	10/	00/	00/	00/	С	0.00	F	0.510	7000	F
19) Main St	Town of Lebanon	0.60 <b>6900</b>	F	98%	0%	1%	0%	0%	0%	C	0.09	Г	0.510	7300	Г
Bus	To: From:	SR 82 Cleveland	l Rd												
19 Main St	Town of Lebanon	0.42 <b>8700</b>	F	98%	0%	0%	0%	1%	0%	F	0.088	F	0.593	9100	F
~	To:	Fugate Ave													
Bus	From	252-701 Church								_		_			_
Main St	Town of Lebanon	1.07 <b>9800</b>	F	98%	0%	0%	0%	1%	0%	С	0.093	F	0.523	10000	F
Bus	To: From:	W 252- 654 Habe	er Dr												
19 Main St	Town of Lebanon	0.51 <b>7800</b>	F	98%	0%	0%	0%	1%	0%	F	0.095	F	0.509	8200	F
	To			/ -			- / -			•					-
Bus	From:	Gilmer Ave													
19 Main St	Town of Lebanon	0.78 <b>5100</b>	F	98%	0%	0%	0%	1%	0%	С	0.086	F	0.59	5400	F
~	To	ECL Lebanor	n												

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

Route	Jurisdiction	Length AADT QA	4Tiro	Puo				QC	K	QK	Dir	AAWDT	. ^
	Junsdiction		41116	Dus	2Axle 3+A	xle 1Trai	2Trail	QU	Factor	QN	Factor	AAWDI	Q
Bus 19 Main St	Russell County	ECL Lebanon 0.17 <b>4300 F</b>	98%	0%	1% 09	6 <b>1</b> %	0%	С	0.089	F	0.522	4500	
19) Wall St	To:	US 19 North	0070	0 70	170 07	0 170	070		0.000		0.022	4000	
Bus Bus	From:	US 19, US 460											
19) (460) Crab Orchard Rd	Tazewell County	1.58 <b>1600 F</b>	97%	0%	1% 2%	6 1%	0%	F	0.094	F	0.628	1700	
dus Bus	To: From:	SR 91 Whitten Valley Rd											
9) (460) Crab Orchard Rd	Tazewell County	0.27 <b>1400 F</b>	97%	0%	1% 29	6 1%	0%	С	0.091	F	0.522	1500	
us Bus	Tœ From:	SR 16 BF Buchanan Hwy											
9 (460) (16)	Tazewell County	1.11 <b>2100 F</b>	97%	1%	1% 0%	6 0%	0%	F	0.091	F	0.628	2200	
	To: From:	92-633 Peery Addition Rd											
us Bus 9 (460) 16	Tazewell County	0.44 <b>2300 N</b>	97%	1%	1% 09	6 0%	0%	Ν	0.089	Ν	0.755	2400	
	To:	WCL Tazewell			<u> </u>								
us Bus 9 (460) (16) Main St	Town of Tazewell	0.20 <b>2300 F</b>	97%	1%	 1% 09	6 0%	0%	С	0.089	F	0.755	2400	
	Τœ	ALT SR 16 Fairgrounds Rd											
us Bus 9 (460) (16) Main St	Town of Tazewell	0.81 <b>3300 F</b>	99%	0%	 0% 09	6 0%	0%	F	0.089	F	0.575	3500	
	To:	Church Ave											
us Bus 9 ( 460 ( 16 ) Fincastle Trpk	From: Town of Tazewell	Church St 0.44 <b>4100 F</b>	99%	0%	0% 0%	6 0%	0%	F	0.086	F	0.526	4300	
	Town of Tazewell		33 /0	0 /6		0 0/0	0 /6		0.000	'	0.520	4300	
us Bus	From:	Tazewell Ave											
9 (460) Fincastle Trpk	Town of Tazewell	1.65 <b>5700 F</b>	99%	0%	0% 0%	6 0%	0%	С	0.09	F	0.524	6000	
ış Bus	To: From:	SR 61 Ben Bolt Blvd											
9) (460) Fincastle Trpk	Town of Tazewell	0.65 <b>4500 F</b>	99%	0%	0% 0%	6 0%	0%	F	0.092	F	0.550	4700	
is Bus	To: From:	ECL Tazewell											
9 (460)	Tazewell County	0.93 <b>3300 F</b>	99%	0%	0% 0%	6 0%	0%	F	0.095	F	0.52	3500	
	To:	US 19, US 460											
ck Truck Truck	From:	SR 381 Commonwealth Ave		00/	00/ 00	/ 10/	00/	_	0.000	_	0.500	1000	
9) (11) (11) Goode St	City of Bristol	0.21 <b>1200 G</b>	98%	0%	0% 09 	6 1%	0%	F	0.099	F	0.533	1300	
ck Truck Truck	To: From:	102-3305 Piedmont Ave											
(11) (11) Cumberland St	City of Bristol	0.34 <b>2900 G</b>	98%	0%	0% 09	6 1%	0%	F	NA			3100	
ck Truck	From:	Truck US 11 Randall St State St											
Randall St	City of Bristol	0.93 <b>5800 G</b>	99%	0%	0% 0%	6 0%	0%	С	0.097	F	0.5	6100	
	To:	Cumberland St											
ick Truck	From:	Oakview Ave	070/	40/		, 051	201	_	0.00=	_	0.500	2006	
19) (113) (11) Moore St	City of Bristol	0.12 <b>7800 G</b> Euclid Ave	97%	1%	<u>1</u> % 09	6 0%	0%	F	0.087	F	0.533	8300	

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

Pouts	Leader Health an	1		4.7.	D		Tru	ck			K	01/	Dir	A A \ A \ \ A \ \ D T	- 01
Route	Jurisdiction	Length A	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		es Madison Hwy												
20) Constitution Route	Buckingham County	2.56	3700 G	94%	1%	1%	0%	4%	0%	F	0.090	F	0.508	3800	C
	To: From:	14-631	1 Buffalo Rd												
20) Constitution Route	Buckingham County	7.99	2900 G	94%	1%	1%	0%	4%	0%	С	0.095	F	0.558	2900	(
<u> </u>	To- From:	14-655	Glenmore Rd			$\neg$ $\vdash$									
20 Constitution Route	Buckingham County	8.50	3800 G	94%	1%	1%	0%	4%	0%	F	0.092	F	0.664	3900	(
<u> </u>	To:		le County Line												
	From:		am County Line	0.40/	40/	10/	00/	407	00/	_		_	0.000	5000	
20) Valley St	Albemarle County	0.12	4900 G	94%	1%	1%	0%	4%	0%	F	0.096	F	0.698	5000	(
	To: From:	SCL	Scottsville												
₂₀ ) Valley St	Town of Scottsville (Maint: 02)	0.17	4900 N	94%	1%	1%	0%	4%	0%	Ν	0.096	Ν	0.698	5000	1
<u>~</u>	To: From:	SR 6	S, Main St			$\neg$ $\vdash$									
20) 6 Valley Rd	Town of Scottsville (Maint: 02)	0.30	7100 N	95%	1%	1%	1%	2%	0%	Ν	0.092	Ν	0.704	7300	- 1
	To:	CL	Scottsville												
20 6 Valley Rd	Albemarle County		7100 G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.704	7300	(
20) (8) 145) 1.4	7				. , 0		. , ,	-/0	0 / 0	•	0.002	•	0	, 000	
Coottoodillo Dd	Alle are add Convert		N, Irish Rd	000/	00/	10/	10/	00/	00/	F	0.000	F	0.010	0000	
20) Scottsville Rd	Albemarle County	5.51	6400 G	96%	0%	1%	1%	2%	0%	г	0.096	г	0.819	6600	(
	To: From:		lank Rd, Keene												
20) Scottsville Rd	Albemarle County	4.06	7800 G	96%	0%	1%	1%	2%	0%	F	0.103	F	0.846	8000	(
<u> </u>	To: From:	02-708	Red Hill Rd												
20) Scottsville Rd	Albemarle County	5.16	7700 G	96%	0%	1%	1%	2%	0%	С	0.1	F	0.822	7800	(
$\mathcal{L}$	Τα	02-74	42 Avon St												
Scottsville Rd	Albemarle County		6100 G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.732	6300	(
20)	To														
20 Scottsville Rd	Albemarle County		nas Jefferson Pkw 22000 G	96%	0%	1%	1%	2%	0%	F	0.109	F	0.717	22000	(
20 Scottsville Rd	Albernarie County	0.54 2		90 /6	0 /6	1 /0	1 /0	2 /0	0 /6	•	0.109	'	0.717	22000	,
	To: From:		I-64							_					
20) Scottsville Rd	Albemarle County	0.24 <b>1</b>	16000 G	98%	0%	1%	0%	0%	0%	F	NA			17000	(
<u></u>	To: From:	SCL C	harlottesville												
20) Monticello Ave	City of Charlottesville	0.26 <b>1</b>	14000 G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.635	15000	(
$\mathcal{L}$	To	Alta	avista Ave												
Monticello Ave	City of Charlottesville		14000 G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.642	15000	(
	To														
Monticello Ave	City of Charlottesville		ridian Ave 8500 G	98%	0%	1%	0%	0%	0%	С	0.103	F	0.645	9100	(
20 Monticello Ave	Tre		Avon St	3070	U 70	1 70	U 70	U 70	U 70	U	0.103		0.040	9100	(
	From:		ticello Ave			_									
20) Avon St	City of Charlottesville		13000 G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.61	14000	(
	To:		rket Street								<del>-</del>				

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

		·					Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
Bus	From:	Market		000/	00/	10/	00/	00/	201	_	0.000	_	0.500	4.4000	
20 250 9th St	City of Charlottesville	0.12 1300	) G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	14000	(
	Combined Traffic Estimates for Parallel Roadways of	n this Route: NA									NA			NA	
Bus	To: From:	US 250 Hi	gh St												
20) (250) High St	City of Charlottesville	0.23 9400	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	10000	
<i>y</i>	Too	11th S'	Г												
Bus Ct	City of Charlottesville			99%	0%	1%	00/	00/	00/	0	0.000	F	0.646	0400	
0 250 High St	City of Charlottesville	0.21 <b>8900</b>	G	99%	0%	1%	0%	0%	0%	С	0.089	г	0.646	9400	
Bus	Tro: From:	Gillespie	Ave												
High St	City of Charlottesville	0.45 1800	) G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	19000	
	To	US 250 & BUS	: IIS 250												
0) (250) Long St	City of Charlottesville	0.06 <b>3200</b>		98%	0%	1%	0%	0%	0%	Ν	0.083	Ν	0.517	36000	
0) (230) 1 3 1	T.														
0) (250) Richmond Rd	Albemarle County	ECL Charlot 0.20 <b>5200</b> 0		97%	0%	1%	0%	1%	0%	С	0.091	N	0.626	52000	
0 (250) Richmond Rd	Albertaile County			37 70	0 70	1 /0	0 70	1 /0	0 70	O	0.001	14	0.020	32000	
Oten Delat Del	All a consider	US 250 Richn		000/	40/		40/	40/	00/		0.440		0.004	0000	
Stony Point Rd	Albemarle County	3.12 <b>8700</b>	G	96%	1%	1%	1%	1%	0%	F	0.113	F	0.631	9200	
	To: From:	Urban Bou													
Stony Point Rd	Albemarle County	1.77 <b>780</b> 0	G	96%	1%	1%	1%	1%	0%	F	0.12	F	0.616	7900	
	To: From:	02-649 Prot	fit Rd												
0) Stony Point Rd	Albemarle County	2.82 4100	G	96%	1%	1%	1%	1%	0%	F	0.128	F	0.743	4200	
<i></i>	To- From:	02-600 Stony F	oint Pass			_									
O Stony Point Rd	Albemarle County	5.84 <b>2300</b>		96%	1%	1%	1%	1%	0%	С	0.114	F	0.774	2400	
7	Тα	Orange Cour	-												
	From:	Albemarle Cou		000/	40/		40/	40/	00/	_	0.407	_	0.000	0000	
O Constitution Hwy	Orange County	1.30 2200		96%	1%	1%	1%	1%	0%	F	0.107	F	0.698	2300	
	From:	US 33 Spotswo W US 3													
0) (33) Spotswood Trail	Orange County	0.22 6600		94%	0%	1%	1%	4%	0%	F	0.093	F	0.550	6800	
9 69 .	To:	E US 3	3												
<u> </u>	From:	US 33 E, Spotsv													
O Constitution Hwy	Orange County	5.63 <b>2500</b>	F	97%	1%	1%	1%	1%	0%	С	0.097	F	0.571	2500	
	To: From:	SR 231 Gordons	ville Tpke												
0) Constitution Hwy	Orange County	5.76 <b>3700</b>	F	97%	1%	1%	0%	1%	0%	С	0.091	F	0.553	3800	
	To	WCL Ora	nge												
W Main St	Town of Orange	0.47 <b>4700</b>		98%	0%	1%	0%	1%	0%	С	0.096	F	0.546	4800	
/	To:	Bus SR	20												
O Caroline St	Town of Orange	0.15 <b>4400</b>		97%	1%	1%	0%	1%	0%	F	0.099	F	0.508	4500	
	To:	US 15 N, S Madison Str			. , ,		- / 0	. , •	- / •	,	2.300	•	2.200		
¬ ~~	From:	W US 1	5												
(0) $(15)$ Caroline St	Town of Orange	0.17 <b>1200</b>		92%	1%	1%	1%	5%	0%	F	0.091	F	0.518	13000	
	To:	E RT 1	5												

# 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
$\overline{}$	From:	US 15 S, Caroline													
20) Berry Hill Rd	Town of Orange	0.66 <b>9600</b>	F	96%	1%	1%	0%	2%	0%	F	0.086	F	0.677	9900	F
	To: From:	68-612 Monrovi	a Rd												
20) Berry Hill Rd	Town of Orange	0.08 <b>12000</b>	F	96%	1%	1%	0%	2%	0%	F	0.081	F	0.619	12000	F
<u> </u>	To- From:	ECL Orange	<b>;</b>												
20 Constitution Hwy	Orange County	2.24 <b>12000</b>	N	96%	1%	1%	0%	2%	0%	Ν	0.081	Ν	0.619	12000	Ν
$\smile$	To- From:	68-629 Lahore	Rd			$\neg$ $\vdash$									
20) Constitution Hwy	Orange County	6.01 <b>8600</b>	F	96%	1%	1%	0%	2%	0%	F	0.088	F	0.577	8900	F
$\mathcal{L}$	To	US 522 East of Uni	ionville			<u> </u>									
20 Constitution Hwy	Orange County	2.28 8000	F	96%	1%	1%	0%	2%	0%	F	0.086	F	0.539	7800	F
<u> </u>	To	68-650 Independer	nce Rd												
20 Constitution Hwy	Orange County	6.38 <b>7700</b>	F	96%	1%	1%	0%	2%	0%	F	0.085	F	0.502	7500	F
,	To	68-611 Gold Dale Rd	· Zoor D	d											
20 Constitution Hwy	Orange County	4.73 <b>10000</b>	, Z0ai K	96%	1%	1%	0%	2%	0%	С	0.095	Α	0.541	10000	Δ
20)	To:	SR 3 Germanna								_					
	From:	SR 20-S037A SR 20-N037	A FRON	ART 2											
Ramp	Albemarle County	0.13 <b>3600</b>	G								0.115	F		3600	G
	Te:	I-64-E FROM RT 20SOUT	ΓΗ & N	ORTH											
lorth	From:	SR 20 TO I-64 E	AST												
20) Ramp	Albemarle County	0.06 <b>2000</b>	G								0.113	F		2000	G
<i></i>	To:	SR 20-S037A SR 20- 37A	FROM	RT 2											
orth	From:	SR 20 TO I-64 W													
₂₀ ) Ramp	Albemarle County	0.10 <b>5800</b>	G								0.141	F		5800	C
<u></u>	Te:	I-64-W FROM RT 20	ONORTI	I											
outh	From:	SR 20 TO I-64 E													
20) Ramp	Albemarle County	0.05 <b>1600</b>	G								0.165	F		1600	C
<u> </u>	10:	SR 20- 37A SR 20-N037A		RT 2											
outh	From:	SR 20 TO I-64 W									0.404	_		0400	,
20) Ramp	Albemarle County	0.19 <b>2100</b>	G	т							0.131	F		2100	G
		I-64-W FROM RT 20		1											
Bus Main St	From:	SR 20; W Mair		070/	10/	20/	00/	00/	00/	0	0.1	_	0.500	4000	
20) Main St	Town of Orange	0.14 <b>4000</b>	F	97%	1%	2%	0%	0%	0%	С	0.1	F	0.502	4200	F
- Bus	Too From:	US 15 Madison St; S N	Madison	St											
Main St	Town of Orange	0.10 <b>4200</b>	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.525	4300	F
$\mathcal{I}$	To:	May Fray Ave; By	yrd St												
Bus	From:	Main St		000/	201		00/	00/	00/	_	0.000	_	0.5	<b>500</b> 5	_
Byrd St	Town of Orange	0.47 <b>5200</b>	F	99%	0%	1%	0%	0%	0%	С	0.092	F	0.5	5300	F
~	To:	SR 20 Berry Hil	I Rd												

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

Devite	Leader Beatlers	1	4407 6		4 <b>T</b> :	<b>D</b>		Trι	ıck		00	K	01/	Dir	A A \ A \ D T	. 0
Route	Jurisdiction	Length	AADI G	λA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~~	From:		Carolina State L													
21 (221) New River Pkwy	Grayson County	3.39	1800	F	94%	0%	1%	1%	4%	0%	С	0.103	F	0.521	1900	F
	To:	SCL	Independence				— —									
21 (221)	Town of Independence (Maint: 38)	0.47			94%	0%	1%	1%	4%	0%	Ν	0.103	Ν	0.521	1900	
=:)(=:)	To	Y 10	0.50.14 : 0:													
	Town of Independence (Maint: 38)	1.64	S 58 Main St 1800	Λ.	96%	1%	1%	1%	2%	0%	С	0.116	Α	0.585	1900	
21)	Town of independence (Maint. 30)	1.04	1000	Α	30 /o	1 /0	1 /0	1 /0	2/0	0 /6	C	0.110	^	0.363	1900	,
	To: From:		Independence													
21	Grayson County	8.72	1800	N	96%	1%	1%	1%	2%	0%	Ν	0.116	Ν	0.585	1900	
~	Tec	38-7	91 Country Ln	1			\neg									
21 Elk Creek Pkwy	Grayson County	1.45			96%	1%	1%	1%	2%	0%	F	0.1	F	0.649	1300	
21) = 6.66	anayeem seamy				0070	. , 0	. , , ,	. , ,	_,,	0 / 0	•	٠	•	0.0.0	.000	
~~ = " • • • • •	From:		Spring Valley										_			
Elk Creek Pkwy	Grayson County	1.37		F	96%	1%	1%	1%	2%	0%	F	0.098	F	0.565	1200	
~	To: From:		he County Line				_									
Gravaan Taka	Wythe County		son County Lin		96%	1%	 1%	1%	2%	0%	F	0.096	F	0.655	1400	
Grayson Tpke	wythe County	5.32	1300	G	90%	1 70	1 70	1 70	270	0%	Г	0.096	Г	0.655	1400	
	To: From:	98-684 (Chaney Branch	n Rd												
Grayson Tpke	Wythe County	3.67	1800	G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.731	1800	
~	То:		Cripple Creek													
~			e Creek Rd; Cr													
Grayson Tpke	Wythe County	6.18	3200	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.741	3300	
~	To:	SC	L Wytheville													
Grayson St	Town of Wytheville	0.93		G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.672	4200	
-	To:		Main St													
	From:	(Grayson St													
21 Main St	Town of Wytheville	0.49	5900	G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.656	6300	
\checkmark	To:	US 11, W	V Lee Hwy; 12	2th St												
	From:	W Le	ee Hwy; 12th S													
21) (11) Main St	Town of Wytheville	0.31		G	98%	1%	1%	1%	1%	0%	F	NA			7000	
\rightarrow \leftarrow	To:		4th Street													
	From:		S 11 Main St		070/	10/		00/	40/	00/	_				2000	
21 dth St	Town of Wytheville	0.06	6300	G	97%	1%	1%	0%	1%	0%	F	NA			6900	
~	To: From:]	Monroe St													
21 4th St	Town of Wytheville	0.47	13000	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.503	14000	
~	To	TO TO	V Ridge Rd													
21 4th St	Town of Wytheville			G	97%	1%	1%	0%	1%	0%	С	0.091	F	0.514	16000	(
4th St	Town or wytherme	0.40	13000	<u> </u>	31 /0	1 /0	1 /0	U /0	1 /0	U /0	U	0.031	'	0.514	10000	,
<u> </u>	To: From:		Γazewell St			-										
21 \ 4th St	Town of Wytheville	0.12	15000	G	97%	1%	1%	0%	1%	0%	F	0.083	F	0.542	16000	(
~	То:	Į.	-81; US 52]									
	From:	US	250 Shadwell													
22) Louisa Rd	Albemarle County	2.44		G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.691	8100	(
$\overline{}$	Tα		6 Black Cat R													

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Lavias Dd	From:		Black Cat Rd	069/	00/	10/	10/	10/	00/	_	0.100	F	0.700	7700	G
22 Louisa Rd	Albemarle County		7500 G	96%	0%	1%	1%	1%	0%	С	0.103	Г	0.709	7700	G
22 Louisa Rd	Albemarle County		Near Cismont 1800 G	96%	0%	1%	1%	1%	0%	F	0.106	F	0.797	1800	G
22 Louisa Rd	To:		County Line	0070	070		170	1 70	070		0.100		0.707	1000	Ŭ
	From:		e County Line	000/	40/		00/	20/	00/		0.447	_	0.000	0000	_
22) Louisa Rd	Louisa County	3.99 2	2100 G	98%	1%	0%	0%	0%	0%	С	0.117	F	0.602	2200	G
Lauiga Pd	Louise County		oswells Tavern	000/	10/	00/	00/	00/	00/	F	0.105	F	0.681	1900	G
22) Louisa Rd	Louisa County		1700 G	98%	1%	0%	0%	0%	0%	Г	0.105	Г	0.061	1800	G
22 (33) Louisa Rd	Louisa County		Trevilians G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.557	5500	G
22) (33) Louisa Rd	Louisa County			90 /6	1 /0	1 /0	1 /0	1 /0	0 /0	'	0.031	'	0.557	3300	G
22) (33) West Main St	Town of Louisa (Maint: 54)		L Louisa 6800 G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.522	6900	G
22) (33) West Main St	Town of Edulat (Maint: 54)			0070	1 /0		170	1 /0	0 70	•	0.000		0.022	0000	
22) (33) (208) West Main St	Town of Louisa (Maint: 54)		LOUISA C H 6000 G	98%	1%	1%	0%	1%	0%	F	0.085	F	0.509	16000	G
22 (33) (208) West Main St	To-		US 33				• , •	.,.	• , •						
22) (208) Louisa Rd	Town of Louisa (Maint: 54)		0000 G	96%	1%	1%	0%	1%	0%	С	0.083	F	0.530	10000	
22) (200)	Ter		L Louisa				• , ,	.,.	• , •						
22 208 Davis Hwy	From: Louisa County		0000 N	96%	1%	1%	0%	1%	0%	Ν	0.083	Ν	0.530	10000	Ν
,	Too	WCI	L Mineral												
22) (208) Davis Hwy	Town of Mineral (Maint: 54)		0000 N	96%	1%	1%	0%	1%	0%	Ν	0.083	Ν	0.530	10000	Ν
	To:	U	JS 522												
~~ <u> </u>	From:		ee State Line												
23	Scott County	1.02 2	2000 G	93%	0%	1%	1%	6%	0%	F	0.088	F	0.548	22000	G
	To: From:		Weber City	2221					221			_			
23	Town of Weber City (Maint: 84)) 0.51 2	1000 G	93%	0%	1%	1%	6%	0%	F	0.085	F	0.556	21000	C
	To From:		N Yuma Rd	000/	00/	10/	40/	00/	00/		0.000	_	0.504	00000	_
23	Town of Weber City (Maint: 84) 0.77 2	1000 G	93%	0%	1%	1%	6%	0%	F	0.083	F	0.534	22000	G
	Town of Mohor City (Moints 94)		hady Elm Lane	93%	0%	10/	10/	C 0/	0%	F	0.084	F	0.544	21000	G
23	Town of Weber City (Maint: 84			93%	0%	1%	1%	6%	0%	Г	0.084	Г	0.544	21000	Ċ
	Town of Weber City (Maint: 84		7000 G	93%	0%	1%	1%	6%	0%	F	0.087	F	0.555	27000	(
23) (58) (421)	Town of Weber City (Maint. 64)			30 /6	0 70	1 /0	1 /0	0 /6	0 /6	'	0.007	'	0.555	27000	
22) (59) (421)	Scott County		Weber City 7000 G	93%	0%	1%	1%	6%	0%	F	0.087	F	0.555	27000	G
23) (58) (421)	To			00 /0	0 /0	- /3 	1 /0	0 /0	0 /0	•	3.007	•	3.000	27000	
23 (58) (421)	Town of Gate City (Maint: 84)		Gate City N	93%	0%	1%	1%	6%	0%	N	0.087	N	0.555	27000	N
20) (30) (421)	To To				0 / 0		. 70								
23) (58) (421)	Town of Gate City (Maint: 84)		East of Gate City 2000 A	93%	0%	1%	1%	6%	0%	С	0.102	Α	0.52	12000	Α
25) (30) (421)	То:		Gate City			Ti.				-					,

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:	NCL Gat	-												
(23) (58) (421)	Scott County	0.45 120 0	0 N	93%	0%	1%	1%	6%	0%	N	0.102	Ν	0.52	12000	N
	To: From:	SCL Gat													
[23] [58] [421]	Town of Gate City (Maint: 84)	0.36 120 0	0 N	93%	0%	1%	1%	6%	0%	N	0.102	N	0.52	12000	N
~ ~ ~	To: From:	NCL Gat													
23 (58) (421)	Scott County	1.70 1200	0 N	93%	0%	1%	1%	6%	0%	N	0.102	N	0.52	12000	N
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Bus US 23 West										_			
23 58 421 Daniel Boone Heritage Hwy	Scott County	5.99 <b>120</b> 0	0 G	93%	0%	1%	1%	6%	0%	F	0.086	F	0.588	13000	G
<del></del>	To: From:	84-870 Daniel													
(23) (58) (421)	Scott County	3.56 <b>130</b> 0	0 G	93%	0%	1%	1%	6%	0%	F	0.085	F	0.509	13000	G
<del>~ ~ ~</del>	To: From:	SR 6													
(23) (58) (421)	Scott County	4.67 <b>120</b> 0	0 G	93%	0%	1%	1%	6%	0%	F	0.085	F	0.520	13000	G
<del>*</del> * * -	To: From:	US 58, US 42													
23	Scott County	0.03 <b>100</b> 0	0 G	93%	0%	1%	1%	6%	0%	F	0.082	F	0.517	10000	G
	To: From:	SCL Du													
23	Town of Duffield (Maint: 84)	1.27 <b>100</b> 0	0 N	93%	0%	1%	1%	6%	0%	Ν	0.082	Ν	0.517	10000	Ν
	To: From:	NCL Du	ffield												
23	Scott County	2.82 1000		93%	0%	1%	1%	6%	0%	Ν	0.082	Ν	0.517	10000	Ν
<u> </u>	To: From:	Lee Coun Scott Cour	_												
23	Lee County	4.08 <b>890</b>	-	93%	0%	1%	1%	5%	0%	F	0.086	F	0.530	9300	G
	To:	Wise Cour	ty Line												
~~~ a a	From:	Lee Coun								_		_			_
23 Orby Cantrell Hwy	Wise County	2.06 1000	0 G	93%	0%	1%	1%	5%	0%	F	0.089	F	0.591	11000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	97-844 S, W				<u> </u>						_			
23 Orby Cantrell Hwy	Wise County	1.84 <b>960</b>	0 F	93%	0%	1%	1%	5%	0%	С	0.09	F	0.542	10000	F
ALT	To: From:	BUS US 23 South of	f Big Stone	Gap											
23 58 Orby Cantrell Hwy	Wise County	1.31 <b>120</b> 0	0 G	93%	0%	1%	1%	5%	0%	F	0.088	F	0.518	12000	G
$\bigcirc$	To:	97- 610 S, Powe													
ALT (23) (58) Orby Cantrell Hwy	Wise County	97-610 S Powe 5.30 <b>140</b> 0		93%	0%	1%	1%	5%	0%	F	0.091	F	0.56	15000	G
(23) (58) Orby Cantrell Hwy	wise County				0 /6	1 /0	1 /0	J /0	0 /6	•	0.031	'	0.50	13000	G
ALT	To: From:	97-610 N Powe	ll Valley Ro	i											
(23) (58) Orby Cantrell Hwy	Wise County	0.86 <b>140</b> 0	0 G	93%	0%	1%	1%	5%	0%	F	0.088	F	0.544	15000	G
ALT	To: From:	WCL N	orton												
(23) (58)	City of Norton (Maint: 97)	1.03 <b>140</b> 0	0 G	93%	0%	1%	1%	5%	0%	F	0.088	N	0.544	15000	G
<u> </u>	To	11Th St; 12													
ALT Otto Controll II I	Prom. (Maint 27)	·		000/	00/	10/	40/	<b>F</b> 0/	00/	_	0.007	_	0.500	10000	
23 (58) Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50 <b>160</b> 0	0 G	93%	0%	1%	1%	5%	0%	F	0.087	F	0.500	16000	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
23 Orby Cantrell Hwy	City of Norton (Maint: 97)	ALT US 58, SF 0.74	R 283 Norton <b>20000</b>	n-Coebur	n Hwy 93%	0%	1%	1%	5%	0%	F	0.084	N	0.518	21000	G
23), ,	To		NCL Norton				—									
(23)	Wise County	0.88	21000	G	95%	0%	1%	1%	4%	0%	F	0.084	F	0.518	22000	G
[23]	To		3 23 North of				—									
23	Wise County	0.46	21000	A	95%	0%	1%	1%	4%	0%	С	0.103	Α	0.509	22000	Α
23)	To							.,.		-,-						
22	Town of Wise (Maint: 97)	0.42	SCL Wise <b>21000</b>	N	95%	0%	1%	1%	4%	0%	N	0.103	N	0.509	22000	N
23	To:		S 23 South o					. , 0	.,0	0,0	• •	01.00		0.000		•
~~~	From:	Bus US 2.	3 S of Wise N	Norton R	d											
23 Orby Cantrell Hwy	Town of Wise (Maint: 97)	1.44	15000	G	95%	0%	1%	1%	4%	0%	F	0.086	F	0.533	16000	G
~	To: From:		NCL Wise				\Box $-$									
23	Wise County	0.52	15000	N	95%	0%	1%	1%	4%	0%	Ν	0.086	Ν	0.533	16000	Ν
	To:		S 23 North o		~											
23 Orby Cantrell Hwy	Wise County	4.10	North of Wis	ise, Main G	95%	0%	1%	1%	4%	0%	F	0.075	F	0.564	14000	G
Orby Cantrell Hwy	Wise County				95 /6	0 /6	1 /6	1 /0	7 /0	0 /6	'	0.075	•	0.304	14000	ď
Orton Construit I I I I I I I I I I I I I I I I I I I	To: From:		34 Bean Gap		050/	-00/		40/	40/	00/	_	0.004		0.550	4.4000	_
23) Orby Cantrell Hwy	Wise County	3.56	13000	G	95%	0%	1%	1%	4%	0%	F	0.084	F	0.553	14000	G
~~~	To: From:		S 23 South of				<u> </u>									
23 Orby Cantrell Hwy	Wise County	2.40	8500	G	95%	0%	1%	1%	4%	0%	F	0.077	F	0.578	9000	G
<del>~</del>	To: From:		WCL Pound				$\Box$ $\vdash$									
23)	Town of Pound (Maint: 97)	0.13	8500	N	95%	0%	1%	1%	4%	0%	N	0.077	N	0.578	9000	N
	To- From:	Ві	us US 23 Nor	rth			$\Box$ $\vdash$									
23)	Town of Pound (Maint: 97)	1.16	6100	G	95%	0%	1%	1%	4%	0%	F	0.076	Ν	0.514	NA	
<u> </u>	To:		NCL Pound	<del></del>			$\neg$ $\vdash$									
23 Orby Cantrell Hwy	Wise County	2.02	8700	G	95%	0%	1%	1%	4%	0%	F	0.076	F	0.514	9200	G
$\smile$	Tα	Ken	ntucky State I	Line												
North	From:		US 23													
23 Ramp From US 23 (Overlap) to SR 2	283, Alt US 58City of Norton (Maint: 97)	0.21	2800	G								0.094	F		2900	G
<u> </u>	To:		US 23; Gap													
Bus Bus Bus	From:		South of Gar													
[23] [58] [421]	Town of Gate City (Maint: 84)	0.23	17000	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.557	18000	G
Dua Bua Bua	To: From:	84	4-836 Jones S	St			$\neg$ $\vdash$									
Bus Bus Bus (421)	Town of Gate City (Maint: 84)	0.47	10000	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.528	11000	G
23) (30) (421)	Tomil of date only (Maint. 04)				30 /0			J /0	J /U	J /U	9	0.000	•	0.020		G
Bus Bus Bus	To: From:		71 E Jackson													
23) (58) (421) W Jackson St	Town of Gate City (Maint: 84)		6700	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.561	7200	G
$\sim \sim \sim$	To		nville Rd; M													
Due Due Due	Prom:	84-665 N	Manville Rd;	Muncipa	1											
Bus Bus Bus (421) W Jackson St	Town of Gate City (Maint: 84)	0.15	9400	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.509	10000	G

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

		Primary and interst	ale no	utes											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
	From:	0.4.7.0.77				2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
Bus Bus Bus (23) (58) (421) Daniel Boone Rd	Town of Gate City (Maint: 84)	84-763 Fir S 0.84 <b>3500</b>	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.526	3800	G
Bus Bus Bus	To: From:	84-762 Starnes	s St												
23 58 421 Daniel Boone Rd	Town of Gate City (Maint: 84)	0.80 <b>2800</b>	G	98%	0%	1%	0%	1%	0%	С	0.105	F	0.537	3000	G
Bus Bus Bus	To: From:	WCL Gate C	ity												
23 58 421	Scott County	0.04 <b>2800</b> US 23 Bus W.	N INT	98%	0%	1%	0%	1%	0%	Ν	0.105	N	0.537	3000	N
	From:														
Bus (23)	Wise County	US 23 South of I 0.34 <b>6400</b>	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 6400	N	95%	0%	1%	1%	3%	0%	Ν	0.094	N	0.590	6600	Ν
	100	N US 23 & 97-													
Bus (23) Norton Rd	Town of Wise	US 23 Orby Cantro 0.21 <b>12000</b>	G G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.516	12000	G
Dua .	To: From:	SCL Wise; 97-757 Norto	n Coebu	rn Rd											
Bus (23) Norton Rd	Town of Wise	1.00 <b>14000</b>	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.526	15000	G
Bus	From:	Main Street Norton Rd													
23 Main St	Town of Wise	0.36 <b>7200</b>	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.537	7500	G
Bus	To: From:	Hall Ave													
23 Main St	Town of Wise	0.42 <b>4200</b>	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 <b>4500</b>	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 <b>4400</b> US 23 North of	<b>G</b> 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 <b>9200</b>	G	96%	0%	0%	0%	3%	0%	F	0.087	F	0.551	9600	G
Bus ALT	To: From:	SCL Big Stone	Gap												
23 58 Gilley Ave	Town of Big Stone Gap	0.93 <b>9800</b> 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 <b>8200</b>	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 <b>7700</b> Aviation Ro	G	96%	0%	0%	0%	3%	0%	F	0.092	F	0.531	8000	G
		A WILLIOII KC	•												

# 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
us	From:		Aviation Rd													
E 5th St	Town of Big Stone Gap	0.47	6700	G	93%	0%	1%	2%	3%	0%	С	NA			6900	G
us	To: From:	NCL	Big Stone (	Gap												
Roaring Branch Rd	Wise County	1.49	6900	G	95%	0%	1%	1%	3%	0%	С	NA			7200	(
us	Tec From:	SC	L Appalach	iia												
Main St	Town of Appalachia (Maint: 97)	1.98	6700	N	93%	0%	1%	2%	3%	0%	Ν	NA			6900	1
<i></i>	To: From:	NC	L Appalach	nia												
us 3 Kent Junction Rd	Wise County	7.83	6700	N	93%	0%	1%	2%	3%	0%	N	NA			6900	1
3) 110111 3011011011110	To	- 100	97-621			0,0			0,0	0,0						
JS Kont Junction Dd	Mica County	0.13			95%	0%	10/	10/	3%	00/	N.	0.000	NI	0.569	5400	ı
Kent Junction Rd	Wise County		5200	N	95%	0%	1%	1%	3%	0%	N	0.093	N	0.569	5400	
ıs	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	•
JS .	To: From:		15th Street													
Park Ave	City of Norton	0.56	9200	G	95%	0%	1%	1%	3%	0%	F	0.088	F	0.601	9600	
J	To- From:		11th St				$\neg$ $\vdash$									
us 3 Park Ave	City of Norton	0.33	8600	G	95%	0%	1%	1%	3%	0%	F	0.084	F	0.553	8900	
<i></i>	Toc		8th St													
us 3 Park Ave	City of Norton	0.34	9700	G	95%	0%	1%	1%	3%	0%	F	0.085	F	0.541	10000	
3) I alk Ave	Oity of Norton				33 /6	0 76	1 /0	1 /0	J /6	0 /6	•	0.003	•	0.541	10000	
S	From:		74 Coeburn													
Park Ave	City of Norton	0.26	<b>12000</b> 23, SR 283; 1	G Davida Ala	95%	0%	1%	1%	3%	0%	F	0.083	F	0.568	13000	
S	From:		US 23, SR		/e											
Park Ave	City of Norton	1.46	4900	G	98%	0%	0%	0%	1%	0%	F	0.104	F	0.606	5100	
us	To- From:		12th St NE													
Park Ave	City of Norton	0.04	4700	G	98%	0%	0%	0%	1%	0%	F	NA			4900	
<u></u>	Too	N	NCL Norton													
s 3 Esserville Rd	Wise County	0.40	5100	G	98%	0%	0%	0%	1%	0%	С	0.090	F	0.51	5300	(
Lasserville Flu	To:	US 23 N of N				0 /6	0 /8	0 /6	1 /0	0 /6	O	0.030	•	0.51	3300	
	From:		16 Jefferson				i									_
Elm Avenue	City of Roanoke	0.17	15000	G	97%	1%	1%	0%	1%	0%	F	0.08	F	0.61	16000	(
	To- From-		I-581													
Elm Avenue	City of Roanoke	0.25	25000	G	97%	1%	1%	0%	1%	0%	С	0.081	F	0.560	27000	(
<u> </u>	To:	SR	24 Par, 6th	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
	From:	SR	24 Par, 6th	St												
24 Bullitt Avenue	City of Roanoke	0.68	11000	G	98%	0%	1%	0%	1%	0%	С	0.105	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	23000	G	98%	0%	1%	0%	1%	0%	С	NA			25000	G
	To:		24 P, 13th													
	From:		13th St													
24) Jamison Ave	City of Roanoke	0.19	26000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.607	27000	G
	To:		Dale Ave													
_	From:	J:	amison Ave	e												
₂₄ ) Dale Ave	City of Roanoke	0.69	23000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.603	25000	G
$\overline{}$	To:	E	CL Roanok	te												
	From:	V	VCL Vintor	n												
₂₄ ) Virginia Ave	Town of Vinton	0.51	24000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.638	25000	G
$\smile$	To		Pollard St													
24) Virginia Ave	Town of Vinton	0.80	22000	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.64	24000	G
24 Virginia Ave	To:		Clearview S		0070	0 70		0 70	1 /0	0 70	J	0.000	•	0.04	2-1000	<u> </u>
	From:		Hardy Rd	ıı												
24) By Pass Rd	Town of Vinton	0.39	15000	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.609	16000	G
24) 2, 1 400 1.4	To:		shington A		0070	0,0		0,0	. 70	0 / 0	•	0.000	•	0.000	.0000	·
	From:		Bypass Rd	ive												
24) Washington Ave	Town of Vinton	0.53	22000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.716	24000	G
24) 1746g.c7115	-				0070	0,0	.,,	0,0	. 70	0 / 0	•	0.00	•	017.10		0.
	From:		ECL Vinton													_
24) Washington Ave	Roanoke County	1.25	20000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.637	22000	G
$\stackrel{\smile}{\smile}$	To:		ord County													
	From:		oke County								_		_	. =		_
24) Stewartsville Rd	Bedford County		17000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.719	18000	G
<u> </u>	To:		1 East of V													
	From:	80-651 East of V									_		_			_
24) Stewartsville Rd	Bedford County	4.90	15000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.736	16000	G
<u> </u>	To:	09-6	35 Lovers I	Lane												
24) Stewartsville Rd	Bedford County	2.04	8800	G	98%	0%	1%	0%	1%	0%	С	0.093	F	0.706	9200	G
24)																
	From:		V, Morgans										_			_
24) Stewartsville Rd	Bedford County	2.15	8200	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.685	8600	G
$\smile$	To:		Vear Chamb													
	From:	09-746 Chambli									_		_			_
24) Stewartsville Rd	Bedford County	4.57	4900	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.609	5200	G
<u> </u>	To:	09-80	1 Stony Fo	rk Rd												
24) Stewartsville Rd	Bedford County	3.69	2400	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.575	2500	G
24)	To:		22 Moneta		50,5		Ť	0,0	. , .	0,0	•	5.55	•	3.0.0		_
	From:		122 Maneta													
Shingle Block Rd	Bedford County	5.51	2300	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.512	2400	G
27) 23.1 2.00						- / 0		- / •	. , •	- / 0			-			_
	To: From:		V, Virginia										_			
(24) (43) Glenwood Dr	Bedford County	2.58	2700	G	91%	0%	2%	2%	5%	0%	С	0.088	F	0.536	2800	G
$\smile$	Ter	SR 43	E, Leesvil	le Rd												

# 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 43 E, Lee													
(24) Wyatts Way	Bedford County	7.59 <b>240</b> 0	) G	96%	0%	1%	1%	2%	0%	С	0.094	F	0.684	2600	G
$\smile$	To:	Campbell Cou	_												
Coloriel I hou	Companie all County	Bedford Cou		000/	00/		40/	00/	00/	0	0.400	F	0.550	000	_
(24) Colonial Hwy	Campbell County	2.06 <b>320</b>	G	92%	0%	2%	4%	3%	0%	С	0.132	г	0.556	330	G
	T _O . From:	15-811 Near													
(24) Colonial Hwy	Campbell County	6.68 <b>120</b> 0	) G	92%	0%	2%	4%	3%	0%	F	0.1	F	0.528	1300	G
<u> </u>	To:	US 29	)			$\neg$ $\vdash$									
24 Colonial Hwy	Campbell County	4.32 <b>330</b> 0	) G	92%	2%	1%	1%	5%	0%	С	0.101	F	0.565	3400	G
	To	US 501 SW of	Duothumo												
24) (501) Campbell Hwy	Campbell County	0.92 1000		97%	0%	1%	0%	2%	0%	F	0.097	F	0.555	10000	G
24 501 Campbell Hwy	Campbell County			37 70	0 70	1 /0	0 70	270	0 70	'	0.037	•	0.555	10000	ч
	To- From:	US 501 SW of										_			
( ₂₄ ) Village Hwy	Campbell County	6.38 <b>380</b> 0	) G	92%	1%	1%	1%	4%	0%	F	0.101	F	0.615	3900	G
<u> </u>	To:	15-656 Crews Shop Ro	l; Plum Bra	nch Rd		$\neg$									
(24) Village Hwy	Campbell County	3.16 <b>370</b> 0	) G	92%	1%	1%	1%	4%	0%	С	0.107	F	0.558	3800	G
	To	W US 4	60												
24) (460) Lynchburg Hwy	Campbell County	0.11 <b>1700</b>		93%	0%	1%	1%	4%	0%	Ν	0.085	Ν	0.612	18000	Ν
24 460 Lynchburg Hwy	To:	Appomattox Co		30 70	0 70		1 /0	7/0	0 70	11	0.000	14	0.012	10000	11
	From:	Campbell Cou													
(24) (460) Richmond Hwy	Appomattox County	3.28 <b>1700</b>		93%	0%	1%	1%	4%	0%	F	0.085	F	0.612	18000	F
	To	06.69	0												
24) (460) Richmond Hwy	Appomattox County	4.09 <b>1700</b>		93%	0%	1%	1%	4%	0%	F	0.083	F	0.583	17000	F
24) [460] Richmond Hwy	Appointation County	4.09 1700	<u> </u>	33 /6	0 70	1 /0	1 /0	4 /0	0 /6	'	0.000	•	0.505	17000	•
	To- From:	CL Appon				<del> </del>									
24) (460) Richmond Hwy	Town of Appomattox (Maint: 06)	0.42 <b>1700</b>	0 N	93%	0%	1%	1%	4%	0%	Ν	0.083	Ν	0.583	17000	N
	T _{CC} From:	BUS US	460			$\neg$ $\vdash$									
24) (460) Richmond Hwy	Town of Appomattox (Maint: 06)	0.72 9600	) F	93%	0%	1%	1%	4%	0%	F	0.085	F	0.581	10000	F
	To:	ERT4	60												
	From:	US 460 Richm													
(24) Old Courthouse Rd	Appomattox County	5.23 <b>340</b> 0	) F	91%	1%	2%	1%	5%	0%	F	0.096	F	0.605	3500	F
$\smile$	To	06-616 Wildway Rd;	Old Grist M	Iill Rd											
24 Old Courthouse Rd	Appomattox County	4.92 1900		91%	1%	2%	1%	5%	0%	С	0.097	F	0.507	2000	F
	To:	Buckingham Co	ounty Line												
	From:	Appomattox Co	_												
(24)	Buckingham County	8.71 <b>130</b> 0	) G	91%	1%	2%	1%	5%	0%	F	0.096	F	0.516	1300	G
$\smile$	To:	US 60 Mt	Rush												
	From:	SR 24 FROM R	T 581 S &												
(24) Ramp	City of Roanoke (Maint: 80)	0.09 <b>670</b> 0	) G								0.082	F		6700	G
$\smile$	Tα·	US 220 FROM RT 240	00- ELM S	TREET											
	From:	SR 24 TO RT	581 N & F												
24) Ramp	City of Roanoke (Maint: 80)	0.08 1300									0.080	F		13000	G
\ <del>-</del> '/'	`	I-581-N FROM RT 240													

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

		Primary an	a mersia	ale no	ules											
						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		6th St				1	017100		Liian		1 40101		1 40101		
24 Jamison Ave	City of Roanok	e 0.68	12000	G	98%	0%	1%	0%	1%	0%	С	0.094	F		12000	G
Jamison Ave	Combined Traffic Estimates for 2 Parallel Ro		23000	G	98%	0%	1%	0%	1%	0%	С	NA	•		25000	G
	To:	SR 24 Jamis				0 /0	1 /0	0 /6	1 /0	0 /6	C	INA			23000	G
					iluc											
26 Oakville Rd	A 10 10 10 10 10 10 10 10 10 10 10 10 10		0 Richmond	d Hwy <b>F</b>	91%	0%	1%	2%	6%	00/	_	0.000	F	0.768	2600	F
(26) Oakville Rd	Appomattox Cou	inty 5.03	2500	F	91%	0%	1%	2%	6%	0%	С	0.083	г	0.768	2600	г
<u> </u>	To: From:	06-608 Piney M	Iountain Rd	l; Stonev	vall Rd											
( ₂₆ ) Oakville Rd	Appomattox Cou	inty 7.80	1500	F	91%	0%	1%	2%	6%	0%	F	0.089	F	0.594	1500	F
$\overline{}$	To:	US	60 Bent Cr	eek												
	From:	SR 27-W001A S	SR 27-E001	IA FROI	M RT 2											
27) Ramp	Arlington Count	ty 0.13	NA									NA			NA	
	To:	00-6624 TO AR	LINGTON	RIDGE	ROAD											
	From:	Ramp from S			3lvd											
( ₂₇ ) Ramp	Arlington Count		16000	G								0.112	F		16000	G
$\overline{}$	To:	]	I-395-South	1												
East	From:	US 50 Arl	ington Blvd	1; 00-670	00											
27) Washington Blvd	Arlington Count	ty 0.82	36000	G	98%	1%	0%	0%	0%	0%	F	0.084	F		38000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	71000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.512	76000	G
	та	SD 24	4 Columbia	Dilea												
East	From:										_					_
(27) Washington Blvd	Arlington Count	•	47000	G	98%	1%	0%	0%	0%	0%	F	NA			50000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Ro	padways on this Route:	100000	G	98%	1%	1%	0%	0%	0%	F	NA			109000	G
	To.		I-395				<u> </u>									
East (27) Washington Blvd	Arlington Count	tv 0.52	23000	G	98%	1%	0%	0%	0%	0%	С	0.126	F		25000	G
27 Washington Blvd	Arlington Count	•									F	-	Г			
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Houte:	47000	G	98%	1%	0%	0%	0%	0%	F	NA			50000	G
East	To: From:	SR	244; Pentag	gon												
(27) Washington Blvd	Arlington Count	ty 0.33	31000	G	98%	1%	0%	0%	0%	0%	F	NA			33000	G
(21) 11 dog.co 2.10	Combined Traffic Estimates for 2 Parallel Ro	•		G	98%	1%	0%	0%	0%	0%	F	NA			69000	G
	Combined Traine Estimates for 21 drailer for	daways on this Houte.		u	30 70	1 /0		0 70	0 70	0 70		14/3			03000	ч
East	To: From:		SR 110													
(27) Washington Blvd	Arlington Count	ty 0.52	29000	G	98%	1%	0%	0%	0%	0%	F	0.133	F		31000	G
	Combined Traffic Estimates for 2 Parallel Ro	padwavs on this Route:	50000	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.791	53000	G
	To:		oundary Dri	ve												
East	From:	SR 27-E TO RT 395	SOUTH &	ADI IN	CTON DI	D										
(27) Ramp	Arlington Count		NA	AKLIN	O I O I KI	D						NA			NA	
27) Hamp	To:	SR 27-W001A		FROM	RT 2											
F	Lean.					DI										
East	Arlington Count	SR 27-E TO RT 395 ty 0.19	NORTH &	ARMY	NAVY D	KI						NA			NA	
(27) Ramp	Arlington Count	U.19	NA									INA			INA	
East	To: From:	I-395-N008D FROM	RT 395 N	ORTH &	ARLING	ŝΤ										
(27) Ramp	Arlington Count	ty 0.19	NA									NA			NA	
21)	Tax	SR 27-E001C T		NAVYI	ORIVE							14/1			1 47 1	
		5K 27-E001C 1	O AKWII .	11/1/11	ZMIVE											

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

			·						Tru	ıck			K		Dir		
Rou	ite	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East		From:	SR 27-E001C T			DRIVE											
$\binom{27}{27}$ Ran	mp	Arlington Cou تند	,	19000	G								0.092	F		19000	G
		10.	I-395-N FROM RT				D										
East (27) Ran	mn	Arlington Cou	SR 27-E001B 7 unty 0.14	ro army <b>NA</b>	NAVY	DRIVE							NA			NA	
27) Han	····p	To:	I-395-N008		RT 27 EA	AST							1471			1471	
Rev		From:		Reversible				ĺ									
	shington Blvd	Arlington Cou		8600	G	99%	0%	0%	0%	0%	0%	С	0.121	F		11000	G
$\bigcirc$		Combined Traffic Estimates for 3 Parallel I	Roadways on this Route:	100000	G	98%	1%	1%	0%	0%	0%	F	NA			109000	G
		Τα:	SR 2	7 EB; SR 2	7 WB												
West		From:		lington Blvc	_												_
27) Was	shington Blvd	Arlington Cou	•	35000	G	98%	1%	0%	0%	0%	0%	F	0.09	F	0.540	37000	G
~		Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	71000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.512	76000	G
West		To: From:	SR 24	44 Columbia	a Pike												
(27) Was	shington Blvd	Arlington Cou	•	44000	G	98%	0%	1%	1%	0%	0%	С	NA			47000	G
$\bigcirc$		Combined Traffic Estimates for 3 Parallel I	Roadways on this Route:	100000	G	98%	1%	1%	0%	0%	0%	F	NA			109000	G
West		To- From:		I-395													
	shington Blvd	Arlington Cou	unty 0.13	24000	G	98%	1%	0%	0%	0%	0%	F	0.102	F		26000	G
27)	o .	Combined Traffic Estimates for 2 Parallel I	•		G	98%	1%	0%	0%	0%	0%	F	NA			50000	G
		To		14 Columbia	a Pike												
West	shington Blvd	From: L Arlington Cou		34000	G	98%	1%	0%	0%	0%	0%	_	NA			36000	G
(27) Was	Silligion biva	Combined Traffic Estimates for 2 Parallel I	•		G	98%	1%	0%	0%	0%	0%	, F	NA			69000	G
		Tol	rioddwdys o'r triis riodte.			0070	1 /0		070	0 70	0 70	•	1471			00000	u
West		From:		SR 110													_
(27) Was	shington Blvd	Arlington Cou	•	21000	G	98%	1%	0%	0%	0%	0%	F	0.103	F		22000	G
~		Combined Traffic Estimates for 2 Parallel I	· · · · · · · · · · · · · · · · · · ·	50000 oundary Dri	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.791	53000	G
\M+		From				ICTON D	ID										
West (27) Ran	am	Arlington Cou	SR 27-W TO RT 395 unty 0.08	<b>NA</b>	X AKLII	NGTON K	ID						NA			NA	
27)	··· <b>F</b>	та	SR 27-W00		205 001	TTI											
West		From:			393 300	JIH											
27) Ran	mp	Arlington Cou		NA 27 F001 A	FDOM	DT 2							NA			NA	
		10. Fa	SR 27- 1A SF														
West 27 Ran	mp	Arlington Cou	SR 27-W00 unty 0.11	1A TO RT :	395 SOL <b>G</b>	J I'H							0.087	F		23000	G
27 Ran		τα	,	FROM RT 2		Γ							0.007	•		_0000	~
		From:		S 29 N of F													
(28) Catl	lett Rd	Fauquier Cou		9400	G	95%	0%	1%	2%	2%	0%	F	0.089	F	0.652	9600	G
		To:	US 17	North of B	ealeton												

4/20/2015 120

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

					4	_		Tru	ıck			K	01/	Dir		- 01
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
<u> </u>	From:		North of Bea								_		_			
28) Catlett Rd	Fauquier County	2.70	13000	G	95%	0%	1%	2%	2%	0%	F	0.091	F	0.705	13000	G
<u>~</u>	To: From:	30	-610 Midlan	nd												
28) Catlett Rd	Fauquier County	3.72	13000	G	95%	0%	1%	2%	2%	0%	F	0.092	F	0.723	14000	(
$\smile$	To	30-	616 Calverto	on												
28) Catlett Rd	Fauquier County	2.40	12000	G	95%	0%	1%	2%	2%	0%	F	0.091	F	0.763	13000	(
	To	3	0-806 Catlett	t												
28) Catlett Rd	Fauquier County	2.57	15000	G	95%	0%	1%	2%	2%	0%	С	0.093	F	0.757	15000	(
20)	To:		Villiam Coun													
	From:	Fauq	uier County l	Line												
28) Nokesville Rd	Prince William County	2.18	16000	G	95%	0%	1%	2%	2%	0%	F	0.096	F	0.712	16000	(
<u> </u>	To:	76-6	52 Fitzwater	r Dr												
28) Nokesville Rd	Prince William County	2.97	14000	G	95%	0%	1%	2%	2%	0%	F	0.086	F	0.672	15000	(
$\mathcal{I}$	Te	SR 3	215 Vint Hill	Rd												
28) Nokesville Rd	Prince William County	0.12	24000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.688	25000	(
20)	Tex															
28 Nokesville Rd	Prince William County	0.78	37000	G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.656	38000	(
Nokesville Rd	Finice William County	0.76	37000	<u> </u>	31 /0	0 /0	1 /0	1 /0	1 /0	0 /6	C	0.009	'	0.030	30000	,
	From		660 Piper La								_		_			
Nokesville Rd	Prince William County	0.62	40000	G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.562	41000	(
	To: From:	SR 23	4, WCL Man													
28) Nokesville Rd	City of Manassas	0.56	28000	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.615	31000	(
<u> </u>	To: From:	155	5-5 Godwin I	Dr			$\neg$ $\vdash$									
28) Nokesville Rd	City of Manassas	1.22	16000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	0.568	18000	(
$\mathcal{L}$	To	V	/ellington Ro	đ												
28) Center St	City of Manassas	0.80	19000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.587	21000	(
	Tα		Chamala Ct													
28 Center St	City of Manassas	0.25	Church St 9100	G	97%	1%	1%	1%	1%	0%	F	0.08	F		9900	(
28) Genter Gt	Combined Traffic Estimates for 2 Parallel Roadways on this			G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.511	21000	
	- Turning Estimates for 21 drainer Hodeways on this				01 /0	1 70	170	1 /0	1 /0	0 70	•	0.070	•	0.011	21000	`
Cantar Ct	City of Manager		R 234 Grant		079/	10/	10/	10/	1%	00/	г	0.000	F		12000	(
28 Center St	City of Manassas	0.37	11000	G	97%	1%	1%	1%		0%	F	0.080	F	0.000	13000	
	Combined Traffic Estimates for 2 Parallel Roadways on this		Zebedee St	G	97%	1%	1%	1%	1%	0%	г	0.078	г	0.696	25000	(
	From:		Center St													
Zebedee St	City of Manassas	0.09	10000	F	97%	1%	1%	1%	1%	0%	F	0.071	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	21000	G	97%	1%	1%	1%	1%	0%	F	NA			23000	(
	•		is signed													
	то:		P, Centrevi				<u>_</u>									
28) Centreville Rd	City of Manassas	1.10	28000	G Ra	97%	1%	1%	1%	1%	0%	F	0.071	F	0.514	29000	(
28 Centreville Rd	Tra		Villiam Coun			1 /0		1 /0	1 /0	0 /0	'	0.071	•	0.014	20000	

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

Б	1			4			Trι	ıck		-00	K	01/	Dir	4 4 1 4 / D.T.	0144
Route	Jurisdiction	Length AAD	T QA	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	NCL Mar		070/	10/		40/	10/	00/		0.074		0.514	00000	
(28) Centreville Rd	Prince William County	0.26 <b>2800</b>		97%	1%	1%	1%	1%	0%	N	0.071	N	0.514	29000	N
	From:	SCL Manas Prince William													
28 Centreville Rd	City of Manassas Park	0.01 <b>280</b> 0		97%	1%	1%	1%	1%	0%	Ν	0.071	Ν	0.514	29000	Ν
28) Germe vine vid	Oity of Manaodo Fant			07 70	1 /0	170	1 /0	1 /0	0 /0	.,	0.071		0.014	20000	.,
	To: From:	Liberia		070						_		_			_
28 Centreville Rd	City of Manassas Park	0.31 <b>4500</b>		97%	1%	1%	1%	1%	0%	F	0.065	F	0.563	46000	G
<u> </u>	To: From:	ECL Mar													
28 Centreville Rd	Prince William County	NCL Manas 2.13 <b>510</b> 0		97%	1%	1%	1%	1%	0%	F	0.067	F	0.580	53000	G
28 Centreville Rd	To:	Fairfax Cou		31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.007	'	0.560	33000	G
	From:	Prince William													
28) Centreville Rd	Fairfax County	1.83 <b>5400</b>		97%	1%	1%	1%	1%	0%	F	0.070	F	0.63	60000	G
20)									• , •						-
	From	New Bradd		070/	10/		10/	40/	201	_	0.007		0.570	F0000	_
(28) Centreville Rd	Fairfax County	0.80 <b>4800</b>	00 G	97%	1%	1%	1%	1%	0%	F	0.067	F	0.579	53000	G
<u> </u>	To: From:	US 29 Cen	treville												
28) Sully Rd	Fairfax County	0.54 <b>6700</b>	00 G	97%	1%	1%	1%	1%	0%	F	0.116	F	0.695	75000	G
	To:	I-66 North of	Contravilla												
28) Sully Rd	Fairfax County	2.07 <b>1000</b>		97%	1%	1%	1%	1%	0%	С	0.089	Α	0.739	109000	Α
28 Sully Rd	Tamax County	2.07	00 A	91 /6	1 /0	1 /0	1 /0	1 /0	0 /6	O	0.009	^	0.739	103000	^
	To: From:	29-662 Westf													
( ₂₈ ) Sully Rd	Fairfax County	1.88 <b>9700</b>	00 A	97%	1%	1%	1%	1%	0%	F	0.095	Α	0.584	109000	Α
$\smile$	To	US 50 Dulle	s Airport												
28) Sully Rd	Fairfax County	4.18 <b>1020</b>		97%	1%	1%	1%	1%	0%	F	0.098	Α	0.508	116000	Α
20) 11 ,	To:	Loudoun Cor													
	From:	Fairfax Cou													
28 Sully Rd	Loudoun County	0.66 <b>1200</b>	00 A	97%	1%	1%	1%	1%	0%	F	0.099	Α	0.535	136000	Α
$\bigcirc$	To	SR 267 Dulle	o Tall Da												
28 Sully Rd	From: Loudoun County	1.00 <b>1340</b>		97%	1%	1%	1%	1%	0%	F	0.081	F	0.556	146000	F
28 Sully Rd	Edudoun County			31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.001	•	0.550	140000	'
	To: From:	53-606 Old													
( ₂₈ ) Sully Rd	Loudoun County	0.62 <b>1250</b>	00 A	97%	1%	1%	1%	1%	0%	F	0.087	Α	0.564	137000	Α
$\smile$	To	54-846 Sterl	ling Blvd												
28) Sully Rd	Loudoun County	1.13 <b>1200</b>		97%	1%	1%	1%	1%	0%	F	0.085	Α	0.595	130000	В
20) 11 ,															
O D.I	From:	53-625 Wax	•	070/	40/		40/	40/	201	_	0.007		0.50	70000	
(28) Sully Rd	Loudoun County	3.16 <b>720</b> 0		97%	1%	1%	1%	1%	0%	F	0.087	Α	0.56	78000	Α
<u> </u>	Τσ	SR 7 Harry E	Byrd Hwy			<u> </u>									
	From:	SR 28-N030A SR 28-		RT 66			·								
( ₂₈ ) Ramp	Fairfax County	0.18 <b>NA</b>									NA			NA	
$\smile$	Tα·	I-66-E FROM RT 28 S	SOUTH & N	ORTH											
	From:	SR 28 I-66-W053B FF	ROM & TO	RT 66											
28) Ramp	Fairfax County	0.17 <b>170</b> 0		95%	1%	1%	1%	2%	0%	С	0.092	F		17000	G
	To:	I-66-W FROM RT 28 I													

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

Davita	le colo adi anti	· ·	A A D T			Dura		Tru	ck		00	K	OK	Dir	4 4 14/DT	0111
Route	Jurisdictio		AADT		41116	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North 28 Ramp	Fairfax Cou		3 RO RT 66 EA 15000	AST G	98%	1%	1%	0%	1%	0%	С	0.093	F		15000	G
28) 1 14111	To:		A SR 28- 30A			170		070	170	070		0.000	•		10000	<u> </u>
North	From:	SR 28	TO RT 66 W	EST												
(28) Ramp	Fairfax Cou		NA									NA			NA	
<u> </u>	Τα	SK 26-	S030B FROM													
South (28) Ramp	Fairfax Cou		R 28 Sully Rd 16000	G	95%	1%	1%	1%	2%	0%	С	0.077	F		16000	G
28) Hamp	Talliax Ood		A SR 28- 30A			1 /0		1 /0	270	0 70	O	0.077	'		10000	u
South	From:	SR 28	3 TO RT 66 W	EST												
(28) Ramp	Fairfax Cou		NA									NA			NA	
$\overline{}$	To:	SR 28-N030I	3 SR 28- 30B I	FROM	1 28 S											
Charab Ct	From:		R 28 Center St		070/	10/	10/	10/	10/	00/	_	0.070	F		11000	
Church St	City of Manas Combined Traffic Estimates for 2 Parallel		9700	G G	97% 97%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	F F	0.079 0.078	F	0.511	11000 21000	G G
	Combined Trainic Estimates for 2 Paramer				9170	1 70	1 70	170	1 70	0%	г	0.076	Г	0.511	21000	G
28 Church St	City of Manas		SR 234 Grant A 11000	Ave <b>G</b>	97%	1%	1%	1%	1%	0%	F	0.086	F	0.547	12000	G
Church St	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.696	25000	G
	Tα		28 Centreville l			.,,	ΤĹ		.,.	* / *						
~~~~	From:		US 58													
29 (58) Danville Expwy	City of Danville (N	Maint: 71) 1.12	16000	G	82%	1%	1%	2%	14%	1%	F	0.073	F	0.581	16000	G
~ ~ ~ ~ · · · · ·	To: From:		Elizabeth St													
29 58 Danville Expwy	City of Danville (M	Maint: 71) 2.63	15000	Α	82%	1%	1%	2%	14%	1%	С	0.101	Α	0.727	15000	Α
	From:		R 86, S Main S		200/	40/	10/	00/	4.40/	40/		0.070	_	0.550	17000	
29 58 Danville Expwy	City of Danville (M	Maint: 71) 1.85	17000	G	82%	1%	1%	2%	14%	1%	F	0.072	F	0.559	17000	G
Carlo Danvilla Evenus	To: From:		Goodyear Blvd	G	82%	1%	10/	20/	1.40/	1%	F	0.075	F	0.504	20000	G
29 58 Danville Expwy	City of Danville (M	,	19000			170	1%	2%	14%	170	Г	0.075	Г	0.524	20000	G
29 Danville Expwy	City of Danville (N	,	360 South Bo	oston l	Rd 82%	1%	1%	2%	14%	1%	F	0.076	F	0.594	14000	G
29 Danville Expwy	Oity of Barivine (iv			<u> </u>	02 /0	1 /0	1 70	270	1 7 70	1 /0	•	0.070	'	0.554	14000	a
29 Danville Expwy	Pittsylvania Co		NCL Danville 14000	G	82%	1%	1%	2%	14%	1%	F	0.076	F	0.594	14000	G
29 Barring Expri)	To:				02.70	170		270	1170	1 70	•	0.070		0.00 1	1 1000	<u> </u>
29 Danville Expwy	From: Pittsylvania Co	ounty 6.52	SR 360 10000	G	82%	1%	1%	2%	14%	1%	F	NA			10000	G
-,	To:		29 North of D													
29	Pittsylvania Co	·	20000	G	85%	1%	1%	1%	12%	1%	F	0.080	F	0.518	19000	G
	Tæ		Spring Garden	Road			<u> </u>									
29	Pittsylvania Co		19000	G	85%	1%	1%	1%	12%	1%	F	0.08	F	0.536	18000	G
	Τα	71-718 Snake	path Road; Dry	y Fork	Road											
(29)	Pittsylvania Co		21000	G	85%	1%	1%	1%	12%	1%	F	0.08	F	0.522	20000	G
\smile	To:		SCL Chatham													

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

						Truck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	Q۷
~	From:	SCL Chatham	0.50/	10/	10/ 10	100/	10/	N.	0.00	N.I	0.500	00000	
29)	Town of Chatham (Maint: 71)	0.03 21000 N	N 85%	1%	1% 1% 	s 12%	1%	N	0.08	N	0.522	20000	N
~	To- From:	Bus US 29 South Main		10/	10/ 10	1 100/	401		0.000		0.544	10000	_
29	Town of Chatham (Maint: 71)		G 85%	1%	1% 1% 	s 12%	1%	F	0.080	F	0.511	12000	G
	Pittoukenia County	NCL Chatham 2.70 13000 N	N 85%	1%	1% 1%	s 12%	1%	N	0.080	N	0.511	12000	١
29)	Pittsylvania County			170	1% 17 ——	o 12%	1%	IN	0.080	IN	0.511	12000	יו
~	To:	Bus US 29 North of Char		10/	10/ 10	100/	10/		0.001		0.510	10000	
29)	Pittsylvania County	6.17 14000 (G 85%	1%	1% 1% 	i 12%	1%	F	0.081	F	0.519	13000	C
	To- From:	Bus US 29 South of Gre											
29	Pittsylvania County	1.83 9900	A 85%	1%	1% 1%	12%	1%	С	0.115	Α	0.551	9600	F
	To- From:	SR 40 West Gretna R											
29	Pittsylvania County	2.48 11000 (G 85%	1%	1% 1%	s 12%	1%	F	0.076	F	0.532	11000	(
	To: From:	N US 29 Bus N of Gree	tna										
29)	Pittsylvania County	3.08 13000 C	G 85%	1%	1% 1%	12%	1%	F	0.078	F	0.529	12000	(
	To	71-643 Derby Rd											
29	Pittsylvania County	4.08 13000 C	G 85%	1%	1% 1%	12%	1%	F	0.079	F	0.541	13000	(
-	To	Bus US 29 Main St South of	of Hurt										
29)	Pittsylvania County		G 85%	1%	1% 1%	s 12%	1%	F	0.074	F	0.572	11000	(
	To:	Campbell County Lin											
<u></u>	From:	Pittsylvania County Li											
29 Wards Rd	Campbell County	0.72 12000 (G 85%	1%	1% 19	12%	1%	F	0.079	F	0.541	12000	(
~	To- From:	SR 43 Bedford Ave											
29 Wards Rd	Campbell County	3.40 13000 C	G 85%	1%	1% 1%	12%	1%	F	0.076	F	0.502	12000	(
~	To	15-712											
29 Wards Rd	Campbell County	0.24 13000 N	N 85%	1%	1% 1%	12%	1%	Ν	0.076	Ν	0.502	12000	1
	Tα	BUS US 29 N of Altavi	icta										
29 Wards Rd	Campbell County	4.24 18000 C		0%	1% 1%	4%	0%	F	0.08	F	0.558	19000	(
	To	15-696 Marysville Ro											
29 Wards Rd	Campbell County	4.99 18000		0%	1% 1%	s 4%	0%	F	0.081	F	0.573	19000	(
29) Wards Hd	Campbell County			0 70	170 17 ————————————————————————————————————	J +70	0 70		0.001	•	0.570	13000	•
Manda Dd	Corrected II County	SR 24 Colonial Hwy		00/	10/ 10	40/	00/	F	0.070	F	0.540	01000	(
Wards Rd	Campbell County	4.58 20000 (G 93%	0%	1% 1% 	4%	0%	г	0.079	г	0.542	21000	(
~~	To: From:	15-738 English Tavern											
Wards Rd	Campbell County		A 93%	0%	1% 19	4%	0%	С	0.097	Α	0.565	31000	F
Bus	From:	US 460 Lynchburg Hwy; Bu	ıs US 29										
29 29 Ramp	Campbell County	0.47	See	Bus U.S	29 for direct	ional traff	ic volum	e estir	nates for	this	seament		
20) (20)	To:	х									· · · · · · · · · · · · · · · ·		
	From:	US 460; Bus US 29 Ward	ls Rd										
29) (460) (29)	Campbell County	0.03 45000 C	9 3%	0%	<u>1%</u> 1%	5%	0%	F	0.101	F	0.661	47000	C
	То:	SCL Lynchburg											

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
~~~~~	From:	SCL Lyı													
29 (460) (29)	City of Lynchburg (Maint: 15)	1.38 <b>450</b>	000 G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	47000	G
~~~	From:	Candler Mo		2221								_			
29 (460) (29)	City of Lynchburg (Maint: 15)	0.49 360	000 G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
~~~	To From (Mariata 45)	US:		000/	00/		40/	<b>F</b> 0/	00/		0.405		0.507	07000	
29 (460) (29) (501)	City of Lynchburg (Maint: 15)	1.91 <b>360</b> US 501 Car		93%	0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
	From:	Functional C													
29) (460) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 <b>330</b>		93%	0%	1%	1%	5%	0%	F	0.089	F	0.501	34000	(
<del></del>	To: From:	US 460 Lyno													
20	Campbell County	0.93 <b>160</b>		89%	1%	1%	1%	9%	1%	F	0.092	F	0.511	15000	(
29)	To	SCL Lyı													
29)	City of Lynchburg (Maint: 15)	0.33 <b>160</b>		89%	1%	1%	1%	9%	1%	F	0.092	F	0.511	15000	(
23)	To-	NCL Ly													
29	Amherst County	1.09 <b>160</b>		89%	1%	1%	1%	9%	1%	F	0.092	F	0.511	15000	(
23)	To						.,.		.,.			-			
29	Amherst County	3.77 <b>160</b>		89%	1%	1%	1%	9%	1%	F	0.094	F	0.526	16000	(
23)	To			0070	. , ,		. , 0	0,70	. 70	•	0.00	•	0.020		
29)	Amherst County	7.15 <b>140</b>		90%	1%	1%	1%	7%	1%	С	0.11	В	0.534	14000	F
23)	To			0070	. , ,		. , 0	. , 0	. 70		••••		0.00		
29	From: Town of Amherst (Maint: 05)	SCL Amherst 1.72 <b>200</b>		89%	1%	1%	1%	9%	1%	F	0.084	F	0.522	20000	(
29)	To-			0070	. , ,		. , 0	0,70	. 70	•	0.00	•	0.022		
29)	From: Town of Amherst (Maint: 05)	US 60 Rich 1.45 <b>160</b>		89%	1%	1%	1%	9%	1%	F	0.081	F	0.513	16000	(
23)	To To				. , ,		. , 0	0,0	. 70	•	0.00.	•	0.0.0		
29 N Amherst Hwy	Town of Amherst (Maint: 05)	BUS US 29 Nea 0.64 <b>150</b>		89%	1%	1%	1%	9%	1%	N	0.080	N	0.515	15000	١
23)	To To	NCL A		0070	. , ,		. , 0	0,0	. 70	•	0.000		0.0.0	.0000	·
29 N Amherst Hwy	Amherst County	1.35 <b>150</b>		89%	1%	1%	1%	9%	1%	F	0.080	F	0.515	15000	(
29)	Te	SR 151 North		0070	. , ,		. , 0	0,0	. 70	•	0.000	•	0.0.0	.0000	
29 N Amherst Hwy	Amherst County	4.10 <b>120</b>		89%	1%	1%	1%	9%	1%	F	0.081	F	0.576	11000	(
23),	To:	Nelson Co				Ť	.,.	- , -	.,.	-		-			
~	From:	Amherst Co								_					
29 Thomas Nelson Hwy	Nelson County	4.47 <b>130</b>	000 F	89%	1%	1%	1%	9%	1%	F	0.075	F	0.61	13000	F
~ · · · · · · · · · · · · · · · · · · ·	To: From:	SR 56 Nea													_
29 (56) Thomas Nelson Hwy	Nelson County	4.28 <b>160</b>	000 F	89%	1%	1%	1%	9%	1%	F	0.077	F	0.613	15000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:	BUS US 29 Sout													
29) Thomas Nelson Hwy	Nelson County	0.82 140	000 F	89%	1%	1%	1%	9%	1%	F	0.078	F	0.628	14000	F
~	To- From:	BUS US 29 Nort	th of Lovingst												
Thomas Nelson Hwy	Nelson County	6.51 140		89%	1%	1%	1%	9%	1%	С	0.112	Α	0.505	14000	F
~	To:	SR 6 Ri	iver Rd												

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

				_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 6 River Rd												
29 6 Thomas Nelson Hwy	Nelson County	3.94 12000 F	89%	1%	1%	1%	9%	1%	F	0.082	F	0.676	12000	F
\smile	To	SR 6 Irish Rd												
29 Thomas Nelson Hwy	Nelson County	1.44 13000 F	89%	1%	1%	1%	9%	1%	F	0.078	F	0.725	13000	-
=	To:	Albemarle County Lin	e											
~~	From:	Nelson County Line												
29 Monacan Trail Rd	Albemarle County	7.89 12000 A	89%	1%	1%	1%	9%	1%	С	0.111	Α	0.601	12000	
~	Te: From:	02-692 Plank Rd												
29 Monacan Trail Rd	Albemarle County	2.69 16000 G	89%	1%	1%	1%	9%	1%	F	0.083	F	0.747	15000	
<i>→</i>	To	02-708 Red Hill Rd												
29) Monacan Trail Rd	Albemarle County	6.17 17000 G	89%	1%	1%	1%	9%	1%	F	0.086	F	0.777	16000	
29)												•		
29 Monacan Trail Rd	Albamarla Caupty	I-64 0.36 51000 G	89%	1%	1%	1%	9%	1%	F	0.104	F	0.638	49000	
29) Monacan Trail Rd	Albemarle County	0.36 51000 G	1 69%	170	1%	170	9%	170	Г	0.104	Г	0.036	49000	
	To: From:	BUS US 29 Fontaine Ave S of Ch												
29 Monacan Trail Rd	Albemarle County	1.52 45000 G	89%	1%	1%	1%	9%	1%	F	0.104	F	0.565	44000	
~	To:	US 250 Ivy Rd												
Monagon Trail Pd	Albamarla Caupty	Bus US 250 Ivy Rd 1.98 47000 G	97%	0%	10/	0%	2%	0%	F	0.099	F	0.529	49000	
29 (250) Monacan Trail Rd	Albemarle County			0%	1%	0%	270	0%	Г	0.099	Г	0.529	49000	,
~~~	To: From:	WCL Charlottesville												
29) (250) Monacan Trail Rd	City of Charlottesville	0.35 <b>37000 G</b>	97%	0%	1%	0%	2%	0%	F	0.096	F	0.536	39000	•
<del>*</del> *	From:	Bus US 29 US 250, Bus US 29												
29 Emmet St	City of Charlottesville	0.37 <b>60000</b> G	97%	0%	1%	0%	2%	0%	F	0.083	F	0.527	63000	(
29) 211111101 01	Only of official outcoming		0770	0 70	1 70	070	270	0 70	•	0.000	•	0.027	00000	
~~~ <del></del>	From:	NCL Charlottesville	070/	00/		00/	201	00/				0.500	F0000	
29 Seminole Trail	Albemarle County	1.70 56000 G	97%	0%	1%	0%	2%	0%	F	0.082	F	0.538	59000	(
~	To: From:	02-631 Rio Rd												
29 Seminole Trail	Albemarle County	3.11 46000 G	97%	0%	1%	0%	2%	0%	F	0.085	F	0.576	48000	(
~	To: From:	02-1520 Hollymeade R	.d		\neg									
29 Seminole Trail	Albemarle County	1.01 37000 N	97%	0%	1%	0%	2%	0%	Ν	0.103	Ν	0.541	39000	
<i>→</i>	To	02-649 Airport Rd, Proffi	t Dd											
29 Seminole Trail	Albemarle County	1.80 37000 A		0%	1%	0%	2%	0%	С	0.103	Α	0.541	39000	
29) 3611111010 11411	, abomano county			070		070	_ / 0	0 70	Ŭ	0.100	,,	0.011	00000	
Comingle Trail	Alle a se a vide Convention	02-1510 Camelot Dr		00/		00/	00/	00/		0.000		0.000	0.4000	
29) Seminole Trail	Albemarle County	2.89 32000 G	97%	0%	1%	0%	2%	0%	F	0.090	F	0.698	34000	(
	From	Greene County Line Albemarle County Line	ρ.											
29 Seminole Trail	Greene County	3.21 28000 F		0%	1%	0%	2%	0%	F	0.086	F	0.639	30000	
23) 33	= -			0,0		0,0	_ /0	0 /0	•	3.000	•	3.000	00000	
Comingle Trail	From	US 33 Spotswood Trai		40/		10/	407	001		0.000		0.504	15000	
29 Seminole Trail	Greene County	3.68 16000 F		1%	1%	1%	4%	0%	F	0.086	F	0.521	15000	ı
	To:	Madison County Line	;											

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

							т	ماد			1/		D:-		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	G
	From:	6 6				2AXIE	3+Axle	1 I rali	21raii		Factor		Factor		
og S Seminole Trail	Madison County	5.57 16 0	ounty Line	93%	1%	1%	1%	4%	0%	С	0.113	Α	0.629	15000	
S Seminole Trail					1 /0	1 /0	1 /0	4 /0	0 /6	C	0.113	^	0.029	13000	
~	To: From:	SR 230 Wolft								_					
29) (230) S Seminole Trail	Madison County	0.52 20 0	000 F	93%	1%	1%	1%	4%	0%	F	0.078	F	0.512	18000	
~ 	To. From:	SR 230, SR 2	31 Orange Ro	l											
29 (231) S Seminole Trail	Madison County	1.34 19 0	000 F	93%	1%	1%	1%	4%	0%	F	0.078	F	0.538	18000	
\mathcal{I}	To:	Bus US 29 So	oth of Madiso	n											
Seminole Trail	Madison County	2.02 170		93%	1%	1%	1%	4%	0%	F	0.076	F	0.520	16000	
29)															
N Consider Total	From	Bus US 29 No			10/	10/	10/	40/	00/	F	0.070	F	0.514	1 1000	
N Seminole Trail	Madison County	3.16 15 0	000 F	93%	1%	1%	1%	4%	0%	г	0.079	г	0.514	14000	
~	To: From:	56-607 Ridgeview I	Rd; Lillards F	ord Rd											
29 \ N Seminole Trail	Madison County	4.03 14 0	000 F	93%	1%	1%	1%	4%	0%	F	0.082	F	0.543	13000	
~	To:	Culpeper C													
- James Manusa Illini	From:	Madison C	-	000/	10/	10/	10/	40/	00/	F	0.005	F	0.570	10000	
James Monroe Hwy	Culpeper County	2.79 19 0	000 F	93%	1%	1%	1%	4%	0%	г	0.085	г	0.576	18000	
-	To: From:	23-603 Wh	ite Shop Rd												
29 James Monroe Hwy	Culpeper County	3.65 26 6	000 F	93%	1%	1%	1%	4%	0%	F	0.087	F	0.628	24000	
~	To	Bus US 29 Sou	th of Culpepe	er		<u> </u>									
29 James Monroe Hwy	Culpeper County		000 F	93%	1%	1%	1%	4%	0%	F	0.083	F	0.636	19000	
	To	TIC 15 T	N 1: II												
29 (15) James Madison Hwy	Culpeper County	US 15 James 1.32 24 0		93%	1%	1%	1%	4%	0%	F	0.085	F	0.624	22000	
29) (15) James Madison Hwy	Culpeper County			93 /6	1 /0	1 /0	1 /0	4 /0	0 /6	'	0.003	'	0.024	22000	
~ ~~	To: From:	US				 _									
29 (15) James Madison Hwy	Culpeper County	3.88 26 0	000 F	93%	1%	1%	1%	4%	0%	F	0.084	F	0.598	24000	
~ ~	To: From:	Bus US 15, Bus US	29 North of C	ulpeper											
29 (15) James Madison Hwy	Culpeper County	2.65 26 0	000 F	91%	1%	1%	1%	7%	0%	F	0.082	F	0.615	26000	
\rightarrow	To:	23-663 A	anthus Rd												
29 15 James Madison Hwy	Culpeper County		000 F	91%	1%	1%	1%	7%	0%	F	0.084	F	0.643	30000	
(19)															
Ismaa Madiaan Llung	From:	Bus US 15, Bus US 2 0.24 28 (9 South of Re 000 F	mington 91%	1%	1%	1%	7%	0%	F	0.084	F	0.65	27000	
29) (15) James Madison Hwy	Culpeper County		County Line	91%	170	1%	170	1%	0%	Г	0.064	Г	0.65	27000	
	From:		County Line												
29 15 James Madison Hwy	Fauquier County		000 G	91%	1%	1%	1%	7%	0%	F	0.078	F	0.648	27000	
,	,														
Company Madison Llung	Town I Company	Bus US 15, Bus US 2			10/	10/	10/	70/	00/	г	0.070	F	0.050	00000	
29) [15] James Madison Hwy	Fauquier County	0.30 30 0	000 G	91%	1%	1%	1%	7%	0%	F	0.079	г	0.659	29000	
	To: From:	SR 28 C	atlett Rd												
29 (15) James Madison Hwy	Fauquier County	4.00 23 0	000 G	91%	1%	1%	1%	7%	0%	F	0.078	F	0.676	23000	
~ ~	To:	US 17 N	Iarsh Rd			<u> </u>									
29) (15) (17) James Madison Hwy	Fauquier County		000 A	91%	1%	1%	1%	7%	0%	С	0.096	Α	0.563	42000	
						, -				-		-			

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

						Fruck			K		Dir		
Route	Jurisdiction 	Length AADT QA	4Tire E	Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	QV
Iamaa Madigaa Huur	Fouguier County	30-684 Lees Ridge Rd 2.43 45000 G	91%	1%	10/ 10/	70/	0%	_	0.078	F	0.64	44000	G
29) (15) (17) James Madison Hwy	Fauquier County			1 70	1% 1% ——	7%	076	г	0.076	Г	0.64	44000	G
Contain Dimese	To:	Bus US 15,17,29 South of Warrent		10/	10/ 10/	70/	00/	F	0.077	F	0.505	22000	
29 (15) (17) Eastern Bypass	Fauquier County	2.44 39000 G US 15, US 29 North of Warrenton		1%	1% 1%	7%	0%	г	0.077	г	0.595	38000	G
	From:	US 13, US 29 North of Warrenton	11										
29 (15) Eastern Bypass	Fauquier County	0.36 39000 N	91%	1%	1% 1%	7%	0%	Ν	0.077	Ν	0.595	38000	Ν
	To:	SCL Warrenton											
29) (15) Eastern Bypass	Town of Warrenton (Maint: 30)		91%	1%	1% 1%	7%	0%	F	0.084	F	0.634	45000	(
	To:	NCL Warrenton											
29) (15) Eastern Bypass	Fauguier County		91%	1%	1% 1%	7%	0%	Ν	0.084	Ν	0.634	45000	1
29) (13)	Te					.,.	0,0						-
29 (15 Lee Highway	Fauquier County	3.00 48000 G		0%	1% 0%	2%	0%	F	0.075	F	0.619	48000	(
29) (15) Lee Highway	rauquier county		3070	0 70	170 070	270	0 70	•	0.073	'	0.013	40000	`
	From:	30-693 Old Alexandria Tpke	000/	00/	10/ 00/	00/	00/	_	0.000	^	0.577	47000	
29) (15) Lee Highway	Fauquier County	3.22 46000 A	96%	0%	1% 0%	2%	0%	С	0.083	Α	0.577	47000	/
~~ <i>~</i> ~	To: From:	SR 215 Vint Hill Rd											
29) (15) Lee Highway	Fauquier County		96%	0%	1% 0%	2%	0%	F	0.075	N	0.615	51000	(
~ ~	To: From:	Prince William County Line Fauguier County Line											
29 \ 15 \ Lee Highway	Prince William County		96%	0%	1% 0%	2%	0%	F	0.075	F	0.615	50000	(
29) (13) 200						_,,	0,0	•	0.070	•	0.0.0	00000	
29 (Lee Highway	Prince William County	US 15 James Madison Hwy 3.31 41000 G	96%	0%	1% 0%	2%	0%	F	0.076	F	0.622	42000	(
29 Lee Highway	Time William County		90 /6	0 76	176 076	2/0	0 /6	'	0.070	'	0.022	42000	`
- I sa Il'alaman	Tor.	SR 55 John Marshall Hwy	000/	00/	10/ 00/	00/	00/		NIA			00000	
Lee Highway	Prince William County	0.89 62000 G	96%	0%	1% 0%	2%	0%	F	NA			63000	(
~~	To: From:	I-66 East of Gainesville											
29) Lee Highway	Prince William County		99%	0%	0% 0%	0%	0%	F	0.085	F	0.693	11000	(
~	10: From:	Fairfax County Line Prince William County Line											
29 Lee Highway	Fairfax County	3	99%	0%	0% 0%	0%	0%	F	0.091	F	0.789	16000	(
20)	To	29-609 Pleasant Valley Rd											
29 Lee Highway	Fairfax County		99%	0%	0% 0%	0%	0%	N	0.091	N	0.789	16000	
29 200 1 11911114	- Lamax county			0 70		0 70	0 70		0.001		0.700	10000	
l og Highway	Foirfox County	I-66 West of Centreville 0.86 42000 G	000/	00/	00/ 00/	00/	00/	F	0.088	F	0.500	44000	
Lee Highway	Fairfax County	0.86 42000 G	99%	0%	0% 0% 	0%	0%	Г	0.066	Г	0.566	44000	(
~	To: From:	SR 28 Centreville						_					
Lee Highway	Fairfax County	3.15 34000 G	99%	0%	0% 0%	0%	0%	F	0.08	F	0.652	36000	(
~	To: From:	29-7100 Fairfax County Pkwy											
Lee Highway	Fairfax County	2.24 34000 A	99%	0%	0% 0%	0%	0%	С	0.094	Α	0.554	37000	A
~	To- From:	WCL Fairfax											
29 Lee Highway	City of Fairfax	0.16 39000 F	99%	0%	0% 0%	0%	0%	F	0.084	F	0.608	42000	F
→	To:	Jermantown Rd											

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

Б.,				4	_	7	ruck		00	K	014	Dir	A A14/DT	
Route	Jurisdiction	Length 🗚		4Tire	Bus	2Axle 3+Ax			QC	Factor	QK	Factor	AAWDT	QI
Log Highway	City of Fairfay		town Rd	99%	0%	00/ 00/	0%	00/	F	0.001	F	0.606	20000	F
Lee Highway	City of Fairfax		000 F	99%	0%	0% 0% 	0%	0%	Г	0.081	Г	0.606	39000	ı
29 (50) Lee Highway	City of Fairfax	·	236 Main St 000 F	99%	0%	0% 0%	0%	0%	F	0.083	F	0.541	39000	
29 (50) Lee Highway	City of Famax			99%	076	U% U% ——	0%	076	Г	0.063	Г	0.541	39000	
29 50 Lee Highway	City of Fairfax		in Bridge Rd	99%	0%	0% 0%	0%	0%	F	0.075	F	0.629	37000	
29) (50) Lee Highway	City of Famax			99%	076	U% U% ——	0%	076	Г	0.075	Г	0.029	37000	
	From:		rsity Dr	000/	0%	0% 0%	00/	00/	F	0.001	F	0.557	42000	
29 50 Lee Highway	City of Fairfax	0.59 39	000 F	99%	0%	0% 0% 	0%	0%	Г	0.081	Г	0.557	43000	
~ ~~	From:		n Parkway										10000	
29) (50) Lee Hwy	City of Fairfax	0.68 40 0	000 F	99%	0%	0% 0%	0%	0%	F	0.085	F	0.582	43000	
~ ~~	To: From:		r Drive											
9) (50) Lee Highway	City of Fairfax	0.28 42 0	000 F	99%	0%	0% 0%	0%	0%	F	0.108	F	0.652	45000	
-	To: From:	US	S 50											_
9 Lee Highway	City of Fairfax	0.08 42	000 N	99%	0%	0% 0%	0%	0%	Ν	0.108	Ν	0.652	45000	
<i>ــــــــــــــــــــــــــــــــــــ</i>	To: From:	US 50 Fai	irfax Circle											
9 (237) Lee Highway	City of Fairfax	0.13 28	000 N	97%	1%	1% 1%	1%	0%	Ν	0.089	Ν	0.508	31000	
	To: From:	FCL.	Fairfax											
9 (237) Lee Highway	Fairfax County		000 G	97%	1%	 1% 1%	1%	0%	F	0.087	F	0.709	30000	
	To: From:	SD 243	Nutley St											
9 (237) Lee Highway	Fairfax County		000 N	97%	1%	 1% 1%	1%	0%	Ν	0.089	Ν	0.508	31000	
9) (201) = 0 1 1 9 1 1 1 1	To		allows Rd		.,.									
9 (237) Lee Highway	From: Fairfax County		000 G	97%	1%	1% 1%	1%	0%	С	0.089	F	0.508	31000	
9) (237) 200 1 lighway	r amax obunty				1 70	170 170	170	0 / 0	Ü	0.000	•	0.000	01000	
9 (237) Lee Highway	Fairfax County	29-1720 Woodley 0.42 24 0	Place; Graha	m Rd 97%	1%	1% 1%	1%	0%	F	0.097	F	0.556	26000	
9 (237) Lee Highway	Taillax County				1 /0		1 /0	0 /6	'	0.037	'	0.550	20000	
Washington Ct	From:	29-1717 Marshall S			10/	10/ 10/	10/	00/	F	0.007		0.505	00000	_
9 237 Washington St	City of Falls Church	0.29 25	000 F	97%	1%	1% 1% 	1%	0%	Г	0.097	F	0.525	28000	
	To: From:		avalier Trail											
9) 237) Washington St	City of Falls Church	0.24 22 0	000 F	97%	1%	1% 1%	1%	0%	F	0.098	F	0.550	25000	
	To: From:	SR 338 Hi	llwood Ave											
9) (237) Washington St	City of Falls Church	0.28 13 0	000 F	97%	1%	1% 1%	1%	0%	F	0.100	F	0.558	15000	
	To: From:	SR 7 E	Broad St											
(237) Washington St	City of Falls Church	0.18 22	000 F	98%	1%	1% 0%	0%	0%	F	0.084	F	0.553	24000	
	To	110-6767	Great Falls St											
9 (237) Washington St	City of Falls Church		000 F	98%	1%	1% 0%	0%	0%	F	0.089	F	0.527	25000	
	To:	Arlington (County Line											
~	From:		ls Church	0000	4-1			0.51	_	0.65	_	0.500	05000	_
(237) Lee Highway	Arlington County		000 F	98%	1%	1% 0%	0%	0%	F	0.084	F	0.509	25000	
~ ~	To:	SR 237 Was	shington Blvd											

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

			iu iiileisiai					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 237	Washington	Blvd												
29 (237) Lee Highway	Arlington Count	ty 0.07	22000	N	98%	1%	1%	0%	0%	0%	Ν	0.102	Ν	0.551	24000	Ν
~ ·	To: From:	SR 237 P	ar, Washingto	on Blvo	i		\neg \vdash									
29 Lee Highway	Arlington Count	ty 2.16	22000	Α	98%	1%	1%	0%	0%	0%	С	0.102	Α	0.551	24000	Α
$\overline{\qquad}$	Tos	SR	120 Glebe Ro	d			<u> </u>									
29 Lee Highway	Arlington County		19000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.587	22000	G
	To:	S SR 30	9 Old Domini	ion Dr												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		R 309; Lee Hv	_							_		_			_
29 309 Old Dominion Dr	Arlington Count		33000	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.634	37000	G
~	To:		R 309 Lee Hy													
29 Old Dominion Dr	Arlington Count		R 309 Lee Hw 20000	G G	98%	1%	1%	0%	0%	0%	F	0.113	F	0.677	22000	G
29 Old Dominion Dr	Annigion Count	ty 0.07	20000	<u>u</u>	30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.115	'	0.077	22000	
~	To: From:		Lee Hwy; Qu				<del> </del>									
29 Lee Highway	Arlington Count	ty 0.48	25000	G	98%	1%	1%	0%	0%	0%	F	0.11	F	0.685	27000	G
<u> </u>	To:		I-66				$\neg$ $\vdash$									
29 Lee Highway	Arlington County	ty 0.19	34000	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.68	37000	F
<del></del>	To	CD 12	24; Kirkwood	DA												
29 Lee Highway	From: — Arlington Count		23000	G	98%	1%	1%	0%	0%	0%	F	0.12	F	0.750	25000	G
29 Lee Highway	Annigton odding				30 78	1 /0	1 /0	0 70	0 /0	0 70	'	0.12	'	0.750	23000	
~	To: From:		t St; US 29 Pa													
29 Lee Highway NB	Arlington County	•	16000	G	98%	1%	1%	0%	0%	0%	F	0.125	F		18000	G
~	Combined Traffic Estimates for 2 Parallel Roa		23000	G	98%	1%	1%	0%	0%	0%	F	NA			25000	G
	To	District	of Columbia	Line												
~~~	From:		US 29													
29 Ramp	Albemarle Coun	nty 0.21	4700	G			<u>-</u> _					0.154	F		4700	G
~	To:		I-64 West													
	From:	US 29	TO I- 66 WI	EST												
29 Ramp	Prince William Cou	unty 0.13	NA				<u>.</u>					NA			NA	
\rightarrow	To	I-66-W043A FROM	LUS 2000 NO	ОРТИ	& SOUT	П										
29 (66) Ramp	Prince William Cou		1 03 2900-111	OKIII			for direc	ctional tr	affic vo	lume es	timate	es for this	sea	ment		
29 (66) 1 121115	To:	I-66-W043A TO	RT 66 WEST	RT 29		30 1 00	101 01101	otional ti	amo 10		iiiiai)	, oog.			
	From:															
29 Ramp	Fairfax County	US 29-S226B 0.08	9800	G	K1 00							0.089	F		9800	
29 Ramp	Tainax County	I-66-E FROM R			SOUTH							0.003	'		3000	
					500 III											
Dame.	From:		TO RT 66 W									0.00	_		0000	_
29 Ramp	Arlington Count	•	6300	G	COLUMN	0						0.09	F		6300	G
•	Τα	I-66-W FROM RT			SOUTH	Ý.										
North _	From		Monacan Tra		•					· · · · · ·				·		
29 Ramp	Albemarle Count	nty 0.17	2700	Α								0.135	Α		2800	A
~	Tα		I-64 East													

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

								Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT (QA	4Tire	Bus					QC	Factor	QK		AAWDT	QW
North	From:	US 29	TO I-64 WE	ST												
29 Ramp	Albemarle County	0.05	910	G								0.087	F		910	G
\bigcirc	То:	US 29-S133B U	JS 29- 133B F	FROM	IRT 2											
North	From:		S217A TO RT	T 66 E	EAST											
29 Ramp	Prince William County	0.51	22000	G								0.099	F		22000	G
\bigcirc	To:	US 29 US 29-	S217A TO RT	T 66 E	EAST											
North	From:	US 29 I-66-W0	52A FROM &	& TO	RT 66											
29 Ramp	Fairfax County	0.16	3200	G	99%	0%	0%	0%	0%	0%	С	0.196	F		3200	G
\bigcirc	Tα	I-66-W FR	ROM RT 29 N	IORTI	Н											
	From:	US 29 I-66-E05	2A FROMCO	ONNE	CTOR											
(29) Ramp	Fairfax County			G		1%	0%	2%	1%	0%	С	0.106	F		6700	G
Second County C																
North	From:	US 29; 00-6	6747 RO RT 6	66 EA	ST											
29 Ramp												0.093	F		16000	G
\bigcirc	Tα	US 29; 00-6	5747 RO RT 6	66 EA	ST											
	From:	US 29	9 TO I-64 EAS	ST												
29 Ramp	Albemarle County	0.23	9300	G								0.150	F		9300	G
$\overline{}$	Tα	I-64-E FR	ROM US 29SC	OUTH	[
	From:	US 29 I-64-W1	118B FROM &	& TO	IS 64											
29 Ramp	Albemarle County											0.146	F		7100	G
$\overline{}$	Tα	US 29-N133B U	US 29- 133B I	FROM	1 RT 2											
Route Jurisdiction Length AADT OA 4Thr Sub 2Axis 3-Axis 1Trail 2Trail OK Factor AADT AAVIS Trail 2Trail OK Factor AAVIS Trail OK Factor AAVIS Trail OK AAVIS Trail OK OK OK OK OK OK OK O																
29 Ramp	<u>-</u>			G								0.097	F		5900	G
$\overline{}$	Tα		I-66 East													
Route Jurisdiction Longth AADT 10 10 10 10 10 10 10 1																
29 Ramp						0%	1%	1%	1%	0%	С	0.112	F		6700	G
	From:	US 29	TO RT 66 EA	AST												
29 Ramp	Fairfax County					0%	0%	0%	0%	0%	С	0.084	F		2700	G
$\overline{}$	Tα	US 29- 226B U	US 29-N226B	TO R	RT 66											
	From:	US														
29 Lee Highway SB				G	98%	1%	1%	0%	0%	0%	F	0.157	F		7400	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	23000	G	98%	1%	1%	0%	0%	0%	F	NA			25000	G
	Tor	US 29; I	Lynn St at DC	Line												
Route Jurisdiction Length AADT QA 4Tire Bus March Trail 2Trail QC Factor AND																
29 Ramp	Arlington County	0.15	7800	G								0.086	F		7800	G
	Τα	1US 29-F	P TO RT 66 W	VEST	•											
	From	North C	Carolina State	Line												
29 Ramp	City of Danville (Maint: 7	71) 0.47	NA		_							NA			NA	
P	Tor	U	JS 29 US 58													

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

_		rilliary and inters			_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~	From:	US 460 TO RT 29	& 29 BUS												
29 460 Ramp	Campbell County	0.31	160 W.W.O.W.		US 46	0 for dir	ectional	traffic	volume e	estima	ites for th	nis se	egment.		
	From:	C5US 29 FROM RT Bus US 29 Wa													
29 (460) (29)	Campbell County	0.03 45000		93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	47000	G
	To	SCL Lyncht	niro												
29 (460) (29)	City of Lynchburg (Maint: 15)	1.38 45000		93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	47000	G
	Too	Candler Mount	tain Rd												
(29) (460) (29)	City of Lynchburg (Maint: 15)	0.49 36000		93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
)()	To	US 501													
(29) (460) (29) (501)	City of Lynchburg (Maint: 15)	1.91 36000	Α	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Δ
25) (400) (20) (001)	Tα:	Bus US 501; US 501													
Bus	From:	US 29 Danville	Expwy												
29 West Main St	North Carolina (Maint: 71)	0.18 10000	N	98%	1%	1%	0%	1%	0%	Ν	0.088	Ν	0.509	11000	Ν
	To: From:	SCL Danvi	ille			_									
Bus 29 West Main St	City of Danville	0.87 10000	G	98%	1%	1%	0%	1%	0%	F	0.088	F	0.509	11000	G
29 West Main St	Oity of Barwine			30 /0	1 /0	1 /0	0 70	1 /0	0 70	•	0.000	'	0.505	11000	
Bus	From:	Withers R													
29) West Main St	City of Danville	0.91 11000	G	98%	1%	1%	0%	1%	0%	F	0.091	F	0.531	12000	C
Bus	To: From:	Old Greensbo	ro Rd												
29 West Main St	City of Danville	0.65 15000	G	98%	1%	1%	0%	1%	0%	С	0.083	F	0.549	16000	
<u></u>	To:	Memorial													
Bus	From:	SR 293 W M		070/	00/		40/	40/	00/	_		_	0.504	10000	_
29 Memorial Dr	City of Danville	0.73 11000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.531	12000	C
Bus	To: From:	Bishop S	t												
29 Memorial Dr	City of Danville	0.17 14000	G	97%	0%	1%	1%	1%	0%	С	0.09	F	0.578	15000	C
	To:	Robertson B	ridge												
Bus 29 Memorial Dr	City of Danville	0.14 12000	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.626	13000	
29 Wellional Di	Oity of Barvine			37 70	0 70	1 70	1 /0	1 /0	0 70	•	0.031	'	0.020	10000	
Bus	From:	Park Ave													
29 Memorial Dr	City of Danville	0.71 8800	G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.572	9400	(
Bus	To: From:	Primrose 1	Pl												
29 Memorial Dr	City of Danville	0.85 8800	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.666	9400	
25)	To:	SR 86 Central													
Bus	From:	Memorial		0761	000		461	461	000					00000	
29 Central Blvd	City of Danville	0.30 30000	G	97%	0%	1%	1%	1%	0%	F	NA			32000	C
Bus	To: From:	Bus US 58 Rive	rside Dr												
29 Central Blvd	City of Danville	0.38 23000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.556	24000	G
)	To:	Piedmont 1													

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

		•					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QI
Bus	From:	Piedmont								_					
Central Blvd	City of Danville	0.59 29000		99%	0%	1%	0%	0%	0%	F	0.085	F	0.809	31000	G
Bus	From:	Piney Fores Central B													
29 Piney Forest Rd	City of Danville	0.52 29000) G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.553	31000	G
~	To- From:	Audubon	Dr			\Box \vdash									
Bus 29 Piney Forest Rd	City of Danville	0.60 26000) G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.591	28000	C
	To	Wendell Sco													
us 9 Piney Forest Rd	City of Danville	0.38 27000		99%	0%	1%	0%	0%	0%	С	0.086	F	0.586	29000	(
Piney Forest Rd	City of Dariville			99%	0%	1 70	0%	076	076	C	0.000	Г	0.366	29000	•
us	Tro- From:	Arnette B													
Piney Forest Rd	City of Danville	0.91 2600 0) G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.574	28000	(
us	To- From:	SR 41 Frankli	n Tpke												
Piney Forest Rd	City of Danville	0.44 14000) G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.565	14000	(
<i>~</i>	Τα: Econo-	North Main													
us 9 North Main St	City of Danville	Piney Fores 0.13 16000		98%	0%	1%	0%	1%	0%	С	0.085	F	0.500	18000	(
9) 1101111 11111111 01	To To	NCL Dan		0070	0 70		070	1 70	070		0.000		0.000	10000	
us N N	From:			000/	00/	40/	00/	10/	00/		0.000	_	0.570	11000	
North Main St	Pittsylvania County	4.88 11000 US 29 Danville		98%	0%	1%	0%	1%	0%	С	0.088	F	0.576	11000	(
JS	From:	US 29 South of													_
9 S Main St	Town of Chatham (Maint: 71)	1.36 5800	G	97%	0%	1%	0%	1%	0%	С	0.091	F	0.534	6000	(
<i>~</i>	Too	SR-57 S, Hali	fax Rd												
ys 9 (57) S Main St	Town of Chatham (Maint: 71)	0.19 5800	N	97%	0%	1%	0%	1%	0%	N	0.091	N	0.534	6000	
9) (57) S Main St	Town of Ghatham (Maint. 71)			37 70	0 70	1 70	0 70	1 /0	0 70	11	0.001	14	0.554	0000	
us	From:	SR-57 N, De													
9 N Main St	Town of Chatham (Maint: 71)	0.90 3800	G	97%	0%	1%	0%	1%	0%	F	0.102	F	0.569	3900	(
us	To: From:	NCL Chat	ham												
9)	Pittsylvania County	1.08 2800	G	97%	0%	1%	0%	1%	0%	F	0.111	F	0.594	2900	(
	To:	US 29 N of C	hatham												
us 9	From:	US 29 South o		000/	40/	101	201	20/	00/	_	0.004	_	0.047	0700	
9)	Pittsylvania County	1.64 2600	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.647	2700	(
ıs	To: From:	SCL Gre	ina												
us 29	Town of Gretna (Maint: 71)	0.13 2600	N	98%	1%	1%	0%	0%	0%	Ν	0.091	N	0.647	2700	1
	To- From:	SR 40 Gre	etna			\Box									
dus 29	Town of Gretna (Maint: 71)	0.88 5500	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.506	5600	(
	To:	NCL Gre													

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

_					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	NCL C		000/	10/	10/	00/	00/	00/	N.I.	0.000	NI	0.500	5000	N.
29	Pittsylvania County	1.47 550 N US 29 Nor		98%	1%	1%	0%	0%	0%	N	0.089	N	0.506	5600	N
Rue	From:	US 29 Sou													
Bus (29)	Pittsylvania County	1.38 41 (97%	1%	1%	0%	1%	0%	С	0.092	F	0.588	4200	G
	To	WCL	Hurt												
Bus (29)	Town of Hurt (Maint: 71)	1.17 41 (97%	1%	1%	0%	1%	0%	N	0.092	N	0.588	4200	N
	To.			01 70	1 70		0,0	170	070	.,	0.002		0.000	1200	.,
Bus 29	From:	71-924 Pc		070/	40/	40/	201	40/	00/			_	0.550	4000	_
29	Town of Hurt (Maint: 71)	0.28 480 Campbell C		97%	1%	1%	0%	1%	0%	F	0.098	F	0.552	4900	G
Bus	From:	Pittsylvania (
(29) Main St	Town of Hurt (Maint: 15)	0.03 58 0		99%	0%	0%	0%	1%	0%	С	0.096	F	0.596	6000	G
Bus	To: From:	SCL AI NCL													
29 Main St	Town of Altavista (Maint: 15)	0.29 580		99%	0%	0%	0%	1%	0%	Ν	0.096	Ν	0.596	6000	Ν
<u> </u>	To	SR 43; Bed	dford Ave												
Bus 29 Main St	Town of Altavista (Maint: 15)	0.34 58 0		99%	0%	0%	0%	1%	0%	F	0.085	F	0.592	6000	G
29) (Wall) 61	Town of Altaviola (Maint: 10)			0070	0 70		070	170	070	•	0.000		0.002	0000	ď
Bus	From:	Pittsylva		000/	00/		201	40/	00/	_				10000	_
(29) Main St	Town of Altavista (Maint: 15)	0.30 110	000 G	99%	0%	0%	0%	1%	0%	F	NA			12000	G
Bus	To: From:	Amhers	st Ave												
29) Main St	Town of Altavista (Maint: 15)	0.49 110	000 G	97%	0%	0%	1%	2%	0%	F	0.094	F	0.542	11000	G
Bus	To: From:	Wood	Lane												
29 Main St	Town of Altavista (Maint: 15)	0.64 110	000 G	97%	0%	0%	1%	2%	0%	С	0.091	F	0.514	12000	G
<u> </u>	To	Lynch N	Mill Rd												
Bus 29 Main St	Town of Altavista (Maint: 15)	1.36 78 0	00 G	97%	0%	0%	1%	2%	0%	F	0.085	F	0.568	8000	G
\smile	To To	NCL AI		01 70	0 70		. 70	270	070	•	0.000	•	0.000	0000	Ŭ
Bus 29	From:			070/	00/		40/	00/	00/	_	0.005	_	0.500	0000	_
295	Campbell County	0.17 78 0 US 29,		97%	0%	0%	1%	2%	0%	F	0.085	F	0.568	8000	G
Bus	From:	US 460 South													
29 Wards Rd	Campbell County	0.31 340		97%	0%	0%	1%	1%	0%	F	0.083	F	0.558	35000	G
<u> </u>	т	SCL Lyr													
Bus 29 Wards Rd	City of Lynchburg	1.64 390		97%	0%	0%	1%	1%	0%	С	0.078	F	0.513	41000	G
29 Wards Rd	Tix	US 501 Lynchburg E			U 7/0	0%	1 70	1 70	U 70	U	0.076	r	0.515	41000	G
Bus	From:	SR 163 W	Vards Rd												
29 501 Lynchburg Expressway	City of Lynchburg	0.33 380		97%	0%	0%	1%	1%	0%	N	0.096	N	0.538	40000	N
~ ~	To:	US 501, SR 128 Car	ndlers Mounta	in Rd											

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

		Fillidiy and interstate houtes			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tire	: Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	US 501, SR 128 Candlers Mountain Rd						_		_		10000	_
29 Lynchburg Expressway	City of Lynchburg	1.33 38000 G 97%	0%	0%	1%	1%	0%	F	0.096	F	0.538	40000	G
Bus	To: From:	Odd Fellows Rd											
29 Lynchburg Expressway	City of Lynchburg	1.46 38000 G 97%	0%	0%	1%	1%	0%	F	0.094	F	0.538	39000	G
Sus	To: From:	Kemper Street											
29 Lynchburg Expressway	City of Lynchburg	1.02 37000 G 97%	0%	0%	1%	1%	0%	F	0.092	F	0.526	38000	G
Bus	To: From:	Main Street											
29 Lynchburg Expressway	City of Lynchburg	0.22 29000 G 97%	0%	0%	1%	1%	0%	F	0.085	F	0.678	30000	G
~	Tα	Amherst County Line											
Bus	Amherst County	NCL Lynchburg 2.06 29000 G 97%	0%	0%	1%	1%	0%	F	0.085	F	0.678	30000	c
29	To:				170	1 70	070	•	0.000		0.070	00000	
Bus	From:	SR 163 North of Lynchburg	40/	40/	00/	00/	00/		0.007		0.544	07000	,
S Amherst Hwy	Amherst County	2.20 28000 G 96%	1%	1%	0%	2%	0%	F	0.087	F	0.541	27000	C
Bus	To: From:	SR 130 Elon Rd											
S Amherst Hwy	Amherst County	2.11 14000 G 96%	1%	1%	0%	2%	0%	С	0.092	F	0.501	14000	(
Bus	To: From:	05-657 Cedar Gate Rd											
S Amherst Hwy	Amherst County	0.89 13000 G 96%	1%	1%	0%	2%	0%	F	0.094	F	0.51	13000	(
Bus	To. From:	05-671 Bruner Rd											
29 S Amherst Hwy	Amherst County	2.42 10000 G 96%	1%	1%	0%	2%	0%	F	0.087	F	0.538	9700	(
~	Tox	05-663 Coolwell Rd											
Bus 29 S Amherst Hwy	Amherst County	2.64 12000 G 96%	1%	1%	0%	2%	0%	F	0.086	F	0.577	11000	(
29) 3 7	To:	US 29 South of Amherst	- 170		070	270	070	•	0.000		0.077	11000	
ius	From:	Bus US 29											
29) (29) Ramp	Campbell County	0.47 NA		•					NA			NA	
~ ~	Tα	US 460 Lynchburg Hwy											
Bus 29 Ramp	Campbell County	C5US 29 TO RT 460 WEST 0.30 NA							NA			NA	
29) (14.11)	Tox	US 460 FROM RT 29 BUS							1471			14/1	
Bus	From:	C5US 29 TO RT 460 EAST											
Ramp	Campbell County	0.30 NA							NA			NA	
~	Tor	US 460 FROM RT 29 BUS											
Bus 29 Ramp	From: Campbell County	C5US 29 TO RT 460 WEST 0.34 NA							NA			NA	
Ramp	To:	US 460 FROM RT 29 BUS							INA			INA	
Bus	From	US 29 South of Amherst											
3us 29	Amherst County	1.61 4800 G 97%	1%	1%	0%	1%	0%	С	0.132	F	0.741	4900	C
~	To	SCL Amherst											

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

						Tr	uck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
Bus	From:	SCL Aml												
S Main St	Town of Amherst (Maint: 05)	0.86 480 0) N	97%	1%	1% 0%	1%	0%	Ν	0.132	N	0.741	4900	١
us	To: From:	US 60 Lexing	ton Tpke											
N Main St	Town of Amherst (Maint: 05)	1.07 2800	G	97%	1%	1% 0%	1%	0%	F	0.093	F	0.578	2900	
~	To	NCL Aml	nerst											
lus	Amherst County	0.20 2800		97%	1%	 1% 0%	1%	0%	N	0.093	N	0.578	2900	
29	Tr:	US 29 North o		31 /6	1 /0	178 078	1 /0	0 /6	IN	0.033	14	0.570	2300	
JS	From:	US 29 South of												
9 (56) Front Rd	Nelson County	0.30 3100		97%	0%	1% 0%	1%	0%	С	0.093	F	0.611	3200	
	To	SR 56 James 1	River Rd											
us g (Front Rd	Nelson County	0.63 240 0		97%	0%	 1% 0%	1%	0%	F	0.092	F	0.659	2500	
g) Front Rd	Tax	US 29 North of 1	-		076	176 076	170	0%	Г	0.092	Г	0.659	2300	
us	From:	US 29												_
Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37 1200		98%	0%	1% 1%	0%	0%	С	0.092	F	0.601	13000	
	Tec	SCL Charlot												
us _	From:													
9 Fontaine Ave	City of Charlottesville	0.42 1100 Jefferson Pa		97%	0%	1% 1%	0%	0%	С	0.094	F	0.628	12000	
us	From:	Fontaine												_
Jefferson Park Ave	City of Charlottesville	0.69 1100		97%	0%	1% 1%	0%	0%	F	0.08	F	0.632	12000	
~	To:	Emmet												
us	City of Charlettopyille	Jefferson Pa		070/	0%	 1% 1%	0%	00/	F	0.006	F	0 E10	15000	
Emmet St	City of Charlottesville	0.53 1400		97%	0%	1% 1%	0%	0%	Г	0.086	Г	0.516	15000	
us	To: From:	Ivy Ro	1											_
9 Emmet St	City of Charlottesville	0.55 2300	0 G	98%	0%	1% 0%	0%	0%	С	0.08	F	0.553	25000	
us	To: From:	Arlington	Blvd											
Emmet St	City of Charlottesville	0.45 2300	0 G	98%	0%	1% 0%	0%	0%	F	0.086	F	0.519	24000	
3)	Tol				- 7.				-		•			
us 	From:	Barracks												
9 Emmet St	City of Charlottesville	0.40 2900		98%	0%	1% 0%	0%	0%	F	0.089	F	0.511	31000	
	10.	US 250 By												
us Nain St	Madian County	US 29 South of 0.33 3400		96%	0%	10/ 10/	10/	00/	С	0.007	F	0.541	2500	
9 231 Main St	Madison County			96%	0%	1% 1% 	1%	0%	C	0.087	Г	0.541	3500	
us	To: From:	SCL Mad	ison											_
9) (231) Main St	Town of Madison (Maint: 56)	0.91 340 0) N	96%	0%	1% 1%	1%	0%	Ν	0.087	Ν	0.541	3500	
	To:	SR 231, N Blue	Ridge Tpke	;		<u> </u>								
us 29 Main St	Town of Madison (Maint: 56)	0.05 310 0		96%	0%	 1% 1%	1%	0%	F	0.101	F	0.564	3200	
29) Maii 31	Town of Madison (Maint. 30)	NCL Mad		JU /6	0 /0	1/0 1/0	1 /0	0 /0	'	0.101	'	0.504	0200	

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

Devite	Louis alterior	Laurentle AADT OA	4	D		Truck		-00	K	01/	Dir	AAMADT	
Route	Jurisdiction	Length AADT QA	411re	Bus	2Axle 3	+Axle 1Tra	il 2Trail	QC	Factor	QK	Factor	AAWDT	Q
Sus Main Ct	Madiana County	NCL Madison 0.75 3100 N	069/	00/	10/	10/ 10/	00/	N.I.	0.101	N.	0.504	2200	١
Main St	Madison County	0.75 3100 N US 29 North of Madison	96%	0%	1%	1% 1%	0%	N	0.101	N	0.564	3200	ı
Bus pg (Madison Rd	Culpanar County	US 29 0.28 14000 F	98%	0%	 1%	00/ 10/	00/	0	0.000	F	0.570	15000	
Madison Rd	Culpeper County		96%	0%	1%	0% 1%	0%	С	0.088	Г	0.579	15000	
Bus	To: From:	SCL Culpeper											
Madison Rd	Town of Culpeper	1.27 15000 F	98%	0%	1%	0% 0%	0%	С	0.089	F	0.557	16000	
	To	West Street											
Bus	From:							_		_			
Madison Rd	Town of Culpeper	0.12 13000 F	98%	0%	1%	0% 1%	0%	F	0.079	F	0.512	14000	
uo Puo	From:	US 522, Bus US 15 Fredericksb US 15 BUS	urg Rd										
us Bus 19 (15) (522) Main St	Town of Culpeper	0.26 11000 F	97%	1%	1%	1% 1%	0%	С	0.078	F	0.514	12000	
13 (322)	т-		, .			.,,	• , •	_		-			
us Bus	From:	204-3651 Orange Rd											
(29) (15) (522) Main St	Town of Culpeper	0.59 17000 F	97%	1%	1%	1% 1%	0%	F	0.075	F	0.571	18000	
~ ~ ~	To	US 522 EVANS STREET	7										
us Bus	Town of Culponer		97%	1%	1%	0% 1%	0%	С	NA			28000	
9) (15) Main St	Town of Culpeper	0.20 27000 G	97%	1 70	1 70	0% 1%	0%	C	IVA			20000	
us Bus	Te: From:	Begin SR 229											
29) (15) (229) Main St	Town of Culpeper	0.06 27000 G	97%	1%	1%	0% 1%	0%	С	NA			28000	
	To:	SR 229, Madison Hwy											
us Bus	From:	SR 229, Main St											
9) (15) Madison Highway	Town of Culpeper	0.22 21000 G	98%	0%	1%	0% 1%	0%	С	NA			22000	
us Bus	To: From:	NOTTINGHAM STREET	ſ										
us Bus 29 (15) Madison Highway	Town of Culpeper	0.91 22000 G	97%	1%	1%	0% 1%	0%	С	NA			23000	
9) (15) Madison Highway	Town or outpoper		01 70	1 /0	170	070 170	0 70	O	1471			20000	
us Bus	From:	NCL CULPEPER											
29 (15) Madison Highway	Culpeper County	2.07 11000 A	96%	1%	1%	1% 2%	0%	С	0.093	Α	0.635	11000	
	То:	US 15 US 29, 23-762											
us Bus	From:	US 15,US 29 South of Remin	gton										
29 (15) Remington Rd	Culpeper County	0.56 1700 F	98%	0%	1%	0% 0%	0%	С	0.097	F	0.509	1700	
	То:	Fauquier County Line											
us Bus	From:	Culpeper County Line						_		_			
9) (15) James Madison St	Fauquier County	0.24 1800 G	98%	0%	1%	0% 0%	0%	F	0.096	F	0.538	1800	
us Bus	To: From:	SCL Remington			\Box								
29) (15) James Madsion St	Town of Remington (Maint: 30)	0.13 1800 N	98%	0%	1%	0% 0%	0%	Ν	0.096	Ν	0.538	1800	
				- , •		3/	3,0	• •	2.300	• •	2.300	. 500	
us Bus	From:	30-651											
29 (15) James Madsion St	Town of Remington (Maint: 30)	0.30 2400 G	98%	0%	1%	0% 0%	0%	F	0.093	F	0.649	2400	
\sim	To:	NCL Remington											

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

	1					Truck		0.0	K	014	Dir	A A14/5-	۵.
Route	Jurisdiction	Length AADT	QA 4Tir	e Bus	2Axle 3	+Axle 1Tra	il 2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus Bus	From:	NCL Remingto			15.	00/ 07			0.655		0.6.5	0.100	
29) (15) James Madsion St	Fauquier County	1.48 2400	N 98%	0%	1%	0% 0%	0%	N	0.093	N	0.649	2400	١
~ ~	10:	US 15,US 29 North of											
Bus Bus Bus	From:	US 15 US 17 US						_					
29) (15) (17) James Madison Hwy	Fauquier County	0.55 11000	A 98%	1%	1%	0% 1%	0%	С	0.102	Α	0.63	12000	
Bus Bus Bus	From:	SCL Warrento	on										
29 (15) (17) James Madison Hwy	Town of Warrenton	0.34 11000	N 98%	1%	1%	0% 1%	0%	Ν	0.102	Ν	0.63	12000	
	To:	BUS US 17 Shirle											
Bus Bus	From:	BUS US 15											
29) (17) East Shirley Ave	Town of Warrenton	0.96 12000	G 98%	0%	1%	0% 0%	0%	С	0.085	F	0.504	12000	
~ ~	To:	Culpeper St			<u> </u>								
Bus Bus 29 (17 (West Shirley Ave	Town of Warrenton	0.80 17000	G 98%	s 0%	1%	0% 0%	0%	С	0.084	F	0.51	18000	
29) (17) West Shirley Ave	Town of Waitenton			0 76	1 /0	076 076	0 /6	O	0.004	'	0.51	10000	
Bus Bus	To: From:	US 17, US 21	1										
29) (17) (211) Broadview Ave	Town of Warrenton	0.86 32000	G 98%	0%	1%	0% 0%	0%	С	0.08	F	0.584	32000	
	To	Bus US 17 Broadvie	ew Ave										
Bus	From:							_		_			
29) (211) Lee Highway	Town of Warrenton	0.55 28000	G 98%	5 0%	1%	0% 1%	0%	С	0.077	F	0.537	28000	
Bus Bus	From:	Bus US 15 Blackw BUS US 15											
29 15 Lee Highway	Town of Warrenton	0.59 32000	G 99%	0%	0%	0% 0%	0%	F	NA			33000	
29) (13) ===	To						• , •						
Bus Bus	From:	NCL Warrento											
29 (15) Lee Highway	Fauquier County	0.27 33000	G 98%	0%	1%	0% 1%	0%	С	0.082	F	0.54	34000	
	To:	US 15 US 29)										
	From:	US 1 Washington	Hwy										
30) Kings Dominion Boulevard	Hanover County	0.61 5000	F 85%	1%	1%	5% 9%	0%	С	0.083	F	0.508	5100	
<u>~</u>	To:	I-95			\neg \vdash								
30) Kings Dominion Boulevard	Hanover County	0.59 13000	F 87%	0%	1%	2% 10%	0%	F	0.069	F	0.503	14000	
<u> </u>	To	42-688 Doswell I	Road										
30) Kings Dominion Boulevard	Hanover County	1.00 6000	F 87%	5 0%	1%	2% 10%	0%	С	0.087	F	0.692	6200	
30)90 20	To:	Caroline County		0,0		_,0 .0,	0,0	Ū	0.007	•	0.002	0200	
	From:	Hanover County											
30) Dawn Blvd	Caroline County	3.47 4900	G 87%	0%	1%	2% 10%	0%	F	0.083	F	0.636	5100	
<u> </u>	To	US 301, SR 2 Richmo	ond Trnpk										
30) Dawn Blvd	Caroline County	3.18 3800	G 79%	5 0%	1%	4% 16%	0%	F	0.087	F	0.675	3900	
<u> </u>	То	King William Coun	ty Line										
	From:	Caroline County											
30) King William Rd	King William County	7.75 3300	G 79%	6 0%	1%	4% 16%	0%	С	0.088	F	0.656	3300	
\sim	To:	50-608 Globe l	Rd										
30) King William Rd	King William County	4.37 4400	G 79%	0%	1%	4% 16%	0%	F	0.080	F	0.510	4500	
<u>こ)</u>	To:	US 360 Richmond Tappal	honnook Uww										

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:	US 360 Richmond Tapp													
30) King William Rd	King William County	8.39 4800	G	88%	0%	1%	2%	9%	0%	С	0.089	F	0.62	4900	(
	To- From:	50-633 Powhata													
30) King William Rd	King William County	8.34 2700	G	88%	0%	1%	2%	9%	0%	F	0.084	F	0.593	2800	(
	To: From:	50-632 Mt Olive-C								_		_			
30) King William Rd	King William County	5.62 4100	G	88%	0%	1%	2%	9%	0%	F	0.075	F	0.592	4200	(
	To- From:	WCL West F													
30) Main St	Town of West Point (Maint: 50)	2.19 3900	G	77%	1%	1%	4%	17%	0%	С	0.075	N	0.592	3900	
<u> </u>	From:	SR 33, 14th SR 33 Main													
30) (33) 14th St	Town of West Point (Maint: 50)	0.25 18000		90%	0%	1%	3%	6%	0%	С	0.088	F	0.639	18000	
	To:	New Kent Coun	-												
	Now Kent County	King William Cou		90%	0%	10/	20/	C 0/	0%	F	0.001	F	0.595	1.4000	
30 33	New Kent County	4.65 13000	Г	90%	0%	1%	3%	6%	0%	Г	0.081	Г	0.595	14000	
	To: From:	SR 33; SR 249 Angel			40/		40/	5 0/	00/		0.000		0.04	4000	
New Kent Hwy	New Kent County	3.43 3900	F	89%	1%	1%	4%	5%	0%	С	0.089	F	0.61	4000	
	To: From:	SR 273 Farmers													
New Kent Hwy	New Kent County	0.78 7900	F	89%	1%	1%	4%	5%	0%	F	0.091	F	0.666	8100	
<u> </u>	From:	James City Cour New Kent Coun													
30) Old Stage Hwy	James City County	2.13 10000	•	89%	1%	1%	4%	5%	0%	F	0.097	F	0.682	10000	
	To	I-64													
30) Barhamsville Rd	James City County	1.71 9700	G	95%	1%	1%	1%	3%	0%	С	0.094	F	0.651	9900	
	To	US 60 Richmo	nd Rd												
Rochambeau Dr	James City County	2.95 8200	G	97%	1%	1%	0%	1%	0%	С	0.105	F	0.612	8400	
	Τα:	47-607 Croaker Rd; 47-75	5 Rochamb	eau Dr											
	From:	47-755 Rochambeau								_		_			
30) Croaker Rd	James City County	0.46 12000 I-64	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.549	12000	
	Front		NID EDOL	/ DT		<u> </u>									
30) Ramp	Hanover County	SR 30 I-95-N098B TO A 0.20 2000	G G	AKI							NA			2000	
30)	To:	I-95-N FR R'												2000	
	From:	SR 30 Old Stag													
30) Ramp	James City County	0.19 1400	A								0.136	Α		1500	
	Tα	I-64 Wes	t												
ast	From:	SR 30 Kings Dominio	on Bouleva	rd											
30) Ramp	Hanover County	0.04 1300	G			_					NA			1300	
\smile	To- From:	Ramp from Kings Do	minion Ga	te											
East 30) Ramp	Hanover County	0.13 1400	G								NA			1400	
30) 141119	Tanover County	I-95 Soutl									11/71			1700	,

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

Route	Jurisdiction	Length	AADT C	QA -	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	QW
East	From:	SR 30	TO I-64 EAS	T			2AXIE	3+Axle	TTRAIL	21raii		Factor		Factor		
(30) Ramp	James City County			G								0.137	F		3500	G
	To:	I-64-E FI	ROM RT 30 E.	AST												
East	From:	SR 30 I-64-E2	31A FROM &	TO IS	64											
(30) Ramp	James City County	0.28	3900	G								0.127	F		3900	G
\bigcirc	To:	I-64-E FROM R	Τ 30 EAST & (607 SC	DUTH											
East	From:		TO I-64 WES	ST												
(30) Ramp	James City County			G								0.086	F		700	G
	То:	I-64-W FROM R	T 30 EAST &	607 SC	OUTH											
West	From:		30 TO RT 95													
(30) Ramp	Hanover County	0.20		G								NA			2700	G
<u> </u>	To:	I-95	5-S FR RT 30													
West	From:		TO I-64 EAS													
(30) Ramp	James City County			G								0.109	F		1400	G
<u> </u>	10:		ROM RT 30 W													
West	From:		TO I-64 EAS										_			_
30 Ramp	James City County			G								0.122	F		1000	G
	10:	I-64-E FROM RT														
West	From:		607 I-64-W231)							0.400	_		400	_
(30) Ramp	James City County	0.31 I-64-W FROM RT		G	COLUMI							0.123	F		460	G
	100	1-64-W FROM RT		(1 607	SOUTH											
Main Or	From:	-1: 04) 0.44	US 460	_	070/	1%	40/	00/	40/	00/	_	0.005	_	0.004	0700	F
(31) Main St	Town of Wakefield (Main	nt: 91) 0.44	2600	F	97%	1%	1%	0%	1%	0%	С	0.095	F	0.604	2700	г
	To: From:		L Wakefield													
(31)	Sussex County	3.22			97%	1%	1%	0%	1%	0%	N	0.095	N	0.604	2700	N
<u> </u>	From		y County Line ex County Line													
(31) Rolfe Hwy	Surry County	1.93			97%	1%	1%	0%	1%	0%	F	0.098	F	0.665	1700	G
(31)								• , •								-
31 Rolfe Hwy	Town of Dendron (Maint		1700	N	97%	1%	1%	0%	1%	0%	N	0.098	N	0.665	1700	N
Rolfe Hwy	Town of Dendron (Maint	•			31 /6	1 /0	1 /0	0 /6	1 /0	0 /6	IN	0.030	IN	0.003	1700	14
	To: From:		643 James St		070/	40/		00/	40/	00/	_		_	0.505	4700	
(31) Rolfe Hwy	Town of Dendron (Maint	,		G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.505	1700	G
<u> </u>	From:		CL Dendron CL Dendron													
(31) Rolfe Hwy	Surry County	7.47		N	97%	1%	1%	0%	1%	0%	Ν	0.092	Ν	0.505	1700	N
,	To:		S, Colonial Tra													
	From:		S SR 10													
(31)(10) Colonial Trail	Surry County	0.47	4900	G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.569	5000	G
	To		SCL Surry													
(31) (10) Colonial Trail	Town of Surry (Maint:			N	93%	1%	1%	1%	5%	0%	Ν	0.088	Ν	0.569	5000	Ν
\bigcup	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 AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 10 N, Co													
31) Rolfe Hwy	Town of Surry (Maint: 90)	0.41 20	00 G	98%	0%	1%	1%	0%	0%	С	0.105	F	0.542	2000	G
	To: From:	NCL													_
31 Rolfe Hwy	Surry County	4.00 20	00 N	98%	0%	1%	1%	0%	0%	N	0.105	N	0.542	2000	١
	To: From:	Jamestov													
31) Jamestown Rd	James City County	2.10 69	00 G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.565	7000	(
	To: From:	47-681 San													
31 Jamestown Rd	James City County	2.30 80	00 G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.644	8500	(
<u> </u>	To: From:	WCL Wil													
31) Jamestown Rd	City of Williamsburg	0.04 150	000 G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.525	16000	(
<u> </u>	To: From:	State Maintena		y											_
(31) Jamestown Rd	City of Williamsburg (Maint: 47)	0.02 150		98%	1%	1%	0%	0%	0%	F	0.094	F	0.525	16000	(
<u> </u>	To:	SR 5; S	SR 199												
	From:	North Carolii		0.1.0/	40/	101	40/	70/	00/	_	0.4	_	0.700	0700	
32 Carolina Rd	City of Suffolk	2.89 35	00 F	91%	1%	1%	1%	7%	0%	С	0.1	F	0.788	3700	
$\overline{\mathbb{D}}$	To: From:	133-642 Adam													_
32) Carolina Rd	City of Suffolk	2.07 38	00 F	91%	1%	1%	1%	7%	0%	F	0.096	F	0.765	4100	
<u> </u>	To: From:	133-675 Cypre		i											
32) Carolina Rd	City of Suffolk	1.40 43	00 F	91%	1%	1%	1%	7%	0%	С	0.097	F	0.737	4500	
$\stackrel{\smile}{=}$	To: From:	133-759 Ba													_
32) Carolina Rd	City of Suffolk	0.65 43	00 F	91%	1%	1%	1%	7%	0%	F	0.094	F	0.764	4600	
<u> </u>	To: From:	133-647 Co	peland Rd												
32) Carolina Rd	City of Suffolk	2.45 44	00 F	91%	1%	1%	1%	7%	0%	F	0.096	F	0.737	4700	
\smile	To: From:	US 13 South													
32) 13 Carolina Rd	City of Suffolk	Whaleyv 1.64 16 0		88%	0%	1%	1%	11%	0%	F	0.085	F	0.703	15000	
32 (13) Carolina Rd	only of Gunonic			00 70	0 70	1 70	1 /0	11/0	0 70	•	0.000	•	0.700	13000	
Bus	From:	61-731	Dill Rd												
32) (13) Carolina Rd	City of Suffolk	1.17 10 0	000 F	88%	0%	1%	1%	11%	0%	F	0.082	F	0.676	9900	
Bus	To: From:	Old SCL	Suffolk												
32) (13) Carolina Rd	City of Suffolk	0.54 10 0	000 F	88%	0%	1%	1%	11%	0%	F	0.087	F	0.602	10000	
32) (13) Garama 113	To:	Bus US 58 C		0070	0,0		. 70	,0	0 / 0	•	0.00.	•	0.002	.0000	
Bus	From:	Fayet													
32) (13) Main St	City of Suffolk	0.34 93	00 F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.585	9900	
Bus	To: From:	SR 337 Wa	shington St												_
32) (13) (10) Main St	City of Suffolk	0.68 180	000 G	99%	0%	1%	0%	0%	0%	F	NA			19000	(
	To	Bus US 58,													
Bus	From:						•		• • •						
32 (460) (10) Main St	City of Suffolk	0.09 270		99%	0%	1%	0%	0%	0%	F	NA			29000	(
<u> </u>	To:	Old NCL	ot Suffolk												

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+A	xle 1Trai	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From:	Old NCL of Suffolk											
32)(460)(10)	City of Suffolk		99%	0%	<u>0%</u> 09	6 0%	0%	С	0.100	Α	0.509	26000	Α
	To:	SR 10 Elephant Fork											
On their Black	Prom:		050/	40/	40/ 40	/ 0 0/	00/	_	0.004	_	0.540	00000	
32) (10) Godwin Blvd	City of Suffolk	0.54 19000 F	95%	1%	1% 19	6 2%	0%	F	0.084	F	0.513	20000	
<u> </u>	To: From:	US 58 Suffolk Bypass											
(10) Godwin Blvd	City of Suffolk	1.36 22000 F	95%	1%	1% 19	% 2%	0%	F	0.089	F	0.510	24000	
<u> </u>	To: From:	61-634 Kings Fork Rd											
(10) Godwin Blvd	City of Suffolk	4.81 11000 F	95%	1%	1% 19	6 2%	0%	С	0.097	F	0.571	12000	
	To	61-603 Everets Rd											
(10) Godwin Blvd	City of Suffolk		95%	1%	1% 19	6 2%	0%	F	0.098	F	0.613	13000	
5) (3)	Too	CD 125 Classification											
	City of Suffolk		0E9/	10/	10/ 10	/ 20/	Λο/	Е	NIA			0600	
2 (10)	City of Surfork			170	176 1	0 270	0%	Г	INA			9600	
-	From:		ie										
2) (10) Benns Church Blvd	Isle of Wight County		95%	0%	1% 29	6 2%	0%	С	0.097	F	0.629	11000	
2 10 Benns Church Blvd	To:			0 70		0 270	0 /0	J	0.007	•	0.020	11000	
	From:												
2) (258) Brewers Neck Blvd	Isle of Wight County			1%	0% 19	6 2%	0%	С	0.097	F	0.607	26000	
2) (258) Brewers Neck Blvd				. , ,		70	0,0	Ū	0.007	•	0.00.		
	From:					, ,,,,		_					
(17) (258) Carrolton Blvd	Isle of Wight County	2.1/ 28000 A	9/%	0%	0% 19	6 1%	0%	С	0.114	Α	0./13	30000	
2	To: From:	F-807											
2) (17) (258)	Isle of Wight County	4.64 28000 G	97%	0%	0% 19	6 1%	0%	F	0.11	F	0.754	30000	
5 (1) (20)	To:	SCL Newport News											
	From:	Isle of Wight County Lin	ie										
2) (17) (258) Mercury Blvd	City of Newport News	0.22 28000 G	97%	0%	0% 19	6 1%	0%	F	0.11	F	0.754	30000	
	To	LIC 60 Warryick Dlvd											
Moroury Plyd	City of Newport News		079/	Nº/	09/ 19	/ 10/	Λο/	_	0.000	_	0.6	20000	
2) 17 258 Mercury Blvd	Tr.			0 /6	0 /0 1	0 1/0	0 /6		0.099	'	0.0	39000	
		Length AADT QA											
~~ =	From:					,		_		_			
Rawley Pike	Rockingham County	11.66 2200 G	95%	1%	1% 19	% 3%	0%	F	0.092	F	0.601	2300	
~	To:	82-840 Bridger Rd			<u> </u>								
Rawley Pike	Rockingham County	2.80 3200 G	95%	1%	1% 19	6 3%	0%	С	0.091	F	0.634	3300	
ع ال	To												
The Dille	Prom:			40/	40/ 46	/ 00/	00/		0.005		0.00	0400	
Rawley Pike	Rockingham County	5.70 /800 G	95%	1%	1% 15	6 3%	0%	г	0.085	г	0.69	8100	
•	To- From:	WCL Harrisonburg											
3 W Market St	City of Harrisonburg	1.11 11000 G	95%	1%	1% 19	6 2%	0%	F	0.092	F	0.566	12000	
$\mathcal{S}_{\mathcal{S}}}}}}}}}}$	To:	Watamaan D-											
33 W Market St	City of Harrisonburg		050/	10/	10/ 10	/ 20/	00/	^	0.000	F	0 E20	12000	
33 \ W Market St								١.	UUDM		U:3.59	1/000	

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:		R 42 S High St		050/	10/	101	40/	00/	00/	_	0.404	_		2000	_
33 W Market St	City of Harrisonb			G	95%	1%	1%	1%	2%	0%	F	0.101	F		6200	G
•	From:	В	US 11													
33 (11) Main St NB	City of Harrisonb	burg 0.02		N	96%	0%	1%	1%	1%	0%	Ν	0.099	Ν	0.583	6900	Ν
	Combined Traffic Estimates for 2 Parallel Re	_		N	96%	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	burg 0.11	6900	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.53	7300	G
<del>~</del>	To: From:		Mason St													
33 E Market St	City of Harrisonk	burg 0.87	12000	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.534	13000	G
<i>~</i>	To:		Vine St				<u> </u>									
33 E Market St	City of Harrisonb	burg 0.61		G	97%	0%	1%	0%	1%	0%	С	0.090	F	0.574	20000	G
\$	To		I-81													
33 E Market St	From:L City of Harrisonb	burg 0.59		G	96%	1%	1%	1%	2%	0%	F	0.09	F	0.541	32000	G
33 E Market St	Only of Flamoons			<u> </u>	0070	1 70	1 70	1 /0	270	0 70	•	0.00	•	0.041	02000	ď
~~~	From		niversity Blvd	_	070/	00/		00/	00/	00/	_	0.400	_	0.500	00000	
33 E Market St	City of Harrisonk	burg 1.07	27000	G	97%	0%	0%	0%	2%	0%	С	0.102	F	0.569	29000	G
~~	To: From:		L Harrisonburg	g												
33 Spotswood Trail	Rockingham Co	unty 0.21	27000	G	96%	1%	1%	1%	2%	0%	F	0.102	Ν	0.569	28000	G
~	To	82-	704 Boyers Rd	1												
33 Spotswood Trail	Rockingham Co	unty 2.08	24000	G	96%	1%	1%	1%	2%	0%	F	0.098	F	0.602	25000	G
<u> </u>	Ter	SD 27	76 Cross Keys 1	Dd												
33 Spotswood Trail	From: L Rockingham Col			G	96%	1%	1%	1%	2%	0%	С	0.098	F	0.531	25000	G
33) Spotemood :						. , ,		. , 0	_,,	0 / 0	Ū	0.000	•	0.00		<u> </u>
33 Spotswood Trail	Rockingham Co		342 Montevided 20000	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.601	21000	G
33 Spotswood Trail	Hockingham Col	unity 2.55	20000	G	90%	170	1 70	170	∠70	0%	Г	0.000	Г	0.601	21000	G
~~	To: From:		ver Dr; Island I													
33 Spotswood Trail	Rockingham Co	ounty 1.83	19000	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.621	20000	G
<u> </u>	To: From:		02 East Point R	Rd												
33 Spotswood Trail	Rockingham Co	unty 3.12	12000	G	96%	1%	1%	1%	2%	0%	С	0.097	F	0.599	12000	G
	To:	US 33 I	Bus West of Ell	lkton												
33 Spotswood Trail	Rockingham Col			G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.711	9700	G
	To	,	WCI Ellston													
33 Spotswood Trail	From:L Town of Elkton (Ma		WCL Elkton 9300	N	93%	1%	1%	1%	4%	0%	N	0.091	N	0.711	9700	N
33) 3501011300 11411	- F			••	00 /0	. /0	. 70	. /0	. 70	0 /0	. •	0.001	. •	V., 11	0,00	. 4
Chataura d Tari'	To: From:		ECL Elkton	N	000/	10/	10/	10/	407	00/		0.004	h :	0.744	0700	k 1
33 Spotswood Trail	Rockingham Co	ounty 0.04	9300	N	93%	1%	1%	1%	4%	0%	N	0.091	N	0.711	9700	N
· ~~	To: From:		US 340													
33 Spotswood Trail	Rockingham Co	unty 6.25	5700	G	93%	1%	1%	1%	4%	0%	С	0.093	F	0.554	5900	G
\searrow	Tα	Gree	ene County Lin	ne												

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

	1					Tru	ck		-00	K	014	Dir	AAMADT	
Route	Jurisdiction	Length AADT	QA 4Ti	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Constant and Trail	From:	Rockingham Count		/ 10/	10/	00/	00/	00/	_	0.000	F	0.507	F100	_
33 Spotswood Trail	Greene County	4.38 5000	F 929	6 1%	1%	2%	3%	0%	С	0.093	Г	0.537	5100	F
Contained Trail	Cross of Constant	39-638 Turkey Rid		/ 10/	10/	00/	00/	00/		0.000		0.550	F000	
33 Spotswood Trail	Greene County	3.00 5700	F 929	6 1%	1%	2%	3%	0%	F	0.092	F	0.553	5800	F
~~~	Ta- From:	Bus US 33 Spotswoo		, , ,		00/	00/	201		0.445		0.500	2000	
33) Standardsville Bypass	Greene County	2.09 <b>8100</b>	<b>F</b> 959	6 1%	1%	2%	2%	0%	С	0.115	F	0.539	8300	F
~	To: From:	Bus US 33 Spotswoo												
33) Spotswood Trail	Greene County	0.50 <b>13000</b>	<b>F</b> 969	6 1%	1%	1%	1%	0%	С	0.094	F	0.545	13000	ı
~	To: From:	39-609 Fredericksb	urg Rd											
Spotswood Trail	Greene County	2.15 <b>13000</b>	<b>F</b> 969	6 1%	1%	1%	1%	0%	F	0.091	F	0.513	14000	- 1
~	To:	39-633 Amicus	Rd											
Spotswood Trail	Greene County	2.09 18000	<b>F</b> 969	6 1%	1%	1%	1%	0%	F	0.092	F	0.620	18000	
~	To:	US 29 Seminole	Frail .											
33 Spotswood Trail	Greene County	2.24 7100	<b>F</b> 949	6 1%	1%	1%	3%	0%	F	0.090	F	0.56	7300	
	To:	Orange County I												
~~	From:	Greene County L		, ,,,,		40/	00/	00/	•		_	0.544	2000	
33 Spotswood Trail	Orange County	4.51 <b>6700</b>	<b>F</b> 949	6 1%	1%	1%	3%	0%	С	0.098	F	0.511	6900	
	T _C . From:	SR 20 W, Constitution												
33) 20) Spotswood Trail	Orange County	0.22 <b>6600</b>	<b>F</b> 949	6 0%	1%	1%	4%	0%	F	0.093	F	0.550	6800	
<del>~</del>	To: From:	SR 20 E, Constitutio	n Hwy											
Spotswood Trail	Orange County	5.44 <b>5300</b>	<b>F</b> 949	6 0%	1%	1%	4%	0%	С	0.09	F	0.519	5400	
<del>~</del>	To- From:	WCL Gordonsv	ille											
Spotswood Trail	Town of Gordonsville (Maint: 68)	0.01 <b>5300</b>	<b>N</b> 949	6 0%	1%	1%	4%	0%	Ν	0.09	Ν	0.519	5400	- 1
~	To	SR 231 Blue Ridge	Tnke											
33) (231) Spotswood Trail	Town of Gordonsville (Maint: 68)	0.15 <b>6500</b>	<b>F</b> 959	6 0%	1%	1%	3%	0%	С	0.092	F	0.508	6600	-
	To:	US 15 James Madiso	on Hwy											
~~~	From:	S SR 231												
33) (15) Martinsburg Ave	Town of Gordonsville (Maint: 68)	1.12 8900	F 899	6 1%	1%	1%	8%	0%	F	0.085	F	0.555	9200	١
	To: From:	SCL Gordonsvi												
33 (15) James Madison Hwy	Louisa County	0.45 8800	G 899	6 1%	1%	1%	8%	0%	F	0.092	F	0.569	9000	(
~ ~	To: From:	US 15 South of Gord US 15 James Madiso												
33 South Spotswood Trail	Louisa County	8.28 2900	G 969	6 1%	1%	1%	1%	0%	С	0.096	F	0.565	3000	(
33) court opotomoca Train	zodioa ocumy					1 70	1 /0	0 70	Ū	0.000	•	0.000	0000	•
33 (22) Louisa Rd	Louisa County	SR 22 Treviliar 3.84 5400	ns G 969	6 1%	1%	1%	1%	0%	F	0.091	F	0.557	5500	(
33) (22) Louisa Rd	Louisa County		G 90	o 1/0	1 /0	1 /0	1 /0	0 /6	'	0.031	'	0.557	3300	,
Wash Maio Ct	Towns of Landau (AA)	WCL Louisa	• • • • • • • • • • • • • • • • • • • •	/ 40/		10/	10/	00/		0.000	_	0.500	0000	
33 (22) West Main St	Town of Louisa (Maint: 54)	1.08 6800	G 969	6 1%	1%	1%	1%	0%	F	0.089	F	0.522	6900	(
~ <u>-</u>	T _O . From:	SR 208 Courthous												
33 22 208 West Main St	Town of Louisa (Maint: 54)	0.40 16000	G 989	6 1%	1%	0%	1%	0%	F	0.085	F	0.509	16000	(
\sim \sim	To:	SR 22; SR 208 East of I	Louisa CH											

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	Q١
	From:	SR 22; SR 208 M	Iain St												
33 Jefferson Hwy	Town of Louisa (Maint: 54)	0.97 4300	G	98%	1%	1%	0%	1%	0%	С	0.088	F	0.599	4400	C
~	Toe From:	ECL Louisa	ı			\Box									
33 Jefferson Hwy	Louisa County	5.59 2800	G	97%	1%	1%	1%	1%	0%	С	0.097	F	0.644	2900	(
~	To- From:	US 522 Pendleto	on Rd			<u> </u>									
33 (522) Jefferson Hwy	Louisa County	0.66 5800	G	98%	1%	1%	0%	1%	0%	F	0.095	F	0.544	6000	(
	To	US 522 Cross Cou	inty Rd			<u> </u>									
33 Jefferson Hwy	Louisa County	9.29 2900	G	98%	1%	1%	0%	1%	0%	F	0.098	F	0.546	3000	(
\checkmark	To	54-655 Bethany Ch	urch Rd			<u> </u>									
33 Jefferson Hwy	Louisa County	2.71 4000	G	98%	1%	1%	0%	1%	0%	F	0.105	F	0.719	4100	
	To:	Hanover County													
Manustain Dd	From:	Louisa County		000/	40/		40/	00/	00/	_	0.000	_	0.005	4000	
33) Mountain Rd	Hanover County	3.95 4400	F	96%	1%	1%	1%	2%	0%	F	0.098	F	0.685	4600	
	To: From:	42-715 Beaver Dam Rd;													
33) Mountain Rd	Hanover County	1.94 10000	F	96%	1%	1%	1%	2%	0%	F	0.094	F	0.661	10000	
~	To- From:	SR 54 West Patrick	Henry D	r											
Mountain Rd	Hanover County	4.20 7600	F	96%	1%	1%	1%	2%	0%	С	0.1	F	0.707	7800	
~	To- France	42-671 Scotchtov	wn Rd												
33 Mountain Rd	Hanover County	1.72 9600	F	96%	1%	1%	1%	2%	0%	F	0.099	F	0.847	9900	
~	To:	42-670 Farringto	on Rd												
33 Mountain Rd	Hanover County	5.50 9500	F	96%	1%	1%	1%	2%	0%	F	0.101	F	0.745	9800	
=====================================	To:	Henrico County	Line												
~~	From:	Hanover County													
33) Staples Mill Rd	Henrico County	0.38 19000	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.681	21000	
~	To: From:	I-295				\Box \vdash									
33 Staples Mill Rd	Henrico County	0.61 23000	G	99%	0%	1%	0%	0%	0%	F	0.109	F	0.537	25000	
~	To: From:	SR 157; Springfield Rd;	Mountai	n Rd		\Box \vdash									
33 Staples Mill Rd	Henrico County	2.18 19000	G	99%	0%	1%	0%	0%	0%	F	0.100	F	0.564	22000	
~	To	43-7526 Hungar	v Rd			<u> </u>									
33 Staples Mill Rd	Henrico County	1.05 23000	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.692	26000	(
	To	Parham Rd													
33 Staples Mill Rd	Henrico County	1.10 33000	Α	99%	0%	1%	0%	0%	0%	С	0.11	Α	0.551	38000	
30)	To														
33 Staples Mill Rd	Henrico County	0.37 37000	G G	99%	0%	1%	0%	0%	0%	F	NA			42000	(
33) Staples Mill Rd	Tiermoo Gounty				0 /0	1 /0	0 /0	0 /0	0 /0	'	INA			72000	`
Ctanles Mill Dd	Honrico County	SR 356 Hilliard Rd; 43-75			00/	10/	00/	00/	00/	г	NIA			20000	
33 Staples Mill Rd	Henrico County	1.01 34000	G	99%	0%	1%	0%	0%	0%	F	NA			38000	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	I-64													
33 Staples Mill Rd	Henrico County	1.32 <b>19000</b>	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.518	22000	(
~	To	WCL Richmo	ond												

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

5 .		,			4	_		Tru	ck		0.0	K	014	Dir	A A \ A \ C =	01
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		CL Richmond													
33 Staples Mill Rd	City of Richm		19000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.518	22000	G
<u> </u>	To:		250 Broad S													
33 (250) Broad St	City of Richm		0; Staples Mi 25000	A	98%	1%	1%	0%	0%	0%	С	0.117	Α	0.555	28000	Α
33 (250) Broad St	City of Filorin				0070	1 70		070	0 70	070	O	0.117	,,	0.000	20000	,,
Marad Ct	From		Malvern Ave		000/	10/	10/	00/	00/	00/		NIA			07000	
33 (250) Broad St	City of Richm	nond 0.97	24000	G	98%	1%	1%	0%	0%	0%	F	NA			27000	G
~~~	To: From:		Sheppard St													
33) (250) Broad St	City of Richm	nond 0.38	24000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.761	27000	G
<b>~</b>	To:	SR 39	9 Terminal P	lace			$\neg$ $\vdash$									
33 (250) Broad St	City of Richn		24000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.706	27000	G
	To:	CD 2	3 P, Harrison	C+												
33 (250) Broad St	From: City of Richm		26000	G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.503	29000	G
	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	E	NA		0.000	39000	G
`	Combined Traine Estimates for 21 arailer	-			30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	INA			33000	ч
~	To: From:		250 Broad S													
33) Hancock Rd	City of Richm		840	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.707	900	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4500	G	98%	1%	1%	0%	0%	0%	F	NA			4700	G
	To:		Leigh St													
East	From:		3 E, E Marke	t St												
Ramp to I-81 S at Exit 24	7 City of Harrisonburg	(Maint: 82) 0.21	12000	G								0.096	F		12000	G
<del>~</del>	Te:		I-81 S													
East	From:		3 E, E Marke	t St												
33 Ramp to I-81 N at Exit 24	7 City of Harrisonburg	(Maint: 82) 0.13	850	G								0.142	F		850	G
<del>~</del>	Te:		I-81 North													
ast	From:		33 TO RT 29	95												
33 Ramp	Henrico Cou	unty 0.39	1900	G								0.163	F		1900	G
<i>~</i>	To:	I-295-	W FROM R	Т 33												
East	From:	US	33 TO RT 29	95												
33 Ramp	Henrico Cou	unty 0.20	2800	G								0.146	F		2800	G
<i></i>	To:	I-295	-E FROM RT	Г 33												
East	From:	US 33	3 Staples Mill	l Rd												
Ramp	Henrico Cou		1800	Α								0.148	Α		2100	Α
	To:		I-64 West													
East	From:	US 3	3 TO I-64 EA	AST												
33 Ramp	Henrico Cou		11000	G								0.113	F		11000	G
	To:	I-64-E FROM RT 3			ROADEA	4						_			-	
Vest	From		3 W, E Marke													
Ramp to I-81 S at Exit 24	7 City of Harrisonburg		4900	G								0.097	F		4900	G
30)	To:		I-81 S										-		. 300	Ŭ,
		1														

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

Route	Jurisdictio	on Lengt	h <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West (33) Ramp	City of Harrisonburg			ket St <b>G</b>								0.113	F		3800	G
West	From:	US 33 I-295-	I-81 North W049B TO A	ND FR	OM RT											
(33) Ramp	Henrico Cou	unty 0.20	3500	G	011111							0.107	F		3800	G
West	10: From:		S 33 TO RT													
(33) Ramp	Henrico Cou	unty 0.33	3300	G								0.125	F		3300	G
West	To:		95-E FROM I 33 TO I-64 V													
(33) Ramp	Henrico Cou	unty 0.21	3200	G								0.141	F		3200	G
West	To:	I-64-W FROM R	T 33-STAPLE 33 TO I-64 E		L RDWES	Т	<u> </u>									
(33) Ramp	Henrico Cou	unty 0.16	8600	G								0.127	F		8600	G
<u> </u>	To:	I-64-F	US 11	3WEST												
(33) (11) Main St NB	City of Harriso	nburg 0.03		N	96%	0%	1%	1%	1%	0%	Ν	0.099	N	0.583	6900	N
	Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle {\rm To.}}$	Roadways on this Route	US 33	N	96%	0%	1%	1%	1%	0%	N	NA			11000	N
Bus	From:	US	33 Spotswood	d Trail												
33 Old Spotswood Trail	Rockingham C	County 1.00	6400	G	98%	0%	0%	1%	0%	0%	F	0.1	F	0.615	6700	G
Bus	To: From:		L Elkton; Riv		2221											
33 Spottswood Ave	Town of Elkton (N		7000	G	98%	0%	0%	1%	0%	0%	С	0.094	F	0.603	7300	G
Bus 33 Spottswood Ave	Town of Elkton (N		Spottswood T 3600	G	98%	0%	0%	1%	0%	0%	F	0.085	F	0.541	3700	G
<u> </u>	To		Stuart Ave		0070	0 70		. , ,	070			0.000	•	0.011	0,00	
Bus (340) S Stuart Ave	Town of Elkton (N	Maint: 82) 0.08		N	93%	1%	1%	1%	4%	0%	N	0.099	N	0.539	6600	N
	To:		US 33													_
Bus  33 Spotswood Trail	Greene Cou		Stanardsville 2500	Bypass <b>F</b>	95%	1%	1%	1%	2%	0%	С	0.124	F	0.753	2600	F
Bus	To: From:	· V	/CL Stanards	ville												
33 Main St	Town of Stanardsville	e (Maint: 39) 0.35	2500	N	95%	1%	1%	1%	2%	0%	Ν	0.124	Ν	0.753	2600	Ν
Bus	To: From:		R 230 Madiso	n Rd												
33 Main St	Town of Stanardsville		4800	F	92%	1%	1%	2%	3%	0%	F	0.097	F	0.586	5000	F
Bus	To: From:		CL Stanardsv		0651	461		051	001	051		0.65=		0.500	F.C	
33 Spotswood Trail	Greene Cou		4800 nardsville By	N pass: 39	92%	1%	1%	2%	3%	0%	N	0.097	N	0.586	5000	N

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	From:		3 Hancock St												
33) Leigh St	City of Richmond	0.27	11000 G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.518	12000	(
<u> </u>	To: From:	US 1	Belvidere St												
33) Leigh St	City of Richmond	1.60	11000 G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.734	12000	
<u> </u>	Toc. From:	Martin Lut	ther King Jr Bri	lge		$\Box$ $\vdash$									
Mosby St	City of Richmond	0.30	9000 G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.679	9600	
<u> </u>	To:		irmont Ave												
Fairment Ave	City of Richmond	0.43	Mosby St 6900 G	98%	1%	0%	0%	0%	0%	С	0.096	F	0.572	7400	
Fairmont Ave	City of Alcrimona	0.43		90%	1 70	U%	076	076	0%	C	0.096	г	0.572	7400	
	From:	2.00	25th St	070/	00/		00/	00/	00/		0.404		0.000	2000	
Nine Mile Rd	City of Richmond	0.90	8300 G	97%	2%	0%	0%	0%	0%	С	0.101	F	0.666	8900	
	From:		L Richmond												
33) Nine Mile Rd	Henrico County	1.49	23000 G	98%	1%	1%	0%	0%	0%	С	0.080	F	0.6	25000	
<u></u>	Toc From:	Lab	burnum Ave												
Nine Mile Rd	Henrico County	2.10	15000 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.549	16000	
<i></i>	To:	Bea	uregard Ave			$ \vdash$									
Nine Mile Rd	Henrico County		12000 G	97%	1%	1%	0%	0%	0%	С	0.083	F	0.511	12000	
9	To	CD 1	56 Airport Dr												
Nine Mile Rd	Henrico County	1.43	7000 G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.548	7500	
33)	To				.,.		-,-		- , -	-		•			
33) Nine Mile Rd	Henrico County	0.15	SR 33 Y <b>1800</b> G	97%	1%	1%	0%	0%	0%	F	0.092	F		1900	
, ,	c Estimates for 2 Parallel Roadways		3800 G		1%	1%	0%	0%	0%	, F	0.092	, F	0.547	4000	
Combined Train	C Estillates for 2 Farallel Hoadways (				1 70	1 70	076	076	0%	Г	0.092	Г	0.547	4000	
	To: From:		Williamsburg Ro		40/		40/	201	00/			_	0.500	1 1000	
33 60 156 Williamsburg Rd	Henrico County	1.40	14000 G	94%	1%	1%	1%	3%	0%	F	0.083	F	0.532	14000	
	To: From:		I-295												
33) (60) (156) Williamsburg Rd	Henrico County	2.24	13000 A	93%	1%	1%	2%	3%	0%	С	0.124	Α	0.698	14000	
<del>3                                    </del>	To: From:	SR	156 Elko Rd												
33) (60) Williamsburg Rd	Henrico County	1.85	9300 G	93%	1%	1%	2%	3%	0%	F	0.101	F	0.647	9900	
	To: From:		ent County Line												
33) 60 Pocahontas Trail	New Kent County		12000 F	93%	1%	1%	2%	3%	0%	F	0.086	F	0.598	12000	
Pocahontas Trail	New Kent County	0.91	12000 F	93%	1 70	1 70	270	3%	0%	Г	0.000	Г	0.596	12000	
Navy Kant Harr	Too From:		Bottoms Bridge	0.10/	401		461	001	00′		0.007		0.010	45000	
New Kent Hwy	New Kent County	0.22	14000 F	94%	1%	1%	1%	3%	0%	F	0.097	F	0.642	15000	
	To: From:		I-64			$\Box$ $\vdash$									
(33) Ramp	New Kent County	0.08			e VA 3	3 for dire	ectional t	raffic v	olume e	stima	tes for th	is se	gment.		
	To:		A SR 33- 16A T												
33) (33) Ramp	New Kent County	0.23	SR 33-W016A		2%	2%	5%	16%	0%	С	NA			1400	
33 / ( 33 / Hamp	inew rent County	∪.∠ა	1400 G	1370	Z 70	<b>~</b> 70	J /0	1070	U 70	U	INH			1400	

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

				iu iiileisia					Trı	ıck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	c	S	R 33, SR 24	19				017.0.0				. 4010.		. 4010.		
(33) (64)	New Kent Co	ounty	5.32	,		S	ee I-64	for dire	ectional t	raffic vo	lume es	timate	es for this	segi	ment.		
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	62000	Α	91%	1%	1%	1%	7%	0%	С	0.103	Α	0.518	55000	Α
	То	:		SR 106				Ti.	.,.	. , .		_					
	From		US 60	) Bottoms B	Bridge												
(33) (64)	New Kent Co	ounty	3.47			S	ee I-64	for dire	ectional t	raffic vo	lume es	timate	es for this	segi	ment.		
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	63000	Α	91%	1%	1%	1%	7%	0%	F	0.103	Α	0.501	56000	Α
	To From			SR 155				$\Box$ $\vdash$									
(33) (64)	New Kent Co	ounty	5.69			S	ee I-64	for dire	ectional t	raffic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	62000	Α	91%	1%	1%	1%	7%	0%	F	0.104	Α	0.533	54000	Α
	То	:		SR 33													
	From	:	I-6	4-E TO RT	33												
(33) (64) Ramp	New Kent Co	ounty	0.49			S	ee I-64	for dire	ectional t	raffic vo	lume es	timate	es for this	segi	ment.		
$\bigcirc$	To	-	I-6	64 EAST IN	IT												
33)	New Kent Co	ounty	2.98	9400	F	86%	1%	1%	2%	11%	0%	С	0.083	F	0.700	9700	F
33)	То		SI	R 30; SR 24													
	From		SR 249-30 A			RCH											
33 (30)	New Kent Co	ounty	4.65	13000	F	90%	0%	1%	3%	6%	0%	F	0.081	F	0.595	14000	F
	To		Vina W	illiam Coun	nty Lina												
(33) (30) 14th St	Town of West Poin	t (Maint: 50)	0.25	18000	G	90%	0%	1%	3%	6%	0%	С	0.088	F	0.639	18000	G
33 30 14th St	Town of West Folia	(Warre: 00)				0070	0 70	1 /0	070	0 / 0	0 /0	•	0.000		0.000	10000	ď
	To From			R 30 Main S										_			
(33) 14th St	Town of West Poin	t (Maint: 50)	0.48	15000	G	91%	1%	1%	2%	6%	0%	F	0.087	F	0.579	15000	G
<u> </u>	To			Queen Cour	_												
33 Lewis Puller Mem Hwy	King & Ougon	County	3.30	illiam Coun 15000	G Line	010/	1%	1%	2%	6%	0%	С	0.092	F	0.616	15000	G
23 Lewis Puller Mem Hwy	King & Queen	County	3.30	15000	G	91%	1 70	1 70	270	0%	0%	C	0.092	Г	0.010	13000	G
	To From			8 Riverview													
$\binom{33}{3}$ Lewis Puller Mem Hwy	King & Queen		0.14	14000	G	91%	1%	1%	2%	6%	0%	F	0.085	F	0.597	15000	G
$\overline{}$	To From		SR 14 Buena V			ls Fork											
O O Lauria Bullan Mana				14 Shackelfo		000/	40/	40/	00/	00/	00/	_	0.005	_	0.000	40000	_
$\binom{33}{14}$ Lewis Puller Mem.	Hwy King & Queen	County	1.66	12000	G	90%	1%	1%	2%	6%	0%	С	0.095	F	0.623	12000	G
<u> </u>	From	:	SR 14 SR 14 Buena V	Shackelford		le Fork											
33 Lewis Puller Mem Hwy	King & Queen		2.61	7500	G	91%	1%	1%	2%	6%	0%	F	0.088	F	0.634	7600	G
33 Lewis Puller Mem Hwy	Tang & Queen	·		ester Count		0170	170		270	0 /0	0 /0	•	0.000		0.004	7000	ŭ
	From			Queen Count													
(33) Lewis Puller Mem Hwy	Gloucester C	ounty	2.92	7700	G	91%	1%	1%	2%	6%	0%	F	0.089	F	0.618	7900	G
,	To		S 17 George W														
	From	:		Puller Men													
(33) (17) George Washingto	on Mem Hwy Gloucester C	ounty	1.55	12000	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.505	13000	G
	To	:	Middl	esex County	y Line												
	From			ester County							_						
$\begin{pmatrix} 33 \end{pmatrix} \begin{pmatrix} 17 \end{pmatrix}$ Tidewater Trail	Middlesex C		0.81	12000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.545	13000	G
$\sim$	To	:	US 17	7 South of S	aluda												

# 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US 17 South of Saluda												
(33) (17) Gloucester Rd	Middlesex County		95%	1%	1%	1%	3%	0%	С	0.083	F	0.514	6900	G
<u> </u>	To: From:	Bus US 17 Saluda Bus US 17 Gloucester Rd, Saluda												
(33) General Puller Hwy	Middlesex County		95%	1%	1%	1%	2%	0%	С	0.088	F	0.569	9100	G
33 General Puller Hwy	Wilddiesex County		70 70	1 /0	1 /0	1 /0	270	0 70	J	0.000	•	0.505	3100	а
	To- From:	SR 227 Urbanna Rd	.=-/											
(33) General Puller Hwy	Middlesex County	2.93 <b>9000 G</b> 9	95%	1%	1%	1%	2%	0%	F	0.092	F	0.598	9200	G
	To- From:	59-619 Healys Rd												
(33) General Puller Hwy	Middlesex County		95%	1%	1%	1%	2%	0%	F	0.105	F	0.572	9300	G
<u> </u>	To:	SR 3 Greys Point Rd												
(33) General Puller Hwy	Middlesex County	SR 3 Harmony Village 3.45 <b>5900 G</b> 9	96%	0%	1%	1%	2%	0%	С	0.084	F	0.508	6000	G
33 General Puller Hwy	Wilddiesex County	SR 3 Near Hartfield	70 70	076	170	1 70	270	0%	C	0.064	Г	0.506	6000	G
	From:	SR 3 Greys Point Rd												
(33) General Puller Hwy	Middlesex County		98%	0%	1%	1%	1%	0%	F	0.091	F	0.533	4400	G
	To	50 629 Mill Creak Dd												
(33) General Puller Hwy	Middlesex County	59-628 Mill Creek Rd 4.26 <b>5300 G</b> 9	98%	0%	1%	1%	1%	0%	С	0.093	F	0.549	5400	G
General Puller Hwy	windaresex dounty		70 70	0 70	1 /0	1 /0	1 /0	0 70	J	0.000	•	0.545	3400	а
	From:	59-636 Timberneck Rd	2001	201		40/	40/	201	_	0.101	_	0.505	4400	_
(33) General Puller Hwy	Middlesex County		98%	0%	1%	1%	1%	0%	F	0.131	F	0.505	1100	G
		Stingray Point												
Down.	Prom:	SR 33 TO I-64 East								0.110	_		1000	_
33 Ramp	Henrico County	0.25 <b>1800 G</b> I-64-E From RT 33EAST-NINE MILE R	0040							0.116	F		1800	G
C Parrier	No. 14 and O. an	Ramp fr Rt 33 E & Ramp fr Rt 249 W		00/		<b>F</b> 0/	100/	00/	_	N.1.A			4.400	_
(33) Ramp	New Kent County		75%	2%	2%	5%	16%	0%	С	NA			1400	G
	***	I-64 East												
East	From:	SR 33 TO I-64 WEST								0.000	_		1000	_
(33) Ramp	Henrico County	0.12 <b>1300 G</b>	DOAD							0.093	F		1300	G
		I-64-W FROM RT 33EAST-NINE MILE	RUAD											
East	From:	SR 33; 2SR 33-P I-64-E205B												_
(33) Ramp	New Kent County	0.08 <b>1300 G</b>								NA			1300	G
	<u> </u>	SR 33-W016A SR 33- 16A TO I-64	4											
West	From:	SR 33 TO I-64 WEST								- /	_			_
(33) Ramp	Henrico County	0.23 <b>9200 G</b>								0.109	F		9200	G
<u> </u>	•	I-64-W FROM RT 33WEST-NINE MILE	ROAD	)										
West	From:	2SR 33-P I-64-E205A FROM & TO F	RT					· · · · · ·				· · · · · · · · · · · · · · · · · · ·		
(33) Ramp	New Kent County	0.05 <b>410 G</b>								NA			410	G
<u> </u>	To:	SR 33-E016A SR 33- 16A TO I-64	1											
West	From:	2SR 33-P Gap TO I-64 WEST												
(33) Ramp	New Kent County	0.54 <b>760 G</b>								NA			760	G
$\smile$	Tα	I-64-E FROM RT 33 WEST												

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

Route	Jurisdictio	n longth	AADT O	A ATira	Duc		Tru	ıck		00	K	QK	Dir	AAWDT	
Houle	Junsaictio	n Length	AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
est	From:		3-W032A TO R								N.1.0			4000	c
Ramp	New Kent Co		4600 C								NA			4600	(
	10:	I-64-W I	FROM RT 33 W	EST											
	From:		Broad St												
33) Harrison St	City of Richm		3600 C	98%	1%	1%	0%	0%	0%	С	0.089	F	0.563	3800	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4500 C	98%	1%	1%	0%	0%	0%	F	NA			4700	
	To:		Leigh St												
The state of	Other of Disher	0.07	Harrison St	000/	40/	40/	00/	00/	00/	_	0.000	_	0.500	40000	
3) Leigh St	City of Richm			98%	1%	1%	0%	0%	0%	F	0.099	F	0.508	10000	
	Combined Traffic Estimates for Parallel	•	NA								NA			NA	
	To:		Hancock St												
<u>ve</u>	From:		SR 33												
3)	Henrico Cou	inty 0.13	2000	96%	1%	1%	0%	1%	0%	С	0.095	F		2200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3800	97%	1%	1%	0%	0%	0%	F	0.092	F	0.549	4000	
	To:	US 60	Williamsburg R	ld											
	From:	N	North Main St												
Hodges St	Town of South			98%	1%	1%	0%	0%	0%	С	0.099	F	0.556	1900	
<i>y</i> °	To:	US 360	John Randolph I	3lvd											
	From:		Carolina State Li												
5 Meherrin Rd	Southampton C			3 89%	1%	1%	1%	9%	0%	F	0.114	F	0.548	1600	
Meherrin Rd	Godthampton			<b>a</b> 0576	1 /0	1 /0	1 /0	3 /6	0 70		0.114	'	0.540	1000	
<u> </u>	To: From:		SCL Boykins												
₅ ) Meherrin Rd	Town of Boykins (I	Maint: 87) 1.24	1500 N	<b>N</b> 89%	1%	1%	1%	9%	0%	N	0.114	N	0.548	1600	
<u> </u>	To:	SR	186 Pittman Rd			-									
Meherrin Rd	Town of Boykins (I	Maint: 87) 0.49	4100 C	<b>3</b> 89%	1%	1%	1%	9%	0%	С	0.090	F	0.570	4200	
	To	, , , , , , , , , , , , , , , , , , ,	ICL D 1:												
Meherrin Rd	From: Southampton C		NCL Boykins	<b>3</b> 82%	2%	1%	1%	14%	0%	С	0.113	F	0.544	1600	
Meherrin Rd	Southampton	Journey 4.93	1500	<b>3</b> 02/6	2 /0	1 /0	1 /0	14 /0	0 /6	C	0.113	'	0.544	1000	
	To: From:		93 Garris Mill Ro												
₅ ) Meherrin Rd	Southampton C			82%	2%	1%	1%	14%	0%	F	0.111	F	0.650	1600	
<i></i>	To:		ampton Pkwy; B												
Bus Mahawin Dal	Courte a reserve of		West of Courtla		10/	10/	10/	40/	00/	_	0.111	_	0.500	0000	
58 Meherrin Rd	Southampton C	County 2.03	3300 (	93%	1%	1%	1%	4%	0%	F	0.111	F	0.526	3300	
Bus	To: From:	(	CL Courtland												
5) (58) Meherrin Rd	Town of Courtland	(Maint: 87) 0.14	3300 N	<b>l</b> 93%	1%	1%	1%	4%	0%	N	0.111	Ν	0.526	3300	
3) (38) Wichellin Hu	To:	,	BUS US 58	- 00/0	1 /0	- 73	1 /0	770	0 /0	. •	5.111	. •	5.525	0000	
	From:		S 58; Meherrin I	₹d											
5) Main St	Town of Courtland			<b>3</b> 79%	1%	1%	2%	18%	0%	F	0.088	F	0.538	4900	
ン	Tecl	-													
- Main St	From		CL Courtland	J 700/	10/	10/	20/	100/	09/	N	0.000	N	0.520	4000	
Main St	Southampton C	County 0.10	4800 N	<b>1</b> 79%	1%	1%	2%	18%	0%	IN	0.088	IN	0.538	4900	
	To: From:	87	7-616 Ivor Rd		•										
5) Main St	Southampton C	County 2.75	2500 (	79%	1%	1%	2%	18%	0%	F	0.086	F	0.52	2600	
/	To	87-6	28 Wakefield Ro	i											

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

Doute	نام والما مانيان ا	المسجدان	AADT O	4T:==	D		Tru	ck		00	K	OK	Dir	A A M D T	. ~
Route	Jurisdiction	Length	AADT Q	4 Hire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
	From:	87-62	8 Wakefield Rd												
₃₅ ) Plank Rd	Southampton Count	ty 3.43	2100 G	79%	1%	1%	2%	18%	0%	С	0.096	F	0.513	2100	
<u> </u>	To:	87-653	Cary's Bridge R	1											
Plank Rd	Southampton Count		2000 G	79%	1%	1%	2%	18%	0%	F	0.084	F	0.592	2100	
33)	To:	<u>,                                      </u>	ex County Line												
	From:	Southan	npton County Li												
35) Jeruselem Plank Rd	Sussex County	7.48	2000 F	77%	1%	1%	1%	21%	0%	С	0.096	F	0.601	2100	
<u> </u>	To:	SR	40 Sussex Dr			$\neg$ $\vdash$									
35) Jeruselem Plank Rd	Sussex County	5.81	1600 F	76%	1%	1%	3%	19%	0%	С	0.088	F	0.509	1700	
	To	01.626													
Jeruselem Plank Rd	Sussex County	91-626 4.46	Neblett Mill Ro	76%	1%	1%	3%	19%	0%	F	0.083	F	0.606	2200	
Jeruselem Plank Rd	Jussex County		eorge County Li		1 /0	1 /0	3 /0	19/0	0 /6		0.003	'	0.000	2200	
	From:		ex County Line	ic											
35) Courtland Rd	Prince George Coun		2600 F	84%	1%	1%	1%	14%	0%	С	0.081	F	0.661	2700	
39)	To	, , , , , , , , , , , , , , , , , , ,	56 D: G	ъ											
35) (301) Courtland Rd	Prince George Coun		56 Prince Georg	84%	1%	1%	1%	14%	0%	F	0.09	F	0.730	960	
35 301 Courtland Rd	Tal		605 Spain Dr	04 /6	1 /0	1 /0	1 /0	14 /0	0 /6		0.03	'	0.730	900	
	- 1														
	Prom:		35 TO RT 95											0000	
Ramp	Prince George Coun	,	2800 G								NA			2800	
	·		N FROM RT 35												
	From:		5 Courtland Rd											000	
35) Ramp	Prince George Coun		390 G			_					NA			390	
	10.		I-95 South												
<u> </u>	From:		69 Church Rd							_		_			
River Rd	Chesterfield County	y 0.87	3500 G	97%	1%	1%	1%	0%	0%	С	0.102	F	0.635	3700	
<u> </u>	To- From:	20-	601 Little Rd												
River Rd	Chesterfield County	y 1.13	4200 G	97%	1%	1%	1%	0%	0%	F	0.098	F	0.647	4400	
<i></i>	To	20-60	0 E, Pickett Ave												
River Rd	From: Chesterfield County		6800 G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.651	7300	
50) 1		<u> </u>			0 / 0		0,0	0,0	0,0	•	0.000	•	0.00		
Ola sata of a lal Assa	From		21 Granger Rd	000/	00/		00/	00/	00/	_	0.000		0.504	0000	
Chesterfield Ave	Chesterfield County	y 0.81	6400 G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.531	6800	
	To: From:	WO	CL Petersburg												
₃₆ ) Fleet St	City of Petersburg	0.12	9600 F	99%	0%	0%	0%	0%	0%	С	0.097	F	0.503	10000	
<u> </u>	To:		Grove Ave												
	From	251	Fleet St	000/	001		461	001	061	_	0.405	_	0.010	4000	
Grove Ave	City of Petersburg		4100 F	98%	0%	1%	1%	0%	0%	С	0.105	F	0.612	4300	
<u>~</u>	To:	US 1	Par, Market St US 1												
Market St	City of Petersburg	0.38	2700 F	97%	0%	1%	1%	1%	0%	С	0.089	F	0.540	2800	
Market St	Combined Traffic Estimates for Parallel Road			J1 /6	0 /0	1 /0	1 /0	1 /0	0 /0	J	NA	•	0.040	NA	
	Combined France Estimates for Parallel Road	uways on tills houte:	NA								INA			INA	

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

-		<u> </u>		ale noi				Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2ΔνΙρ	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 1 Par; Bus U	JS 460 Par.	Washin	gton St		27 000	OTTAIC	TTTUI	ZIII		1 40101		1 40101		
(36) Market St	City of Peters		2800	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.585	3000	F
	то.		ıs US 460 V	Wytho St			—									
Bus	From:	<u> </u>			0701	10/	40/	40/	40/	00/	_	0.005	_		10000	_
36 1 460 Wythe St	City of Petersl		9600	F	97%	1%	1%	1%	1%	0%	F	0.095	F		10000	F
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
ALT Bus	To: From:	ALT U	S 301 Sycar	nore St												
(36) (1) (301) (460) Wyth	e St City of Petersl	burg 0.20	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	F
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	Tα		Bus US 460	1			—									
Bus	From:				000/	10/	40/	00/	40/	00/	_	0.005	_		47000	_
36 460 Wythe St	City of Petersl	J	16000	F	98%	1%	1%	0%	1%	0%	С	0.085	-		17000	F _
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	32000	F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	34000	F
Bus	To- From:		I-85, I-95													
(36) (460) Wythe St	City of Petersl	burg 0.30	11000	F	98%	1%	1%	0%	1%	0%	F	0.076	F		11000	F
(400)	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	24000	F	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	25000	F
	To:		uth Crater F	Rd												
	From:		Bus US 460													
(36) Wythe St	City of Peters	· ·	10000	F	97%	0%	0%	1%	2%	0%	F	0.075	F		11000	F
	Combined Traffic Estimates for 2 Parallel I			F	97%	0%	0%	1%	2%	0%	F	0.088	F	0.613	24000	F
-	To: From:	SR 36 Par, V	Vashington S ; Wythe St;													
(36) Washington St	u City of Petersl		23000	F	97%	0%	0%	1%	2%	0%	F	0.089	F	0.595	25000	F
(36) 11 asımığısın 31	- F					0,0		. , 0	_,,	0,0	•	0.000	•	0.000		•
Washington St	City of Peters		nddledock R	F	97%	0%	0%	1%	2%	0%	F	0.093	F	0.603	18000	F
(36) Washington St	City of Fetersi		George Cour		9170	076	0%	1 70	270	0%	Г	0.093	Г	0.603	10000	Г
	From:		CL Petersbu	_												
(36) Oaklawn Blvd	Prince George C	County 0.76	15000	F	97%	0%	0%	1%	2%	0%	F	0.092	F	0.653	17000	F
	To:	Hill Dr	; Ft Lee Ma	in Gate												
(36) Oaklawn Blvd	Prince George (		15000	A	97%	0%	0%	1%	2%	0%	С	0.105	Α	0.505	16000	Α
30)	та															
36 Oaklawn Blvd	Fron: Prince George (	County 0.20	SR 144 35000	N	97%	0%	0%	1%	2%	0%	N	0.089	N	0.578	38000	N
(36) Oaklawn Blvd	Time delige C				31 /6	0 76	<u> </u>	1 /0	2 /0	0 78	IN	0.003	IN	0.570	30000	14
Oaklaum Dhud	To: From:		CL Hopewe		070/	00/		10/	00/	00/		0.000		0.570	00000	
(36) Oaklawn Blvd	City of Hopey	well 0.52	35000	F	97%	0%	0%	1%	2%	0%	F	0.089	F	0.578	38000	F
	To- From:		Jefferson P													
(36) Oaklawn Blvd	City of Hope	well 0.22	33000	F	97%	0%	0%	1%	2%	0%	F	0.099	F	0.563	36000	F
$\overline{}$	To:		I-295				$\Box$ $\vdash$									
(36) Oaklawn Blvd	City of Hope	well 0.43	26000	F	97%	0%	0%	1%	2%	0%	F	0.086	F	0.539	29000	F
$\smile$	To:		SR 36 Par													

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

Devite	Lord and Salt and	l	107 04	4.7.	Б		Tru	ck		00	K	OK	Dir	A A \A/DT	- 0
Route	Jurisdiction	Length A	ADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		36 Par												F
Oaklawn Blvd	City of Hopewell	-	9800 F	97%	0%	0%	1%	2%	0%	-	0.085	F		11000	
~	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 2	0000 F	96%	0%	1%	1%	2%	0%	F	NA			21000	
	To: From:	SR 36 Par, Woodl	awn St; Kenwo												
36) Winston Churchill Dr	City of Hopewell	0.60 1	9000 F	97%	0%	0%	1%	2%	0%	F	0.083	F	0.511	20000	
<i></i>	To	Mi	les Ave			$\neg$ $\vdash$									
Winston Churchill Dr	City of Hopewell		2000 F	97%	0%	0%	1%	2%	0%	F	0.080	F	0.506	13000	
<u> </u>	To	SD 156	6 High Ave												
(156) Winston Churchill D	or City of Hopewell		1000 F	97%	0%	0%	1%	2%	0%	F	0.081	F	0.613	12000	
136) ************************************	то:		Arlington Rd	0.70	0,70		. , ,	_,,	0,0	•	0.00.	•	0.0.0	000	
	From:		ston Churchill												
6 Arlington Rd	City of Hopewell	0.12 <b>2</b>	2300 F	97%	0%	0%	1%	2%	0%	F	0.081	F	0.522	2500	
<u> </u>	To:		th Ave												
	City of Library and Library		ngton Rd	000/	00/		00/	00/	00/	_	0.000	_	0.550	F 400	
15th Avenue	City of Hopewell	0.77 5	5100 F	99%	0%	1%	0%	0%	0%	С	0.083	F	0.556	5400	
	To: From:		Point Rd												
₆ ) 15th Avenue	City of Hopewell		2400 F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.608	2500	
<i></i>	To:		ndway St												
Broadway St	City of Hopewell		th Ave 8800 F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.704	7200	
Broadway St	Tα		h Ave	33 /6	0 /0	1/0	0 /6	0 /6	0 /6	'	0.007	•	0.704	7200	
	From:		ndway St												
6th Avenue	City of Hopewell		900 F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.562	11000	
<i>)</i>	To:	SR 10	Randolf Rd												
ast	From:	SR 36 O	aklawn Blvd												
Ramp	City of Hopewell (Maint: 74		190 G								NA			190	
	To:		95 East												
ast	From:	SR 36 O	aklawn Blvd												
Ramp	City of Hopewell (Maint: 74	0.22 5	300 G								NA			5300	
	To:		95 West												
est	From:	SR 36 I-295-E009.	A TO & FROM	1 RT 29											
Ramp	City of Hopewell (Maint: 74		400 G	-							NA			1400	
	Τα:		M RT 36 WE	ST											
est	From:	SR 36 TO R	T 295 NORTH	W											
Ramp	City of Hopewell (Maint: 74		2400 G								NA			2400	
· ·	To		OM RT 35 WE	ST											
	From:		; Market St												
6) 1 Old St	City of Petersburg		8500 F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.559	3700	
GOId St	Combined Traffic Estimates for Parallel Roadway		NA	2.70	2.0					-	NA	-		NA	
	To:		amore St								14/1			14/1	

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

		Primary ar	ia interste	alc 110	utes			Т	-l.			IZ.		D:-		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From		0110				2AXI	e 3+Axle	1 I raii	21raii		Factor		Factor		
36 1 Sycamore St	City of Peters	burg 0.04	Old St 3800	F	97%	0%	1%	1%	1%	0%	F	0.109	F	0.567	4000	F
36) (1) Oycamore or	Combined Traffic Estimates for Parallel I	-	NA	•	31 /6	0 70	1 /0	1 /0	1 /0	0 70	'	NA	'	0.507	NA	•
	To:	,	ollingbrook	St								INA			INA	
	From:		Sycamore S													
(36) (1) Bollingbrook St	City of Peters	burg 0.10	3200	F	97%	0%	1%	1%	1%	0%	F	0.098	F	0.641	3400	F
	Combined Traffic Estimates for Parallel I	Roadwavs on this Route:	NA									NA			NA	
	To:	•	, US 301 2	nd St												
ALT	From:	US	1 Par, 2nd	St												
(36) (301) (1) (301) Bollin	ngbrook St City of Peters	burg 0.08	3700	F	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	F
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	To:	US 1, A	ALT US 30	1 3rd St												
	From:		3rd St								_		_			_
36 (301) Bollingbrook St	City of Peters	-	3500	F	97%	0%	1%	1%	0%	0%	F	0.099	F	0.742	3700	F
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	7100	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	7600	F
	To:		5th St													
(36) (301) Bollingbrook St	City of Peters	burg 0.23	2900	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.677	3100	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	6800	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7300	F
	To:	,	Crater Rd													
	From:		ollingbrook													
(36) (301) Crater Rd	City of Peters	0	2200	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.759	2400	F
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	6200	G	97%	0%	1%	1%	0%	0%	F	NA			6700	G
	To:	US 3	301 Par, Bar	nk St												
(36) (301) Crater Rd	City of Peters		3800	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.563	4100	F
30 (301)	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	T			~ .												
Washington St	From: City of Peters		US US 460 11000	Crater I	97%	0%	0%	1%	2%	0%	F	0.107	F		12000	F
(36) Washington St	,	o .		-							-		Г			•
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	21000	F	97%	0%	0%	1%	2%	0%	F	NA			23000	F
	To: From:		Burch St													
$\left(36\right)$ Washington St	City of Peters	0	11000	F	97%	0%	0%	1%	2%	0%	F	0.105	F		12000	F
· ·	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	22000	F	97%	0%	0%	1%	2%	0%	F	0.088	F	0.613	24000	F
	To:	SR 36 V	Vythe St; A	melia St												
	From:	SR 3	6 Oaklawn	Blvd												
(36) Woodlawn St	City of Hope	well 0.61	9900	F	96%	0%	1%	1%	3%	0%	С	0.088	F		11000	F
P	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	20000	F	96%	0%	1%	1%	2%	0%	F	NA			21000	F
	Tul	,		-												
(36) Woodlawn St	City of Hope	well 0.35	Surry Ave 10000	F	97%	0%	1%	0%	2%	0%	С	0.085	F		11000	F
36 Woodlawn St	, ,			-							-		Г			-
	Combined Traffic Estimates for 2 Parallel I	·		F	97%	0%	1%	1%	2%	0%	F	NA			22000	F
	ια	SR 36 Oakla			Ave											
	From:		outh of Win													
(37) Winchester Bypass	Frederick Co		20000	F	94%	0%	1%	1%	4%	0%	F	0.092	F	0.568	22000	F
$\smile$	To:	34-622	Cedar Cree	k Grade												

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

		Primary and intersta					Т.,,	al.			I/		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	FI		~ .			2AXIE	3+Axle	1 I raii	21raii		Factor		Factor		
Wineheater Dynasa	Fradariak County	34-622 Cedar Creek		94%	0%	10/	10/	40/	00/	С	0.100	۸	0.505	22000	۸
37) Winchester Bypass	Frederick County	2.32 <b>29000</b>	Α	94%	0%	1%	1%	4%	0%	C	0.108	Α	0.505	32000	Α
	Tro: From:	US 50 West of Wine	chester												
(37) Winchester Bypass	Frederick County	1.67 <b>31000</b>	F	94%	0%	1%	1%	4%	0%	F	0.09	F	0.519	33000	F
$\smile$	To	US 522 NW of Win	chester												
37) Winchester Bypass	Frederick County	2.16 <b>26000</b>	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.528	28000	F
37)	To:	US 11 North of Win													
	From	SR 37													
Ramp to I-81 N at Exit 310	Frederick County	0.16 <b>5200</b>	G	94%	0%	1%	1%	4%	0%	F	NA			5200	G
Ramp to I-81 N at Exit 310	Tedefick County	I-81 N	G	34 /0	0 /6	1 /0	1 /0	4 /0	0 /6	'	INA			3200	
	From:	Ramps SR 37 N000B; SI								_					
37) Ramp to I-81 S at Exit 310	Frederick County	0.15 <b>8800</b>	G	94%	0%	1%	1%	4%	0%	F	NA			8800	C
<u> </u>	To:	I-81 S													
lorth	From:	SR 37 N													
37) Ramp toward I-81 S at Exit 310	Frederick County	0.03 <b>200</b>	G	94%	0%	1%	1%	4%	0%	F	NA			220	C
	To:	Ramp SR 37 I	В												
outh	From:	SR 37 S													
Ramp toward I-81 S at Exit 310	Frederick County	0.05 <b>7300</b>	G	94%	0%	1%	1%	4%	0%	F	NA			7900	
37) Hamp toward For O at Exit oro	To:	Ramp SR 37 I		0-170	0 /0		1 /0	470	0 70	•	1471			7000	•
	Eron	•				1									
Marshalla A	A 1' - O	Bus US 360 Goodes E			40/	40/	40/	00/	00/		0.404		0.504	0000	
38) Virginia Ave	Amelia County	0.02 2200	N ~	95%	1%	1%	1%	3%	0%	N	0.101	N	0.531	2300	١
<u> </u>	From:	04-1007 Court 04-1009 Virginia													
38) Court St	Amelia County	0.04 <b>2200</b>	N	95%	1%	1%	1%	3%	0%	Ν	0.101	Ν	0.531	2300	Ν
38 Court St	Amena County	0.04 <b>2200</b> 04-1007; Washing		93 /6	1 /0	1 /0	1 /0	3 /0	0 /6	IN	0.101	IN	0.551	2300	- 11
	From:	04-1007; washing													
38) Washington St	Amelia County	0.09 <b>2200</b>	N	95%	1%	1%	1%	3%	0%	Ν	0.101	Ν	0.531	2300	Ν
38) Washington St	To:	04-1003 Church St; (		0070	1 70		1 70	0,0	070	• • •	0.101	• •	0.001	2000	•
	From:	04-1006 Washington St		03											
38) Church St	Amelia County	0.05 <b>2200</b>	N	95%	1%	1%	1%	3%	0%	Ν	0.101	Ν	0.531	2300	Ν
	To:	04-1003; Five Forl	ks Rd												
	From:	04-1003 Church	St St												
38) Five Forks Rd	Amelia County	0.95 <b>2200</b>	G	95%	1%	1%	1%	3%	0%	F	0.101	F	0.531	2300	(
	To:	04-614 Otterburn Rd; De	nnisville	e Rd											
	From:	04-614 Dennisville Rd; C	Otterburi	ı Rd											
38) Five Forks Rd	Amelia County	5.88 <b>1000</b>	G	95%	1%	1%	1%	3%	0%	С	0.091	F	0.54	1000	(
$\mathcal{I}$	To	SR 153 Military	Rd												
	From:	West Virginia State	e Line												
39) Mountain Valley Rd	Bath County	4.59 <b>350</b>	G	95%	0%	1%	1%	3%	0%	F	0.111	F	0.616	360	
39)				30 /0	0 / 0	. , ,	. / 0	0,0	0 / 0	•	3.1.1	•	3.0.0	000	•
	To: From:	08-600 Big Back Cr													
39) Mountain Valley Rd	Bath County	9.94 <b>450</b>	G	95%	0%	1%	1%	3%	0%	F	0.104	F	0.634	470	G
$\smile$	Tor	08-687 West of Warn	n Spring	s		1									

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

5 .	1			4			Tru	ck		00	K	014	Dir	A A14/5-T	٥.
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		of Warm Sprin							_					
39) Mountain Valley Rd	Bath County	2.97 1	1200 G	95%	0%	1%	1%	3%	0%	С	0.101	F	0.529	1200	(
<u> </u>	To: From:	US 220 V	Warm Springs												
39) (220) Ingalls Boulevard	Bath County	0.19	2400 G	93%	1%	1%	1%	5%	0%	F	0.091	F	0.539	2500	(
	To	US 220 North	of Warm Sprir	ıgs		$\neg$ $\vdash$									
39) Mountain Valley Rd	Bath County		1500 G	94%	0%	1%	1%	3%	0%	F	0.096	F	0.538	1500	
30)	To:	09 620 540	ge Coach Drive												
39) Mountain Valley Rd	Bath County		1600 G	94%	0%	1%	1%	3%	0%	F	0.091	F	0.516	1600	
39) Woulder Valley Fla	Balli Goding			<b>0</b> +70	0 70		1 /0	0 70	0 70	•	0.001	•	0.010	1000	
Manustain Valley Del	From		Ilboro Springs	0.40/	00/		40/	00/	00/		0.405	_	0.50	4700	
Mountain Valley Rd	Bath County		1700 G	94%	0%	1%	1%	3%	0%	F	0.105	F	0.52	1700	
	From:		ge County Line County Line												
39) (42) Maury River Rd	Town of Goshen (Maint: 81)		1700 G	94%	0%	1%	1%	3%	0%	С	0.097	F	0.506	1800	
39) (42)	Tec.														
39) Maury River Rd	Town of Goshen (Maint: 81)		2 Goshen <b>G</b>	95%	1%	1%	1%	2%	0%	С	0.090	F	0.532	1600	
Maury River Rd	Town of dosher (Maint. 61)		outh of Goshen	33 /6	1 /0	1/0	1 /0	2/0	0 /6	O	0.030	•	0.552	1000	
	From:	81-780 South of 0		s Run											
39) Maury River Rd	Town of Goshen (Maint: 81)		790 G	95%	1%	1%	1%	2%	0%	F	0.090	F	0.55	830	
	To:	SCI	Goshen												
39) Maury River Rd	Rockbridge County		790 N	95%	1%	1%	1%	2%	0%	Ν	0.090	Ν	0.55	830	
59 Maary 1 11 or 1 la	Tioonanage County				1 70		1 70	_,0	0 70		0.000		0.00	000	
Moury Divor Dd	From		alkers Creek R		10/	10/	10/	10/	00/		0.000		0 EE1	1100	
Maury River Rd	Rockbridge County	2.34 1	1000 G	96%	1%	1%	1%	1%	0%	С	0.088	F	0.551	1100	
	To: From:		vnsburg Turnpil												
39) Maury River Rd	Rockbridge County		1200 G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.583	1300	
<u> </u>	Τα	US 11 Nor	th of Lexington												
LT	From:		2 Goshen												
₃₉ ) Main St	Town of Goshen (Maint: 81)		1100 G	94%	1%	1%	1%	3%	0%	С	0.096	F	0.517	1200	
<u> </u>	Tα	SR 39 Ma	aury River Rd												
	From:	SR 8 Wo	oolwine Hwy												
₄₀ ) Charity Hwy	Patrick County	3.06	610 F	93%	1%	1%	2%	3%	0%	F	0.107	F	0.530	650	
	To:	70-708 I	Lee Elgin Rd												
(40) Charity Hwy	Patrick County		240 F	93%	1%	1%	2%	3%	0%	F	0.115	F	0.579	250	
	Tor	70 622 D	eer Run Road												
10 Charity Hwy	Patrick County		110 F	93%	1%	1%	2%	3%	0%	С	0.162	F	0.647	110	
Charity Hwy	Tatrick County		County Line	JJ /6	1 /0		<b>∠</b> /0	J /0	0 /0	J	0.102	•	0.047	110	
	From:		County Line												
40) Franklin St	Franklin County		250 F	96%	1%	1%	1%	1%	0%	F	0.115	F	0.726	270	
<u> </u>	To:	22 705 Int	nnys Ridge Rd												
Franklin St	Franklin County		300 F	96%	1%	1%	1%	1%	0%	F	0.103	F	0.739	310	
₄₀ ) Franklin St	i rankiin oounty	0.75	000 P	JU /6	1 /0	1 /0	1 /0	1 /0	0 /0	- 1	0.100		0.700	510	

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

				_		Tru	ck			K	_	Dir		
Jurisdiction	Length i	AADT QA	4Tire	Bus					QC		QK	Factor	AAWDT	Q۱
From:	33-622	2 St. Johns Ln												
Franklin County	4.76	490 F	96%	1%	1%	1%	1%	0%	F	0.1	F	0.564	510	F
To	22.60	05 H D 4												
Franklin County			96%	10/_	10/	10/_	10/	<b>0</b> %		0.097	F	0.602	1500	F
Trankiiii County	4.00	1400 F	90 /6	1 /0	1 /0	1 /0	1 /0	0 /6	C	0.037	'	0.092	1300	'
To: From:														
Franklin County	8.79	3700 F	96%	1%	1%	1%	1%	0%	F	0.095	F	0.527	3900	F
To	WCL?	Rocky Mount												
Town of Rocky Mount		8800 F	98%	0%	1%	0%	1%	0%	С	0.092	F	0.531	9300	-
To														
Town of Pooley Mount			000/	09/	10/	00/	10/	09/	Г	0.097	Г	0.500	9700	
Town of Rocky Mount	0.30	0300 F	<b>3</b> 0 /6	0 /6	1 /0	0 /0	1 /0	0 /6	'	0.007	'	0.302	8700	
To: From:														
Town of Rocky Mount	0.18	11000 F	96%	1%	1%	1%	1%	0%	F	0.092	F	0.626	12000	
To:														
Towns of Dealer Manual			000/	40/	10/	00/	40/	00/	_	0.005		0.50	40000	
I own of Rocky Mount			98%	1%	1%	0%	1%	0%	F	0.095	IN	0.56	13000	(
Second Franchin   County   Alof   Alof   Alof   Blue   Alof   Alof   Blue   Alof   A														
Town of Pooky Mount			06%	10/	10/	10/	10/	09/	C	0.095	_	0.510	9200	
Town of Hocky Would	0.75	7700 1	30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	O	0.003	•	0.513	0200	
To: From:														
Town of Rocky Mount	0.30	17000 F	96%	1%	1%	1%	1%	0%	F	0.086	F	0.590	18000	
To	Old ECI	L Rocky Mount			$\neg$ $\vdash$									
Town of Rocky Mount			96%	1%	1%	1%	1%	0%	F	0.086	Ν	0.590	19000	(
To:	7	US 220												
From:	US 220 Vii	rgil H Goode Hw												
Town of Rocky Mount	0.85	17000 F	93%	0%	1%	1%	4%	0%	F	0.086	F	0.531	17000	
Second Process   Seco														
From:														
Town of Rocky Mount	0.17	8900 N	93%	0%	1%	1%	4%	0%	N	0.087	N	0.634	9300	1
To:	ECL I	Rocky Mount												
Franklin County	2.56	8900 F	93%	0%	1%	1%	4%	0%	F	0.087	F	0.634	9300	-
Tec	22.655	W-1 D-1												
Franklin County			029/	Λ9/	10/	10/	10/	09/		0.096	Е	0 609	5500	
Talikiii County			93%	076	176	1 70	470	0%	C	0.000	Г	0.000	5500	
From:														
Franklin County			93%	0%	1%	1%	4%	0%	F	0.088	F	0.558	5300	ı
				0,0		. , ,	.,.	0,0	•	3.000	•	3.000	0000	
To: From:			0==:	4-1		461	061	051	_	0.00	_	0.500	0000	
			87%	1%	1%	1%	9%	0%	F	0.09	F	0.523	3800	F
					_									
			070/	10/	10/	10/	Ω0/	09/	C	0.00	E	U E0E	2600	ı
	Franklin County  Franklin County  Franklin County  Franklin County  From  Franklin County  From  Town of Rocky Mount  Town  From  Franklin County  Franklin County  Franklin County  Town  Franklin County  Town  Franklin County  Town  Franklin County  Town  Franklin County	Franklin County	Pranklin County	Search   33-622 St. Johns Ln   Franklin County   4.76   490   F   96%   33-605 Henry Rd   Franklin County   4.06   1400   F   96%   33-602 Ferrum Mtn Rd   Franklin County   8.79   3700   F   96%   WCL Rocky Mount   Town of Rocky Mount   0.80   8800   F   98%   Floyd Ave   Town of Rocky Mount   0.18   11000   F   96%   Town of Rocky Mount   0.19   13000   G   98%   Town of Rocky Mount   0.75   7700   F   96%   Town of Rocky Mount   0.75   7700   F   96%   Town of Rocky Mount   0.30   17000   F   96%   Town of Rocky Mount   0.30   17000   F   96%   Town of Rocky Mount   0.17   19000   G   96%   Town of Rocky Mount   0.17   19000   F   93%   Town of Rocky Mount   0.17   8900   N   93%   Town of Rocky Mount   0.17   8900   N   93%   Franklin County   2.56   8900   F   93%   Franklin County   3.88   5200   F   93%   Franklin County   4.48   5000   F   93%   Frank	Prince   33-622 St. Johns Ln   Franklin County   4.76   490   F   96%   1%   33-605 Henry Rd   Franklin County   4.06   1400   F   96%   1%   33-605 Henry Rd   Franklin County   8.79   3700   F   96%   1%   75   75   75   75   75   75   75   7	Length AADT QA 4Tire Bus 2Axle   33-622 St. Johns Ln	Section   Sect	South Main Street   Sout	Length AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail	Durisdiction	Second Recky Mount	Second Process   Seco	Section   Control   Cont	Second Processing County   Second Process   Second Proc

# 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	Q۱
	From:	Franklin C	County Line												
40 W Gretna Rd	Pittsylvania County	8.52 <b>27</b>	700 G	88%	2%	1%	2%	8%	0%	F	0.080	F	0.532	2700	C
$\smile$	Toc	71-799 (	Climax Rd												
40 W Gretna Rd	Pittsylvania County		300 G	88%	2%	1%	2%	8%	0%	С	0.088	F	0.568	2900	(
40)	To														
	Pittsylvania County		S 29 2 <b>00 G</b>	88%	2%	1%	2%	8%	0%	F	0.098	F	0.64	6300	(
40)	Titisyivania Gounty	0.14 02	200 G	00 /6	2 /0	1 /0	2 /0	0 /6	0 /6	•	0.030	•	0.04	0300	
	To: From:		Gretna			⊢									
40) Valden Dr	Town of Gretna (Maint: 71)	0.98 62	200 N	88%	2%	1%	2%	8%	0%	N	0.098	N	0.64	6300	
<u> </u>	To: From:	Bus US 2	29 Main St												
40) E Gretna Rd	Town of Gretna (Maint: 71)	0.43 <b>26</b>	600 G	88%	2%	1%	2%	8%	0%	F	0.084	F	0.578	2600	
$\smile$	To:	FCI.	Gretna			<u> </u>									
40) E Gretna Rd	Pittsylvania County		600 N	88%	2%	1%	2%	8%	0%	Ν	0.084	Ν	0.578	2600	
10)	Tec														
40 E Gretna Rd	Pittsylvania County		Zion Rd 500 G	88%	2%	1%	2%	8%	0%	F	0.098	F	0.509	1500	
40 E Gretna Rd	Thisylvania Gounty				2 /0	1 /0	270	0 /0	0 70	'	0.000	'	0.505	1300	
	From:	71-640 Renan I								_		_	. =		
40 E Gretna Rd	Pittsylvania County		10 G	86%	2%	2%	1%	9%	0%	С	0.097	F	0.516	930	
<u>~</u>	From:		County Line County Line			-									
40) Stage Coach Rd	Halifax County		00 F	86%	2%	2%	1%	9%	0%	F	0.092	F	0.503	820	
40) stage seasa							. , ,	0,70	0,0	•	0.002	•	0.000	0_0	
40 Stage Coach Rd	From:		111 Creek Rd 90 F	91%	1%	1%	1%	5%	0%	С	0.089	F	0.646	010	
Stage Coach Rd	Halifax County		90 F	91%	170	1%	170	5%	0%	C	0.089	Г	0.646	810	
<u>-</u>	From:		Halifax			-									
40) (501) L P Bailey Memorial Hwy	Halifax County		600 F	91%	0%	1%	1%	7%	0%	С	0.085	F	0.576	4700	
	To:	Campbell (	County Line												
$\supset \sim \sim$	From:		County Line												
40) (501) Lusardi Dr	Campbell County	0.09 <b>51</b>	100 G	91%	0%	1%	1%	7%	0%	F	0.082	F	0.583	5300	
<del></del>	To: From:	SCL B	rookneal			$\neg$									
40) (501) Lusardi Dr	Town of Brookneal (Maint: 15)	0.76 <b>51</b>	100 N	91%	0%	1%	1%	7%	0%	Ν	0.082	Ν	0.583	5300	
	To:		501												
	From:	US 501 Lynchbur								_		_			
Wickliffe Ave	Town of Brookneal (Maint: 15)	0.87 <b>23</b>	300 G	82%	1%	2%	1%	14%	0%	F	0.088	F	0.576	2400	
<u> </u>	To: From:	ECL B	rookneal												
40) Wickliffe Ave	Campbell County	1.97 <b>23</b>	300 N	82%	1%	2%	1%	14%	0%	Ν	0.088	Ν	0.576	2400	
$\sim$	To	15-605 Swins	ging Bridge Ro	l		<u> </u>									
40) Wickliffe Ave	Campbell County		700 G	82%	1%	2%	1%	14%	0%	F	0.084	F	0.58	1700	
	Tor	Charlotte (	County Line												
	From:	•	County Line	•			_		_						
40) Patrick Henry Hwy	Charlotte County		100 G	82%	1%	2%	1%	14%	0%	С	0.089	F	0.571	1100	(
$\smile$	Tα	WCL	Phenix			]									

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

5						True	ck			K	011	Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
An Phenix Main St	Town of Phenix (Maint: 19)	WCL Phenix 0.97 <b>1100</b>	N 82%	1%	2%	10/	14%	0%	N	0.089	N	0.571	1100	N
Phenix Main St	Town of Frience (Maint. 19)			1 70	2%	1%	1470	0%	IN	0.069	IN	0.571	1100	IN
40) Patrick Henry Hwy	Town of Phenix (Maint: 19)	19-727 Washington Ave; Red 0.62 <b>1900</b>	House Rd  G 82%	1%	2%	1%	14%	0%	F	0.108	F	0.615	2000	G
Patrick Henry Hwy	Town of Frienck (Maint. 19)		G 02 /6	1 /0	Z /6	1 /0	14 /0	0 /6	'	0.100	'	0.013	2000	u
40) Patrick Henry Hwy	Charlotte County	ECL Phenix 0.78 <b>1900</b>	N 82%	1%	2%	1%	14%	0%	N	0.108	N	0.615	2000	N
40 Patrick Henry Hwy	orianotte oddrity			1 /0	Z /6	1 /0	14 /0	0 /6	IN	0.100	IN	0.013	2000	IN
40) Patrick Henry Hwy	Charlotte County	19-746 East of Pheni 4.38 <b>2000</b>	x G 82%	1%	2%	1%	14%	0%	F	0.105	F	0.701	2000	G
Patrick Henry Hwy	Grianotte County			1 /0	2 /0	1 /0	14 /0	0 /6	•	0.103	'	0.701	2000	G
David Bruce Ave	Town of Charlotte C.H. (Maint: 19)	WCL Charlotte C.H		10/	2%	1%	14%	0%	N	0.105	N	0.701	2000	N
David Bruce Ave	Town of Chanotte C.H. (Maint. 19)			1%	<u> </u>	170	14%	0%	IN	0.105	IN	0.701	2000	IN
Thomas Jofferson Llung	Town of Charlette C. L. (Maint, 10)	SR 47 Le Grande Av		10/	2%	10/	1.40/	00/	F	0.104	F	0.510	4700	
40) (47) Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)		G 82%	1%	2%	1%	14%	0%	r	0.104	Г	0.518	4700	G
O como Washington I have	Tours of Obside to 100	SR 47 Thomas Jefferson		40/		40/	4.40/	00/		0.407		0.554	0000	_
George Washington Hwy	Town of Charlotte C.H. (Maint: 19)	0.94 <b>2100</b>	<b>G</b> 82%	1%	2%	1%	14%	0%	F	0.107	F	0.551	2200	G
	To- From:	ECL Charlotte C.H		40/		40/	4.407	00/		0.407		0.554	0000	
George Washington Hwy	Charlotte County	7.58 <b>2100</b>	N 82%	1%	2%	1%	14%	0%	N	0.107	N	0.551	2200	N
	To: From:	WCL Keysville			$\Box$									
40 Church St	Town of Keysville (Maint: 19)	0.54 <b>2100</b> Bus US 15, Bus US 3	N 82%	1%	2%	1%	14%	0%	N	0.107	N	0.551	2200	N
Bus Bus	From:	W US 15 BUS	00											
40) (15) (360) McDonald Rd	Town of Keysville (Maint: 19)		<b>G</b> 93%	0%	1%	1%	4%	0%	F	0.110	F	0.539	4800	G
	To:	E US 15 BUS												
40 Lunenburg Hwy	Town of Keysville (Maint: 19)	US 15, US 360; ECL Key 0.40 <b>3200</b>	ysville <b>G</b> 89%	2%	1%	1%	7%	0%	F	0.099	F	0.628	3300	G
40 Lunenburg Hwy	Town of Reysville (Maint. 19)	ECL Keysville	G 03 /6	2 /0	1 /0	1 /0	1 /0	0 /6	•	0.055	'	0.020	3300	C
	From:	US 15, US 360; ECL Key	ysville											
40) Lunenburg Hwy	Charlotte County		N 89%	2%	1%	1%	7%	0%	Ν	0.099	Ν	0.628	3300	Ν
$\stackrel{\smile}{-}$	To: From:	Lunenburg County Li Charlotte County Lir												
40) Lunenburg County Rd	Lunenburg County	•	G 89%	2%	1%	1%	7%	0%	С	0.095	F	0.539	1100	G
40)	To:	SR 49 Courthouse R			Ť	.,.	. , .	- , -	_		-			
	From:	SR 49; Lunenburg Coun	•											
40 (49) Courthouse Rd	Lunenburg County	0.14 <b>2500</b>	<b>G</b> 94%	2%	1%	0%	3%	0%	F	0.103	F	0.611	2600	G
$\overline{\bigcirc}$	To: From:	55-675 Trinity Rd; Hard			<b>□</b>  -									_
40 (49)	Lunenburg County	2.17 <b>2900</b>	<b>G</b> 94%	2%	1%	0%	3%	0%	С	0.097	F	0.594	3000	G
	To: From:	WCL Victoria												
40) (49)	Town of Victoria (Maint: 55)	1.08 <b>2900</b>	<b>N</b> 94%	2%	1%	0%	3%	0%	N	0.097	Ν	0.594	3000	Ν
	To: Fron:	SR 49 Lunenburg Court l												
(40) Main St	Town of Victoria (Maint: 55)		G 94%	1%	1%	1%	3%	0%	F	0.097	F	0.555	6000	G
$\smile$	To	55-1009 Twin Cemeter	y Rd											

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

5 .						Tru	ıck			K	a	Dir		
Route	Jurisdiction	Length AADT	QA 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
	From:	55-1009 Twin Cem	etery Rd											
40)	Town of Victoria (Maint: 55)	0.02 <b>4400</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	С	0.099	F	0.568	4500	(
	To	ECL Victori	ia											
40)	Lunenburg County	3.74 <b>4400</b>	N 94%	1%	1%	1%	3%	0%	Ν	0.099	Ν	0.568	4500	ı
<u> </u>	To:	WCL Kenbrio	dge											
40)	Town of Kenbridge (Maint: 55)	1.33 <b>4400</b>	N 94%	1%	1%	1%	3%	0%	Ν	0.099	Ν	0.568	4500	1
+0)	To													
40) Main St	From: L Town of Kenbridge (Maint: 55)	55-697 Hickory 0.89 <b>7400</b>	G 94%	1%	1%	1%	3%	0%	F	0.096	F	0.536	7500	(
40) Wall St	rown or remainings (waint: 55)			1 /0	1 /0	1 /0	0 /0	0 70	'	0.000		0.550	7300	
N. D 104	From:	SR 137, SR 1		40/		40/	00/	00/	_	0.404	_	0.557	0000	
N. Broad St	Town of Kenbridge (Maint: 55)	0.66 <b>3200</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.101	F	0.557	3300	
	To: From:	ECL Kenbrid												
40)	Lunenburg County	4.00 <b>3200</b>	N 94%	1%	1%	1%	3%	0%	N	0.101	Ν	0.557	3300	
<u> </u>	To: From:	Nottoway Count Lunenburg Count												
(40) Kenbridge Rd	Nottoway County	4.80 <b>3500</b>	<b>F</b> 93%	1%	1%	1%	5%	0%	С	0.107	F	0.642	3500	
tonbridge ric	rectionary country					1 70	0 70	070	Ū	0.107	•	0.012	0000	
Cauth Main Ct	From Proceedings	SCL Blacksto		10/	10/	10/	F0/	00/	F	0.100	F	0.000	0000	
South Main St	Town of Blackstone	0.18 <b>3700</b>	<b>F</b> 93%	1%	1%	1%	5%	0%	г	0.102	F	0.638	3800	
	To: From:	SR 46 Brunswic												
South Main St	Town of Blackstone	0.57 <b>10000</b>	<b>F</b> 95%	0%	1%	0%	3%	0%	С	0.095	F	0.586	11000	
<u> </u>	To: From:	Tenth St												
₄₀ ) South Main St	Town of Blackstone	0.21 9900	<b>F</b> 95%	0%	1%	0%	3%	0%	F	0.092	F	0.607	10000	
<i></i>	To	West Entrance	e Rd											
South Main St	Town of Blackstone	0.47 <b>8800</b>	<b>F</b> 95%	0%	1%	1%	3%	0%	С	0.094	F	0.549	9000	
	To:	Bus US 460 Chu	ırch St											
Bus	From:	Church St							_		_			
North Main St	Town of Blackstone	0.59 <b>5900</b>	F 94%	1%	1%	1%	3%	0%	С	0.087	F	0.520	6100	
	From:	Dinwiddie A Bus US 460, North												
Dinwiddie Ave	Town of Blackstone	0.53 <b>2200</b>	<b>F</b> 93%	1%	2%	2%	3%	0%	С	0.095	F	0.564	2300	
40)	To								_					
10 Darvills Rd	Nottoway County	ECL Blacksto 5.76 <b>1200</b>	F 86%	1%	1%	2%	11%	0%	F	0.095	F	0.593	1200	
Darvins rid	To:	Dinwiddie Count		1 / 0	1/8	2 /0	11/0	0 /6	'	0.033	'	0.555	1200	
	From:	Nottoway Count	,											
Darvills Rd	Dinwiddie County	4.90 <b>1000</b>	<b>F</b> 86%	1%	1%	2%	11%	0%	F	0.095	F	0.669	1100	
<i></i>	Tæ	26-644 Brills	Rd											
Old Cryors Rd	Dinwiddie County	6.15 <b>980</b>	<b>A</b> 86%	1%	1%	2%	11%	0%	С	0.11	Α	0.537	1000	
	To				<del></del> 1									
(10) McKenney Hwy	Dinwiddie County	26-610 Old White 2.46 <b>1500</b>	F 86%	1%	1%	2%	11%	0%	F	0.097	F	0.578	1600	
10) Workeriney riwy	Diriwidale County			) 1/0	1 /0	£ /0	11/0	U /0	'	0.037	'	0.570	1000	
Doyle Blvd	From:	WCL McKen											,	
₄₀ Doyle Blvd	Town of McKenney (Maint: 26)	0.34 <b>1500</b>	N 86%	1%	1%	2%	11%	0%	N	0.097	Ν	0.578	1600	

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

Davida	to other disease.	Laurantle AADT		4	D		Tru	ck		00	K	01/	Dir	AAMADT	
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	G
Davida Blad	From:	26-1002 Railro		000/	40/	10/	00/	440/	00/	_	0.000	F	0.045	0500	
Doyle Blvd	Town of McKenney (Maint: 26)	0.57 <b>2400</b>	F	86%	1%	1%	2%	11%	0%	F	0.096	F	0.645	2500	
	To: From:	US 1 Boydton Pla										_			
Doyle Blvd	Town of McKenney (Maint: 26)	0.43 <b>2500</b>	F	91%	1%	1%	1%	6%	0%	С	0.097	F	0.643	2500	
	T _C .	ECL McKenr		2121					221						
McKenney Hwy	Dinwiddie County	0.14 <b>2500</b>	N	91%	1%	1%	1%	6%	0%	N	0.097	N	0.643	2500	
Moleonovelhune	Diswiddio County	I-85	F	85%	1%	10/	20/	110/	0%	F	0.005	F	0.601	0100	
McKenney Hwy	Dinwiddie County	0.56 2000		63%	170	1%	3%	11%	0%	Г	0.085	Г	0.601	2100	
	To: From:	26-692 Sapony Ch		050/	40/		001	110/	00/	_	0.440		0.550	1100	
McKenney Hwy	Dinwiddie County	5.15 1000		85%	1%	1%	3%	11%	0%	С	0.113	Α	0.559	1100	
	From:	26-609 Old Stag 26-609 Cherry H													
0 McKenney Hwy	Dinwiddie County	2.04 <b>1200</b>		85%	1%	1%	3%	11%	0%	F	0.083	F	0.577	1200	
9	To	26-619 Courthou													
0 McKenney Hwy	Dinwiddie County	5.19 <b>1300</b>		85%	1%	1%	3%	11%	0%	F	0.080	F	0.552	1300	
,	To:	Sussex County					-,-								
	From:	Dinwiddie Count	y Line												
O Sussex Dr	Sussex County	4.37 <b>2100</b>	F	85%	0%	1%	4%	9%	0%	С	0.092	F	0.667	2200	
	To: From:	Bus SR 40 Lee	Ave												
Sussex Dr	Sussex County	1.04 <b>2300</b>	F	90%	1%	2%	2%	6%	0%	F	0.077	F	0.515	2400	
	To: From:	US 301 Blue Sta	r Hwy												
) Sussex Dr	Sussex County	0.08 3200	F	90%	1%	2%	2%	6%	0%	С	0.085	F	0.575	3300	
<i></i>	To	I-95													
) Sussex Dr	Sussex County	6.72 <b>1900</b>	F	82%	1%	2%	3%	12%	0%	С	0.114	F	0.612	2000	
9	To	91-735 Courthou													
Sussex Dr	Sussex County	6.53 <b>1200</b>		82%	1%	1%	3%	13%	0%	С	0.097	F	0.602	1300	
.0) GGGGG 21	To Table 1			0270	1 /0		0 70	1070	070	Ū	0.007	·	0.002	1000	
Suggest Dr	Sussex County	SR 35 Jeruselem P 5.99 <b>1800</b>		77%	3%	1%	3%	15%	0%	С	0.096	F	0.643	1900	
Sussex Dr	Sussex County			11/0	3 /0	1 /0	3 /6	13 /0	0 /6	C	0.090	'	0.043	1900	
	From:	WCL Waver	•					. = = /				<u> </u>			
(10) W Main St	Town of Waverly (Maint: 91)	0.76 <b>1800</b>	N	77%	3%	1%	3%	15%	0%	N	0.096	N	0.643	1900	
	To: From:	91-651 Lobbs Sh													
0 W Main St	Town of Waverly (Maint: 91)	1.15 <b>3300</b>	F	90%	0%	1%	2%	7%	0%	С	0.074	F	0.522	3300	
	To: From:	US 460 General Mal	none Hwy												
.0) W Main St	Town of Waverly (Maint: 91)	1.25 <b>2600</b>	F	95%	0%	1%	2%	3%	0%	С	0.084	F	0.627	2600	
	To:	ECL Waver	ly												
Sussex Dr	Sussex County	1.86 <b>2600</b>		95%	0%	1%	2%	3%	0%	Ν	0.084	Ν	0.627	2600	
$\mathcal{L}$	To:	Surry County I	Line												
	From:	Sussex County													
₄₀ ) 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	

# 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:	90-611 Salisbur	y Rd												
40) Martin Luther King Hwy	Surry County	3.04 <b>900</b>	G	89%	1%	1%	2%	7%	0%	F	0.096	F	0.532	920	G
$\smile$	To:	SR 10 Spring G	rove												
_	From:	SR 40 I-85-S042A TO &	FROM	IS 85											
40) Ramp	Dinwiddie County	0.21 <b>350</b>	G								NA			350	G
<u> </u>	To:	I-85-S FROM R	T 40												
	From:	SR 40 I-85-N042A FROM	M & TO	IS 85											
₄₀ ) Ramp	Dinwiddie County	0.21 <b>760</b>	G								NA			760	C
$\smile$	To:	I-85-N FROM R	RT 40												
	From:	SR 40 Sussex	Dr												
₄₀ ) Ramp	Sussex County	0.21 <b>650</b>	G								NA			650	C
<u> </u>	To:	I-95 South													
	From:	SR 40 Sussex	Dr												
40 Ramp	Sussex County	0.21 <b>970</b>	Α								0.111	Α		970	Α
$\smile$	To:	I-95 North													
Bus	From:	SR 40 Sussex	Dr												
₄₀ ) Lee Ave	Sussex County	0.37 <b>190</b>	F	98%	1%	0%	0%	1%	0%	С	0.139	F	0.56	190	F
<u> </u>	To:	WCL Stony Cr	reek			$\neg$ $\vdash$									
Bus	Town of Stony Creek (Maint: 9			000/	10/	0%	00/	1%	00/	N.I	0.100	NI	0.50	100	
40) Lee Ave	Town of Storiy Creek (Maint. 9	US 301 Blue Star	N r Hww	98%	1%	0%	0%	170	0%	N	0.139	N	0.56	190	Ν
Bus	From:	US 301 Stony C													
40)(301)	Town of Stony Creek (Maint: 9		N	92%	1%	1%	4%	2%	0%	Ν	0.08	Ν	0.544	2600	١
	Tec	SCL Stony Cro	aak												
Bus	From:	•				<del>_</del>				_		_			_
40 (301) Blue Star Hwy	Sussex County	0.02 <b>2500</b>	F	92%	1%	1%	4%	2%	0%	С	0.08	F	0.544	2600	F
	10.	SR 40													
	From:	Bus US 29; Piney F										_		.=	_
41) Franklin Tpke	City of Danville	0.70 <b>16000</b>	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.653	17000	G
<u> </u>	To: From:	NCL Danvill	le												
41)	Pittsylvania County	0.02 <b>17000</b>	G	99%	0%	0%	0%	0%	0%	F	0.095	Ν	0.653	19000	G
$\smile$	To	71-743 Orphanage	e Road												
41) Franklin Turnpike	Pittsylvania County	1.55 <b>14000</b>	G	99%	0%	1%	0%	0%	0%	С	0.091	F	0.796	15000	G
	To	71-1535 Jeanette													
41)	Pittsylvania County	0.20 <b>14000</b>	N	99%	0%	1%	0%	0%	0%	Ν	0.091	N	0.796	15000	Ν
41)	- Historian Sounty			0070	0 70		070	070	070		0.001		0.700	10000	
Franklin Trumpika	Ditto du soi o	71-744 Ridgecres		000/	00/	10/	00/	00/	00/		0.000		0.500	0000	_
41) Franklin Turnpike	Pittsylvania County	1.16 <b>8800</b>	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.588	9300	G
	To: From:	71-864 Hunting Hil													
41) Franklin Turnpike	Pittsylvania County	2.10 <b>5000</b>	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.694	5300	G
<u> </u>	To: From:	71-835 Pleasant Ga	ap Drive			┰									
41) Franklin Turnpike	Pittsylvania County	3.05 <b>3800</b>	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.69	3900	G
$\smile$	To:	71-718 Dry Fork	Road												

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

Jurisdiction	Length	ΔΔΙΣΤ (	$\cap \wedge  \angle$				Tru			( )( :		()K			
	-	7,7,51	<b>u</b> A -	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
From:	71-718	8 Dry Fork Ro													
Pittsylvania County	3.19	3200	G S	97%	0%	1%	1%	1%	0%	F	0.092	F	0.716	3300	(
To: From:	71-750 W	hitmell School	l Road												
Pittsylvania County	2.16	1900	G S	97%	0%	1%	1%	1%	0%	С	0.094	F	0.675	2000	(
To	71-844 1	Mount Cross F	Road												
Pittsylvania County	6.09			97%	0%	1%	1%	1%	0%	F	0.088	F	0.657	1200	(
To:	SR	R 57 Callands													
From:	SR	91 Broadford													_
Smyth County	2.91			81%	1%	2%	16%	1%	0%	F	0.142	F	0.515	710	
То	96 62	O Smith Halla	NIV.												
Smyth County				81%	1%	2%	16%	1%	0%	С	0.110	F	0.676	340	(
- F				0170	1,0		1070	1 /0	0 70	Ū	0.110	•	0.070	0.10	
To:				070/	00/	10/	10/	00/	00/		0.105		0.540	F10	_
Smyth County	0.32	480	G	97%	0%	1%	1%	0%	0%	F	0.105	F	0.542	510	•
To: From:		East Intersect													_
Smyth County	8.29	180	G S	93%	2%	1%	1%	4%	0%	F	0.126	F	0.592	190	
To:															
				000/	00/	10/	10/	40/	00/	_	0.110	_	0.007	100	
Bland County	9.58	130	G	93%	2%	1%	1%	4%	0%	C	0.112	г	0.667	130	•
To: From:															
Bland County	5.39	460	G S	93%	2%	1%	1%	4%	0%	F	0.117	F	0.598	480	(
To: From:	US 52 West	of Bland Cou	ırt House	e											
Bland County	3.97	2000	G 9	97%	0%	1%	1%	1%	0%	F	0.103	F	0.612	2100	
To:	I-77 West	of Bland Court	t House												
Bland County				97%	1%	1%	1%	1%	0%	F	0.116	F	0.548	4700	
				0.70	. , 0		. , ,	. , 0	0,0	•	01110	•	0.0.0		
Pland County				000/	10/	10/	10/	00/	00/	^	0.107	г	0.007	0000	
Biand County	10.25	2500	G :	90%	176	1%	170	2%	0%	C	0.127	Г	0.697	2600	(
To: From:															
Bland County	3.08	600	G S	94%	1%	1%	1%	3%	0%	С	0.156	F	0.682	620	(
To: From	10-600	6 Wilderness I	Rd												
Bland County	2.30	980	G 9	94%	1%	1%	1%	3%	0%	F	0.13	F	0.706	1000	
To:	Gile	es County Line	2												
										_		_			
Giles County	7.95	1000	F S	93%	1%	2%	2%	4%	0%	С	0.111	F	0.536	1100	
To: From:	SR 1	100 Poplar Hil	11												
Giles County	2.13	3800	G 9	92%	1%	1%	1%	5%	0%	С	NA			4000	(
Tα			Rd												
From		35-730 N	_							_		_			
	2.35		F 8	89%	1%	1%	1%	8%	0%	F	0.099	F	0.603	12000	
	Pittsylvania County  To:  Prom:  Smyth County  From:  Smyth County  From:  Smyth County  To:  From:  Smyth County  To:  From:  Bland County  To:  From:  Giles County  To:  From:  Giles County	Pittsylvania County Pittsylvania County Pittsylvania County  From:  SR  Smyth County  SR 16  Smyth County  From:  SR 16  Smyth County  Smyth County  SR 16  SR 16	Pittsylvania County	Prince	Title	Pittsylvania County	Tile	Pittsylvania County	Tittsylvania County	Titsylvania County	Tittsylvania County	Pittsylvania County	Pittsylvania County	Pittsylvania County	Pittsylvania County

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۷
Virginia Ave	From:			000/	10/	10/	10/	00/	00/	_	0.000	_	0.044	11000	
42 (460) Virginia Ave	Giles County			89%	1%	1%	1%	8%	0%	F	0.096	F	0.641	11000	F
Plus Cross Trail	Cilco County			050/	20/	19/	10/	20/	00/		0.000		0.796	1000	F
Blue Grass Trail	Giles County		-		2%	1%	170	270	0%	Г	0.098	Г	0.786	1900	Г
Plus Cross Trail	Cilca County				20/	10/	10/	20/	00/		0.100		0.040	1400	
Blue Grass Trail	Giles County			95%	2%	1%	170	270	0%	Г	0.109	Г	0.842	1400	
	From:														
42 Cumberland Gap Rd	Craig County	3.67 <b>980</b>	F	95%	2%	1%	1%	2%	0%	F	0.1	F	0.745	1000	ı
$\smile$	To:	22-629 Lugar	Hill Rd			<u> </u>									
42 Cumberland Gap Rd	Craig County	7.93 <b>360</b>	F	95%	2%	1%	1%	2%	0%	С	0.12	F	0.609	380	I
<u> </u>	To	22-626 Rethel C	hurch Rd												
42 Cumberland Gap Rd	Craig County	8.99 <b>420</b>	F	95%	2%	1%	1%	2%	0%	F	0.145	F	0.578	450	ı
1	To:	22 645 Loony S	chool Pd												
42 Cumberland Gap Rd	Craig County			95%	2%	1%	1%	2%	0%	F	0.127	F	0.799	690	
42)	To														
42) Main St	Town of New Castle (Maint: 22			95%	2%	1%	1%	2%	0%	N	0 127	N	n 799	690	
42) Main St	To:	35-700													
	From:	US 220; 11	-615												
42)(220) Botetourt Rd	Botetourt County	1.32 <b>5400</b>	G	93%	1%	1%	1%	6%	0%	F	0.080	F	0.574	5800	(
<u> </u>	To: From:	SR 43 North of E	agle Rock												
42) (220) Botetourt Rd	Botetourt County	9.95 <b>5500</b>	G	93%	1%	1%	1%	6%	0%	F	0.081	F	0.565	5900	(
	To: From:	Alleghany Cou	nty Line												
42) (220) Market Ave	Town of Iron Gate (Maint: 03)	0.88 <b>6200</b>	F	93%	1%	1%	1%	6%	0%	F	0.076	F	0.532	6600	
	_ To:	CL Iron C	late												
42) (220)	Alleghany County			93%	1%	1%	1%	6%	0%	Ν	0.076	Ν	0.532	6600	-
	To	Rus IIS 2	20												
42) (220) Market Ave	Alleghany County			93%	1%	1%	1%	6%	0%	F	0.077	F	0.521	6100	
12)(220)	To														
Bus	From:														
42) [60] [220]	Alleghany County			88%	1%	1%	1%	10%	0%	С	0.086	F	0.534	8100	
~ ~ ~	From:														
42) (269) Longdale Furnace Rd	Alleghany County			96%	0%	1%	0%	2%	0%	С	0.095	F	0.505	1100	
	Τα:														
	From:														
42) Forty Two Rd	Alleghany County	0.11 <b>1400</b>	N	96%	0%	1%	1%	3%	0%	Ν	0.101	Ν	0.633	1500	ı
<u> </u>	To: From:	SR 269	)			$\Box$ $\vdash$									
42 Forty Two Rd	Alleghany County	4.89 <b>1400</b>	F	96%	0%	1%	1%	3%	0%	С	0.101	F	0.633	1500	F
$\smile$	To	Bath 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		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Alleghany County	y Line												
42 Cow Pasture River Rd	Bath County	6.03 <b>660</b>	G	89%	0%	2%	1%	8%	0%	С	0.097	F	0.567	690	G
$\smile$	To:	08-632 Crizer's	Gan												
42) Cow Pasture River Rd	Bath County	5.54 <b>780</b>	G	89%	0%	2%	1%	8%	0%	F	0.1	F	0.511	820	G
	To:	SR 39 Millboro S													
42) (39) Mountain Valley Rd	_{From:} Bath County	5.73 <b>1700</b>	G	94%	0%	1%	1%	3%	0%	F	0.105	F	0.52	1700	(
42) (39) Wouritain Valley Fla	To:	Rockbridge Count		O+70	0 70		1 /0	0 /0	0 70	•	0.100	•	0.02	1700	`
	From:	Bath County L	_												
42) (39) Maury River Rd	Town of Goshen (Maint: 81)	2.47 <b>1700</b>	G	94%	0%	1%	1%	3%	0%	С	0.097	F	0.506	1800	(
$\mathcal{I}$	To	SR 39 Goshe	n												
42) Virginia Avenue	Town of Goshen (Maint: 81)	0.06 <b>1800</b>	G	94%	1%	2%	1%	3%	0%	С	0.095	F	0.511	1800	(
+2) · · · · · · · · · · · · · · · · · · ·	T-							-,-		_					
Virginia Avenue	Rockbridge County	ECL Gosher 5.92 <b>1800</b>	n N	94%	1%	2%	1%	3%	0%	N	0.095	N	0.511	1800	-
Virginia Avenue	To:	Augusta County		94 76	1 70	2%	1 70	3%	0%	IN	0.095	IN	0.511	1000	'
	From:	Rockbridge County													
42) Little Calf Pasture Hwy	Augusta County	0.38 <b>1600</b>	N	94%	1%	2%	1%	3%	0%	Ν	0.097	Ν	0.558	1700	-
,	To	07 (07 P 1 1													
42 Little Calf Pasture Hwy	Augusta County	07-687 Railroad 1.91 <b>1600</b>	G Ave	94%	1%	2%	1%	3%	0%	F	0.097	F	0.558	1700	(
Little Calf Pasture Hwy	Augusta County	1.91 1000	G	94 %	1 70	Z 70	1 70	3%	0%	Г	0.097	Г	0.556	1700	,
	To: From:	SCL Craigsvi				<del> </del>									
42) Craig St	Town of Craigsville (Maint: 07)	) 0.58 <b>1600</b>	N	94%	1%	2%	1%	3%	0%	N	0.097	N	0.558	1700	ا
<u> </u>	To: From:	07-1101 Hidy	St												
42) Craig St	Town of Craigsville (Maint: 07)	1.12 <b>2800</b>	G	96%	1%	1%	1%	2%	0%	С	0.091	F	0.573	2900	(
$\mathcal{L}$	To	NCL Craigsvi	ille												
42) Little Calf Pasture Hwy	Augusta County	3.06 <b>2800</b>	N	96%	1%	1%	1%	2%	0%	Ν	0.091	Ν	0.573	2900	1
42)	To:	07-811					.,.	-/-							-
	From:	07-811 Augusta Spi	rings Rd												
₄₂ ) Little Calf Pasture Hwy	Augusta County	7.37 <b>2800</b>	G	96%	1%	1%	1%	2%	0%	F	0.101	F	0.621	2900	(
$\smile$	To:	07-688 Old Parkersb	ourg Tnk	2											
42) Parkersburg Tpke	Augusta County	0.81 3000	G	93%	2%	2%	1%	1%	0%	F	0.106	F	0.611	3200	(
42)	To:	SR 254; Buffalo Ga													
_	From:	SR 254 Parkersbur	g Tpke												
42) Buffalo Gap Hwy	Augusta County	2.43 <b>2200</b>	G	93%	2%	2%	1%	1%	0%	С	NA			2300	(
$\mathcal{L}$	To:	07-720 Morris Mill Rd; D	Dry Bran	ch Rd											
42) Buffalo Gap Hwy	Augusta County	2.82 3700	G	93%	2%	2%	1%	1%	0%	F	NA			3800	(
1,	Too	110 250 Cl 1	.11												
	Augusto County	US 250 Church 0.47 <b>5200</b>	ville <b>G</b>	97%	1%	1%	0%	1%	0%	F	0.094	F	0.58	5500	(
42 (250)	Augusta County				1 70	1 70	U-76	1 70	U 70	Г	0.094	Г	0.56	5500	,
	To: From:	US 250 North of Ch													
42) Scenic Hwy	Augusta County	8.06 <b>1500</b>	G	96%	1%	0%	1%	2%	0%	С	0.101	F	0.538	1600	(
<u> </u>	To-	07-607 Mount Solon Rd;	Moscow	Loop		<u> </u>									
32 Scenic Hwy	Augusta County	4.62 <b>2300</b>	G	96%	1%	0%	1%	2%	0%	F	0.091	F	0.741	2400	(
· <del>-</del>	To	07-809 Iron Wor	ks Rd												

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

				4.7.	_		Truck			K	01/	Dir	AAMADT	
Route	Jurisdiction	Length AAD	I QA	4Tire	Bus			ail 2Trai	(.)(,	Factor	QK	Factor	AAWDT	Q۱
Juan Warka Dd	From:	07-809; Scer		050/	10/	10/	10/ 00	/ 00/	_	0.000	_	0.700	0.400	_
Iron Works Rd	Augusta County	0.79 3300		95%	1%	1%	1% 39	6 0%	F	0.093	F	0.732	3400	G
	From:	Rockingham Co Augusta Cou												
42) Warm Springs Pike	Rockingham County	2.50 <b>3500</b>		95%	1%	1%	1% 39	6 0%	С	0.095	F	0.684	3700	(
12)	To	CCL P : 1												
S Main St	Town of Bridgewater	SCL Bridge 0.22 <b>9400</b>		97%	0%	1%	1% 19	6 0%	С	0.098	F	0.62	9700	
S Main St	Town or Bridgewater			31 /6	0 76	1 /0	1/0 1,	0 076	O	0.030	•	0.02	3700	
	To: From:	College S			221						_			
₂ ) N Main St	Town of Bridgewater	0.15 <b>1000</b>	0 G	97%	0%	1%	1% 19	6 0%	F	0.089	F	0.574	11000	
	To: From:	Dinkel A	ve											
2) (257) N Main St	Town of Bridgewater	0.30 <b>1200</b>	0 G	94%	1%	1%	1% 39	6 0%	F	0.089	F	0.568	12000	
	Τα	Mt Crawfor	d Ave											
.2)(257)N Main St	Town of Bridgewater	0.08 <b>1600</b>		94%	1%	1%	1% 39	6 0%	С	0.084	F	0.532	17000	
<del></del>	To	North Rive	r Dd											
(257) N Main St	From: Town of Bridgewater	1.00 <b>1600</b>		94%	1%	1%	1% 3%	6 0%	F	0.091	F	0.572	16000	
N Main St	- Enagowater			0170	1 /0		. 70	0 070	•	0.001		0.072	10000	
NI Mailer Ot	From:	Old NCL Brid		0.40/	40/	10/	40/ 00	/ 00/		0.004		0.570	40000	
N Main St	Town of Bridgewater	0.30 <b>1600</b>	0 N	94%	1%	1%	1% 39	6 0%	N	0.091	N	0.572	16000	
	To: From:	NCL Bridge												
2) (257) John Wayland Hwy	Rockingham County	0.63 <b>1200</b>	0 G	94%	1%	1%	1% 39	6 0%	F	0.095	F	0.55	14000	
	Toe From:	SCL Day	rton											
(257) John Wayland Hwy	Town of Dayton (Maint: 82)	0.42 <b>1200</b>	0 N	94%	1%	1%	1% 39	6 0%	Ν	0.095	Ν	0.55	14000	
	To: From:	BUS SR	42											
) John Wayland Hwy	Town of Dayton (Maint: 82)	0.45 <b>1500</b>		97%	0%	1%	1% 19	6 0%	С	0.112	Α	0.513	17000	
2)						<del></del>	.,.			****				
2 John Wayland Hwy	Rockingham County	NCL Day 1.90 <b>1700</b>		97%	0%	1%	1% 19	6 0%	С	0.112	N	0.513	17000	
John Wayland Hwy	Hockingham County	1.90 1700	<b>у</b>	97%	0%	1 70	170 17	0 0%	C	0.112	IN	0.513	17000	
	Toc From:	SCL Harriso												
(2) S High St	City of Harrisonburg	0.13 <b>1500</b>	0 G	97%	0%	1%	1% 19	6 0%	F	0.090	F	0.504	16000	•
	To: From:	Erickson	Ave											
S High St	City of Harrisonburg	1.27 <b>1700</b>	0 G	97%	0%	1%	1% 19	6 0%	С	0.093	F	0.520	19000	
<i>)</i>	Too	Sunrise A	Ave											
) S High St	City of Harrisonburg	0.40 1900		97%	0%	1%	1% 19	6 0%	F	0.088	F	0.503	21000	
	To													
S Llich St	City of Harrisonburg	Grace A		079/	0%	10/	10/ 10	/ 00/	F	0.005	F	0.554	20000	
2) S High St	City of Harrisonburg	0.55 <b>1800</b>		97%	U%	1%	1% 19	6 0%	Г	0.085		0.554	20000	•
<u></u>	To:	Market												
₂ ) N High St	City of Harrisonburg	0.27 <b>1600</b>	0 G	97%	0%	1%	1% 19	6 0%	F	0.084	F	0.605	18000	•
	To:	Gay S	t			<b>—</b>								
) Virginia Ave	City of Harrisonburg	0.44 1200		97%	0%	1%	1% 19	6 0%	F	0.085	F	0.599	13000	(
	To:	5th St												

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

							Tru	uck			K		Dir		
Route	Jurisdiction	Length A	ADT Q	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		5th St							_		_			
42 Virginia Ave	City of Harrisonburg	0.60 12	2000 G	95%	0%	1%	2%	2%	0%	С	0.088	F	0.597	13000	G
	To: From:		inton Pike			$\rightarrow$								.=	
(42) Virginia Ave	City of Harrisonburg	0.83 14	4000 G	95%	0%	1%	2%	2%	0%	F	0.092	F	0.628	15000	G
	To: From:		arrisonburg	2221		$\rightarrow$									_
42 Harpine Hwy	Rockingham County	5.12 <b>9</b>	9400 G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.67	10000	G
	To: From:		Vengers Mill			$\rightarrow$									_
42 Harpine Hwy	Rockingham County	4.60 <b>8</b>	8600 G	96%	1%	1%	1%	2%	0%	F	0.094	F	0.691	9000	G
	To: From:		Broadway												
42) S Main St	Town of Broadway (Maint: 82)	0.81 <b>8</b>	8600 N	96%	1%	1%	1%	2%	0%	Ν	0.094	N	0.691	9000	N
ALT	To: From:	ALT SR 259	Broadway A	.ve											
42 (259) S Main Street	Town of Broadway (Maint: 82)	0.32 <b>6</b>	6400 G	96%	1%	1%	1%	2%	0%	С	0.092	F	0.647	6700	G
	To:	SR 259	9 W Lee St												
(42) (259) W Lee St	Town of Broadway (Maint: 82)		7500 G	96%	1%	1%	1%	2%	0%	F	0.083	F	0.594	7800	G
	To:	ECI I	Broadway												
42 259 W Lee St	Rockingham County		7500 N	96%	1%	1%	1%	2%	0%	Ν	0.083	Ν	0.594	7800	N
42) (200)			Timber Way												
42 Timber Way	Rockingham County		1000 G	96%	1%	1%	1%	2%	0%	F	0.094	F	0.531	12000	G
,		SCI T	imberville												
42 Forestville Rd	From: L Town of Timberville (Maint: 82)		1000 N	96%	1%	1%	1%	2%	0%	Ν	0.094	Ν	0.531	12000	N
42)	To														
42 Forestville Rd	From:		ew Market Ro		1%	1%	2%	1%	0%	F	0.091	F	0.62	6400	G
42) 1 5/56(15 ) 16	To:		orth Church S		. , ,		_,,	. , 0	0,0	•	0.00.	•	0.02	0.00	•
	From:		N, Church St												
42 Forestville Rd	Town of Timberville (Maint: 82)	) 0.41 <b>2</b>	2300 G	95%	1%	1%	2%	1%	0%	С	0.101	F	0.569	2400	G
	To: From:		Γimberville												
42 Forestville Rd	Rockingham County		400 G		1%	1%	2%	1%	0%	F	0.109	F	0.510	1500	G
<u> </u>	From:		th County Lin m County Lin			_									
42 Senedo Rd	Shenandoah County		200 F	90%	1%	2%	3%	5%	0%	F	0.111	F	0.553	1300	F
42)	To		Forestville												
42 Senedo Rd	Shenandoah County		610 F	90%	1%	2%	3%	5%	0%	С	0.107	F	0.609	640	F
42) 55/1545 / 15	To				.,,		0,0	0,0	0,0	Ū	0	•	0.000	0.0	•
42 Senedo Rd	Shenandoah County		Orkney Grade 490 F	95%	0%	1%	1%	2%	0%	F	0.104	F	0.569	510	F
42 Senedo Rd	- I				U /0	1 /0	1 /0	<b>~</b> /0	0 /0	'	0.104	'	0.505	310	'
Sanada Pd	Shanandaah Caustri		ooked Run R		0%	10/	1%	2%	00/	С	0.11	F	0.505	940	F
42 Senedo Rd	Shenandoah County		890 F	95%	U%	1%	1 70	∠70	0%	C	0.11	٢	0.505	940	г
O consider Did	From		Conicville Ro		00/		401	001	001		0.1		0.647	4500	
42 Senedo Rd	Shenandoah County		500 F	95%	0%	1%	1%	2%	0%	F	0.1	F	0.647	1500	F
~	10.	85-675 Col	lumbia Furnac	e											

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# 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 Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	85-675 Columbia Furna	ace		1	0171010	111411	Liian		1 40101		1 40101		
42 Senedo Rd	Shenandoah County	4.48 <b>3900</b> I	F 96%	0%	1%	0%	2%	0%	F	0.085	F	0.580	4100	F
$\smile$	Tos	85-605 Calvary			<u> </u>									
42 Senedo Rd	Shenandoah County	•	F 96%	0%	1%	0%	2%	0%	С	0.091	F	0.641	7200	F
$\smile$	To	WCL Woodstock												
42 W Reservoir Rd	Town of Woodstock (Maint: 85)		F 96%	0%	1%	0%	2%	0%	F	0.086	F	0.569	7500	F
	To	I-81												
42 W Reservoir Rd	Town of Woodstock (Maint: 85)		F 97%	1%	1%	0%	1%	0%	С	0.081	F	0.505	14000	F
42)	To													
42) W Reservoir Rd	Town of Woodstock (Maint: 85)	Susan Ave 0.22 <b>15000</b>	F 97%	1%	1%	0%	1%	0%	F	0.083	F	0.538	16000	F
42) 11 11000110111110	To:	Main Street	07.70	170		0,0	1 /0	0 70	·	0.000	•	0.000	10000	•
	From:	SR 42 SR 269 I-64-E029A	FRO											
42 Ramp	Alleghany County		<b>G</b>							NA			90	G
42		-64-E FROM RTS 42NORTH &	RT 269SOU											
	From:	SR 42-N152B SR 42-S152B FI	ROM RT 4											
42 Ramp	Alleghany County		G							NA			1100	G
	To:	I-64-W FROM RT 42NORTH	& SOUTH											
	From:	SR 42 W Reservoir R	\d											
42) Ramp to I-81 S at Exit 283	Shenandoah County	0.17 <b>2900</b>	4							0.109	Α		2800	Α
$\smile$	To:	I-81 S												
	From:	SR 42 W Reservoir R	\d											
(42) Ramp to I-81 N at Exit 283	Shenandoah County		G							NA			3700	G
$\smile$	Tα	I-81 N												
North	From:	SR 42 I-64-W029A FROM &												
(42) Ramp	Alleghany County		3							NA			1600	G
	100	SR 42-S152B SR 42- 152B FR												
South	From:	SR 42 TO I-64 WES											700	_
42 Ramp	Alleghany County	0.09 <b>720</b> C	G DOM DT 4							NA			720	G
Bus 42 Main St	Town of Dayton (Maint: 82)	SR 257 Ottobine Rd	<b>G</b> 97%	0%	1%	2%	0%	0%	F	0.109	F	0.613	2400	G
42 Main St	Town of Dayton (Maint. 82)	S SR 290 Huffman D		076	170	270	0%	0%	Г	0.109	Г	0.013	2400	G
Bus	From:	SR 290 S Huffman D												
42) (290) Main St	Town of Dayton (Maint: 82)	0.07 <b>4000 (</b>	<b>G</b> 97%	0%	1%	2%	0%	0%	F	0.110	F	0.525	4100	G
$\bigcirc$	To	SR 290 N College St	t											
Bus Moin St	Town of Dayton (Mainty 00)			00/	10/	20/	00/	00/	0	0.100	_	0.600	1400	^
(42) Main St	Town of Dayton (Maint: 82)		<b>G</b> 97%	0%	1%	2%	0%	0%	С	0.103	F	0.603	1400	G
Bus	To: From:	NCL Dayton												
(42) Main St	Rockingham County	0.03 <b>1400 </b>	<b>v</b> 97%	0%	1%	2%	0%	0%	Ν	0.103	Ν	0.603	1400	Ν
$\smile$	To	N SR 42												

# 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
<b></b>	From:		Main Street													
Bedford Hwy	Town of Altavista (Maint: 15)	0.49	5200	G	97%	1%	1%	1%	1%	0%	F	0.103	F	0.63	5300	
D. W. and D. L.	To- From:		Myrtle Lane	_	070/	40/		40/	40/	00/		0.000		0.000	5000	
Bedford Hwy	Town of Altavista (Maint: 15)	0.50	5100	G	97%	1%	1%	1%	1%	0%	F	0.096	F	0.628	5300	
	From		Broad Street		070/	40/		401	40/	00/		0.400		0.570	4.400	
Bedford Hwy	Town of Altavista (Maint: 15)	0.59	4300	G	97%	1%	1%	1%	1%	0%	С	0.109	F	0.576	4400	
Daylfand Han	From		/CL Altavista		0.40/	40/		40/	00/	00/		0.000		0.004	0400	
Bedford Hwy	Campbell County	1.79	3000	G	94%	1%	1%	1%	3%	0%	С	0.089	F	0.661	3100	
	To: From:		Bishop Cree		2.121		<u> </u>									
Bedford Hwy	Campbell County	4.69	840	G	94%	1%	1%	1%	3%	0%	F	0.094	F	0.508	860	
<u> </u>	To: From:		-682 Leesvill				<u> </u>									
43) Bedford Hwy	Campbell County	1.26	280	G	94%	1%	1%	1%	3%	0%	F	0.117	F	0.534	290	
<u> </u>	From:		ord County I													
43 Dearing Ford Rd	Bedford County	5.13	290	G	94%	1%	1%	1%	3%	0%	F	0.121	F	0.595	300	
	To:	09-626 Smit	th Mountain l	Lake P	cwv		_									
43) Leesville Rd	Bedford County	2.49	2600	G	94%	1%	1%	1%	3%	0%	F	0.096	F	0.516	2800	
	To:	Si	R 24 Gillespi	e												
43) (24) Glenwood Dr	Bedford County	2.58	2700	G	91%	0%	2%	2%	5%	0%	С	0.088	F	0.536	2800	
	To:	SR 24	West of Gill	ecnie												
43) Virginia Byway	From: L Bedford County	8.32	1700	G	97%	1%	1%	0%	0%	0%	F	0.101	F	0.546	1800	
40) 0 , ,	To		SCL Bedford													
3 South St	City of Bedford	0.96	1600	G	97%	1%	1%	0%	0%	0%	С	0.091	F	0.536	1700	
10)	To:		43 P Talbott	-	0.70	.,.		- , -	.,,	- , -	_		•			
	From:		South Street													
43) Talbot St	City of Bedford	0.05	630	G	97%	1%	1%	0%	0%	0%	F -	0.101	F -	0.5	680	
	Combined Traffic Estimates for 2 Parallel Roadways		1500 Otey Street	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.526	1600	
	From:		Talbot St													
Otey St	City of Bedford	0.14	910	G	97%	1%	1%	0%	0%	0%	С	0.094	F	0.663	970	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	1600	G	97%	1%	1%	0%	0%	0%	F	0.100	F	0.660	1700	
	To:		JS 460 E Ma	in St												
Bus 43) (460) E Main St	City of Bedford	0.07	Bus US 460 <b>5700</b>	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.524	6100	
43) (460) L Wall St	To:	0.07	South St	<u> </u>	30 70	0 70		0 70	0 70	0 70	•	0.000	•	0.524	0100	
Bus	From:		Main St													
(43) $(460)$ E Main St	City of Bedford	0.08	5700	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.588	6100	
Bus	To- From:	Bus	US 460, US	221												
43) (221) (122) N Bridge St	City of Bedford	0.16	5700	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	6100	
70 (221) (122) 11 211 ago of	To:		Bedford Ave	-	5576	. /0		0 /0	0 /0	0 /0	•	0.000	•	0.500	0.00	

# 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		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	Bedford Ave								_		_			_
(43) (221) (122) N Bridge St	City of Bedford	0.11 <b>7700</b>		8%	1%	1%	0%	0%	0%	С	0.092	F	0.526	8200	G
	To:	US 221Peaks S	St												
Dooles St	City of Bodford	N Bridge St	•	00/	00/	10/	00/	10/	00/	F	0.005	F	0.501	2200	G
(43) Peaks St	City of Bedford	0.62 <b>3000</b>	<b>G</b> 98	8%	0%	1%	0%	1%	0%	Г	0.095	Г	0.591	3200	G
<u>~</u>	To: From:	Laurel St													
(43) Peaks St	City of Bedford	0.94 <b>2600</b>	<b>G</b> 9	8%	0%	1%	0%	1%	0%	С	0.094	F	0.579	2700	C
<u> </u>	To.	NCL Bedford	l			$\neg$ $\vdash$									
43) Peaks Rd	Bedford County	3.79 <b>2200</b>		8%	0%	1%	0%	1%	0%	F	0.088	F	0.517	2300	C
40)	То:	09-643 Near Peaksville;													
_	From:	09-643 Jopling Rd; Near	Peaksville	:											
43) Peaks Rd	Bedford County	5.03 <b>890</b>	<b>G</b> 9	8%	0%	1%	1%	0%	0%	С	0.109	F	0.59	940	G
$\smile$	To:	Blue Ridge Parky	way												
43) Parkway Dr	Bedford County (Maint: 11)	0.11 <b>340</b>		8%	0%	1%	1%	0%	0%	F	0.105	F	0.674	360	G
43 Parkway Dr	To:	Botetourt County		70	0 70		1 70	0 70	070	•	0.100	•	0.07 1	000	
	From:	Bedford County I													
43) Parkway Dr	Botetourt County	4.00 <b>430</b>		14%	0%	3%	3%	0%	0%	С	0.105	F	0.571	460	(
,	To	CCL P. 1													
Dadwey Dr	From:	SCL Buchanar		00/	0%	10/	10/	00/	00/	N.I.	0.105	N.I.	0.074	000	
43) Parkway Dr	Town of Buchanan (Maint: 11)	0.64 <b>340</b>	<b>N</b> 98	8%	0%	1%	1%	0%	0%	N	0.105	N	0.674	360	Ν
	To- From:	US 11 S, Main													
(43) (11) Main St	Town of Buchanan (Maint: 11)	0.18 <b>4200</b>	<b>G</b> 9	5%	2%	2%	0%	1%	0%	С	0.097	F	0.519	4400	G
$\bigcirc$	Tec	US 11 N, Main	St			$\neg$ $\vdash$									
43) First St	Town of Buchanan (Maint: 11)	0.82 1700		4%	3%	2%	1%	1%	0%	F	0.105	F	0.627	1700	G
45)					- / -										
	From:	NCL Buchana		10/	00/		40/	10/	00/		0.405		0.007	4700	_
43) Narrow Passage Rd	Botetourt County	2.95 <b>1700</b>	<b>N</b> 9	14%	3%	2%	1%	1%	0%	Ν	0.105	N	0.627	1700	Ν
	To- From:	11-630 Springwoo	d Rd												
43) Narrow Passage Rd	Botetourt County	5.22 <b>440</b>	<b>G</b> 9	4%	3%	2%	1%	1%	0%	F	0.104	F	0.505	470	G
$\bigcirc$	To	11-688 S Salt Petre C	Tave Pd												
43 Narrow Passage Rd	Botetourt County	5.26 <b>610</b>		14%	3%	2%	1%	1%	0%	С	0.1	F	0.54	650	G
43) Nanow r assage rid	Bototourt odding			7-7-0	0 70	270	1 /0	1 /0	0 70	•	0.1		0.04	000	
	To: From:	11-688 MID Salt Petre													
(43) Second St	Botetourt County	0.06 <b>150</b>		14%	3%	2%	1%	1%	0%	F	0.151	F	0.646	150	C
<u> </u>	To:	11-742 Branch I													
Duranah Dal	Datata and Oassata	11-742; Second		140/	00/	20/	40/	40/	00/	_	0.440	_	0.500	000	,
43) Branch Rd	Botetourt County	0.07 <b>250</b>		14%	3%	2%	1%	1%	0%	F	0.112	F	0.533	260	G
<u> </u>	From	11-688 N, Church 11-688 N; Branch													
43 Church St	Botetourt County	0.47 <b>1200</b>		14%	3%	2%	1%	1%	0%	F	0.095	F	0.634	1300	G
43 Church St	Dotelourt County	0.47 1200	<u> </u>	/4 /0	3 /0	Z /0	1 /0	I /0	U /o	1	0.093	1	0.054	1300	G
	To: From:	SR 43 Y James													
43) Narrow Passage Rd	Botetourt County	1.74 <b>340</b>	<b>G</b> 9	4%	3%	2%	1%	1%	0%	F	0.101	F	0.573	360	G
$\smile$	To	US 220 Botetourt	t 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	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q\
	From:		43 P Talbott		000/	00/	101	00/	00/	00/	_	0.004	_	0.544	0.10	
South St	City of Bedfo		890	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.544	940	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1500	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.526	1600	(
	To: From:		Vashington S													
₄₃ ) South St	City of Bedfe		660	G	97%	1%	1%	0%	0%	0%	F	0.119	F		700	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	97%	1%	1%	0%	0%	0%	F	0.100	F	0.660	1700	(
	To:		Main St													
	From:		JS 15; High													
_{.5} ) Main St	Town of Farm	rville 0.10	8300	F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.517	8900	
	To: From:	BUS	US 460; Thi	ird St												
5 Main St	Town of Farm	rville 0.40	9400	F	97%	0%	1%	0%	1%	0%	С	0.089	F	0.502	10000	
<i></i>	To:		River Rd													
Main St	Town of Farm	nville 0.18	7200	F	97%	0%	1%	0%	1%	0%	F	0.087	F	0.565	7600	
	To:		O-1 D-1													
Main St	From: Town of Farm		Osborne Rd 5800	F	97%	0%	1%	1%	2%	0%	С	0.087	F	0.558	6200	
5) Main Ot	Town of Fam				01 70	0 70		1 /0	270	0 70	J	0.007	•	0.000	0200	
Occurs la sul aux al Dal	From:		ICL Farmville		000/	10/	10/	10/	00/	00/		0.000		0.500		
5 Cumberland Rd	Cumberland C	Sounty 3.54	5200	F	96%	1%	1%	1%	2%	0%	F	0.096	F	0.596	5500	
	To: From:		36 Raines Ta													
5 Cumberland Rd	Cumberland C	Sounty 4.66	4000	F	96%	1%	1%	1%	2%	0%	F	0.090	F	0.535	4200	
	To: From:	24-634	Salem Chur	ch Rd												
5) Cumberland Rd	Cumberland C	Sounty 5.82	3300	Α	96%	1%	1%	1%	2%	0%	С	0.11	Α	0.532	3500	
<i></i>	To:	US 60 We	st of Cumber	rland C.	Н.											
Anderson Hwy	Cumberland C		5600	F	92%	1%	1%	1%	5%	0%	F	0.084	F	0.517	5700	
,	To:		Cumberlance	d C.H.												
¬ ~~	From:		0 Cumberlan													
(60) Anderson Hwy	Cumberland C	Sounty 1.09	6300	F	93%	1%	1%	1%	5%	0%	С	0.086	F	0.525	6500	
<i>&gt;</i>	To: From:	SR 13 (	Old Buckingh	ham Rd												
5) 60 Anderson Hwy	Cumberland C	county 1.34	4900	F	92%	1%	1%	1%	5%	0%	С	0.087	F	0.524	5000	
	To:		st of Cumber		H.											
O and a mar dilla. But	From:		East of Cumb		040/	00/	20/	00/	<b>F</b> 0/	00/	_	0.000	_	0.500	4000	
5 Cartersville Rd	Cumberland C	Sounty 4.85	1100	F	91%	0%	2%	2%	5%	0%	F	0.086	F	0.582	1200	
	To- From:	24-61	6 Deep Run	Road												
5) Cartersville Rd	Cumberland C	Sounty 6.60	1200	F	91%	0%	2%	2%	5%	0%	С	0.083	F	0.505	1200	
<i></i>	To	24-690	North of Wh	niteville												
Cartersville Rd	Cumberland C		1400	F	91%	0%	2%	2%	5%	0%	F	0.082	F	0.754	1500	
<u> </u>	To:	n	4-649 High S	2+												
Cartersville Rd	Cumberland C		4-649 High S <b>890</b>	F	91%	0%	2%	2%	5%	0%	F	0.086	F	0.705	910	
Cartersville Rd			hland County		J 1 /0	U /0	<u> </u>	2 /0	J /0	U /0	'	0.000	•	0.703	310	

# 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	QV
	From:	Cumberland County l	Line												
45) Cartersville Rd	Goochland County	2.47 <b>890</b>	G	97%	1%	1%	1%	1%	0%	F	0.108	F	0.739	910	G
<u> </u>	To: From:	37-707 Hackney R	Rd												
45) Cartersville Rd	Goochland County	2.57 <b>1300</b>	G	97%	1%	1%	1%	1%	0%	С	0.102	F	0.648	1400	G
<u> </u>	To:	SR 6 River Rd We	est												
_	From:	North Carolina State	Line												
₄₆ ) Christanna Hwy	Brunswick County	6.59 <b>1300</b>	G	77%	0%	1%	2%	21%	0%	С	0.098	F	0.527	1300	C
<u></u>	To: From:	12-665 Ankum Ro													
46) Christanna Hwy	Brunswick County	2.71 <b>1600</b>	G	77%	0%	1%	2%	21%	0%	F	0.093	F	0.522	1700	(
<u> </u>	To	12-611 Brunswick	k			$\neg$									
46) Christanna Hwy	Brunswick County		G	88%	1%	1%	2%	8%	0%	F	0.094	F	0.596	2300	(
	To	12-715 Whitby Ro	A												
46) Christanna Hwy	Brunswick County		G G	88%	1%	1%	2%	8%	0%	С	0.094	F	0.651	2600	(
46)	To:	BUS US 58 SOUT		0070	. , 0		_,,	0,0	0 / 0	Ū	0.00	•	0.00		Ì
Bus	From:	S US 58 BUS													
46 <i>)</i> (58}	Brunswick County	0.20 <b>6500</b>	G	97%	1%	1%	0%	1%	0%	С	0.105	F	0.563	6600	(
<u> </u>	T _{CC} .	CL Lawrenceville	e			<u> </u>									
Bus 46) (58)	Town of Lawrenceville (Maint: 12)	0.80 <b>6500</b>	N	97%	1%	1%	0%	1%	0%	N	0.105	N	0.563	6600	
46 [58]	To:	N US 58 BUS	-	31 /0	1 /0	1/0	0 70	1 /0	0 70	14	0.103	11	0.500	0000	
	From:	BUS US 58 NORT	ГН												
₄₆ ) Windsor Ave	Town of Lawrenceville (Maint: 12)	0.64 <b>3200</b>	G	90%	1%	1%	1%	7%	0%	F	0.101	F	0.538	3200	(
<u> </u>	To- From:	NCL Lawrencevill	le			$\neg$ $\vdash$									
6 Christanna Hwy	Brunswick County		G	90%	1%	1%	1%	7%	0%	С	0.104	F	0.58	3000	(
<u> </u>	Too	US 1 Boydton Plank	Rd												
46) Christanna Hwy	Brunswick County	•	G	90%	1%	1%	1%	7%	0%	F	0.098	F	0.6	2200	(
,	To														
46) Christanna Hwy	Brunswick County	7.43 <b>1900</b>	G	85%	1%	1%	2%	10%	0%	С	0.094	F	0.552	1900	(
46) Offisialina Flwy	Brunswick County			00 /6	1 /0	1 /0	270	10 /6	0 /6	O	0.034	'	0.552	1300	`
Obsistance Here	To:	12-616 S, Lew Jones		050/	40/		00/	400/	00/	_	0.000	_	٥.	4000	
Christanna Hwy	Brunswick County	4.71 <b>1600</b> Nottoway County L	G	85%	1%	1%	2%	10%	0%	F	0.088	F	0.55	1600	(
	From:	Brunswick County L													
Brunswick Rd	Nottoway County	5.46 <b>1900</b>	F	91%	0%	1%	1%	5%	0%	F	0.089	F	0.522	2000	
	To:	SCL Blackstone													
46) Brunswick Rd	Town of Blackstone	0.15 <b>2300</b>	F	91%	0%	1%	1%	5%	0%	С	0.098	F	0.612	2300	
21d Howell Ho	To:	SR 40 South Main		0170	0 / 0	Ť	1 70	070	070	Ū	0.000	•	0.012	2000	
	From	SR 46 Christanna H													
46) Ramp	Brunswick County	0.25 <b>360</b>	F	90%	1%	1%	1%	7%	0%	F	0.159	F		370	-
40)	To	I-85 South		2070	1,0		. , ,	. ,0	0,0	•	3.100	•		0,0	
	From:	Mecklenburg Ave	2												
47) W Atlantic St	Town of South Hill		G G	94%	1%	1%	1%	3%	0%	F	0.091	F	0.51	6500	(
47) 117 (11011110 01	To:	Thomas St	<u> </u>	3.70	. 70		. /0	J /0	5 /0	•	0.001	•	0.01	5500	

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

		Primary and intersta	110	1103			Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Thomas St				ZAXIE	3+Axie	TITALI	ZIIali		i actor		i actor		
47 W Atlantic St	Town of South Hill	0.23 <b>5300</b>	G	94%	1%	1%	1%	3%	0%	С	0.093	F	0.565	5400	G
47) 11 / 11.11.11.11 51	-			0.70	. , 0		. 70	0,0	0 / 0	Ū	0.000	•	0.000	0.00	•
W Atlantia Ct	Town of County Hill	Opie Rd		0.40/	10/	10/	10/	00/	00/		0.000		0.000	0000	
(47) W Atlantic St	Town of South Hill	0.39 <b>5900</b>	G	94%	1%	1%	1%	3%	0%	F	0.096	F	0.626	6000	G
	To: From:	WCL South Hi													
47	Mecklenburg County	7.70 <b>3700</b>	G	92%	1%	1%	1%	5%	0%	F	0.098	F	0.658	3800	G
<u> </u>	To: Grown	58-664 Pettys Co	rner			$\neg$ $\vdash$									
47	Mecklenburg County	5.28 <b>2900</b>	G	92%	1%	1%	1%	5%	0%	F	0.088	F	0.61	3000	G
$\bigcup$	To:	58-660 Old Cox	DА												
47	Mecklenburg County	1.46 3000	G	92%	1%	1%	1%	5%	0%	С	0.101	F	0.649	3100	G
47)	orororor.			0270	. , 0		. 70	0,70	0 / 0	Ū	0	•	0.0.0	0.00	•
	NA a lala manage	58-600 Draper 1		000/	10/	10/	10/	F0/	00/	N.I.	0.001	NI	0.007	4000	N.I.
47)	Mecklenburg County	5.20 <b>4200</b>	N	92%	1%	1%	1%	5%	0%	Ν	0.091	N	0.627	4300	N
	To: From:	ECL Chase Cit													
(47) E Second St	Town of Chase City (Maint: 58)	0.48 <b>4200</b>	G	92%	1%	1%	1%	5%	0%	С	0.091	F	0.627	4300	G
$\smile$	To	Drew St													
47 E Second St	Town of Chase City (Maint: 58)	0.21 <b>5900</b>	G	92%	1%	1%	1%	5%	0%	F	0.088	F	0.576	6100	G
	To	106 5 Marchall	C+												
47) E Second St	Town of Chase City (Maint: 58)	186-5 Marshall 0.05 <b>5900</b>	N N	92%	1%	1%	1%	5%	0%	N	0.088	N	0.576	6100	N
27) L'Occord of	rown or chase only (Maint: 30)			JZ /0	1 /0	1 /0	1 /0	J /0	0 70	11	0.000	14	0.570	0100	14
	From	SR 49, SR 92		2 424			221			_		_		=	
47 49 N Main St	Town of Chase City (Maint: 58)	0.24 <b>7100</b>	G	94%	2%	1%	0%	3%	0%	F	0.087	F	0.504	7300	G
	To: From:	E FIFTH ST													
47 (49) N Main St	Town of Chase City (Maint: 58)	1.02 <b>7500</b>	G	95%	1%	1%	1%	2%	0%	С	0.095	F	0.517	7700	G
$\bigcirc$	Tox	SR 49, WCL Chase	e City			$\neg$ $\vdash$									
47)	Mecklenburg County	5.54 <b>1800</b>	G	85%	1%	1%	2%	10%	0%	F	0.099	F	0.542	1900	G
	To:	Charlotte County	Line												
	From:	Mecklenburg Count	ty Line												
(47) Craftons Gate Hwy	Charlotte County	2.70 <b>1500</b>	G	85%	1%	1%	2%	10%	0%	F	0.096	F	0.619	1500	G
<u> </u>	To:	US 15 Kings H	_												
Graftons Gate Hwy	Charlotte County	US 15-360 Kings 6.55 <b>1600</b>	G Hwy	85%	1%	1%	20/	100/	09/	F	0.096	F	0.510	1600	G
47 Graftons Gate Hwy	Chanotte County	6.55 <b>1600</b>	G	00%	1 70	1 70	2%	10%	0%	Г	0.096	Г	0.512	1600	G
	To: From:	SCL Drakes Bra													
47	Town of Drakes Branch (Maint: 19	9) 2.09 <b>1600</b>	N	85%	1%	1%	2%	10%	0%	Ν	0.096	N	0.512	1600	N
	To: From:	SR 59				$\Box$									
47	Town of Drakes Branch (Maint: 19	9) 0.25 <b>2100</b>	G	85%	1%	1%	2%	10%	0%	F	0.101	F	0.699	2100	G
$\smile$	To:	NCL Drakes Bra	ınch			<u> </u>									
47	Charlotte County	3.03 <b>2100</b>	N	85%	1%	1%	2%	10%	0%	Ν	0.101	N	0.699	2100	N
47	- I			50 / 0	1,73		_ / 0	1070	0,0		001		3.000	2.00	
	Towns of Observation Collaboration and	SCL Charlotte C		050/	10/		00/	100/	00/	k i	0.404	k i	0.000	0400	k i
47)	Town of Charlotte C.H. (Maint: 19	,	N	85%	1%	1%	2%	10%	0%	N	0.101	N	0.699	2100	N
<u>~</u>	To [*] S:	R 40 S Thomas Jefferson Hwy	; David	Bruce Av	e										

# 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	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
47 (40) Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)	S SR 40 0.10 <b>4600</b>	G	82%	1%	2%	1%	1.40/	0%	F	0.104	F	0.518	4700	G
47 40 Thomas Jefferson Hwy	Town of Chanotte C.H. (Maint. 19)	0.10 <b>4600</b> N SR 40	G	02%	170	2%	170	14%	0%	Г	0.104	Г	0.516	4700	G
	From:	N SR 40 G. W.	. Hwy												
47 Thomas Jefferson Hwy	Town of Charlotte C.H. (Maint: 19)	0.98 <b>1600</b>	G	85%	1%	1%	2%	10%	0%	F	0.091	F	0.655	1700	G
$\smile$	Tec	NCL Charlotte	C.H.			$\neg$ $\vdash$									
47)	Charlotte County	3.47 <b>1600</b>	N	85%	1%	1%	2%	10%	0%	Ν	0.091	Ν	0.655	1700	Ν
	Tec	19-660 Taro	Rd												
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
,	To	19-649 Madiso													
47) Thomas Jefferson Hwy	Charlotte County	2.82 <b>1700</b>	G	85%	1%	1%	2%	10%	0%	F	0.096	F	0.666	1800	G
47)	To:	Prince Edward Cor			1 70	$\overrightarrow{}$	_,0	1070	070	•	0.000	•	0.000	1000	ŭ
	From:	Charlotte Count													
47) Thomas Jefferson Hwy	Charlotte County	1.59 <b>1900</b>	G	85%	1%	1%	2%	10%	0%	F	0.097	F	0.617	2000	G
$\smile$	To:	Appomattox Cour													
Thomas leffereer lives	A constant of County	Prince Edward Cor			10/	10/	00/	100/	00/	F	0.000	F	0.045	0000	F
Thomas Jefferson Hwy	Appomattox County	0.57 <b>2100</b>	F	85%	1%	1%	2%	10%	0%	Г	0.089	Г	0.645	2200	г
	To: From:	SCL Pamplin				<u> </u>									
47) Thomas Jefferson Hwy	Town of Pamplin City (Maint: 06)	0.50 <b>2100</b>	N	85%	1%	1%	2%	10%	0%	N	0.089	Ν	0.645	2200	N
<u> </u>	10:	Bus US 46	60												
~~	From:	West Virginia Sta								_					
48 55 Wardensville Pike	Frederick County	4.83 <b>2500</b>	Α	94%	1%	1%	0%	5%	0%	С	0.145	Α	0.568	2200	Α
~~~	To- From:	34-600 Pifer													
48 (55) Wardensville Pike	Frederick County	0.70 3600	F	94%	1%	1%	0%	5%	0%	F	0.088	F	0.611	3200	F
$\stackrel{\smile}{\smile}$	To:	Shenandoah Cour													
48 (55) John Marshall Hwy	Shenandoah County	Frederick Count 4.90 4800	ry Line F	94%	1%	1%	0%	5%	0%	F	0.093	F	0.684	4200	F
48 John Marshall Hwy	Gheriandoan Gounty			J+70	1 /0	1 /0	0 70	370	0 70		0.000	•	0.004	7200	
John Marshall Llury	From:	85-628 Lebanon		0.40/	10/	10/	00/	F0/	00/		0.000		0.000	FF00	
48 (55) John Marshall Hwy	Shenandoah County	3.80 6200	F	94%	1%	1%	0%	5%	0%	F	0.088	F	0.666	5500	F
	TI														
48 Blue Ridge Parkway	Grayson County (Maint: US)	North Carolina St 1.13 560	tate Line O								NA			NA	
48 Blue Ridge Parkway	Grayson County (Maint. 03)										INA			INA	
	To: From:	SR 89													
48) Blue Ridge Parkway	Grayson County (Maint: US)	3.56 560	0								NA			NA	
	To- From:	Grayson County	•												
48) Blue Ridge Parkway	Carroll County (Maint: US)	12.75 660	0								NA			NA	
\smile	To- From:	US 52				\neg \vdash									
48 Blue Ridge Parkway	Carroll County (Maint: US)	15.59 890	0								NA			NA	
\smile	Tα	Patrick County													
Disco Bides Book	From:	Carroll County									N 1 A				
48 Blue Ridge Parkway	Patrick County (Maint: US)	6.33 690	0								NA			NA	
<u>~</u>	To	US 58													

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

Route	Jurisdiction	Length AADT QA 4Tire	e BusTruck 2Axle 3+Axle 1Trail 2		Dir AAWDT QV
	From:	US 58			
48) Blue Ridge Parkway	Patrick County (Maint: US)	0.42 1000 O		NA	NA
	To:	Floyd County Line			
	From:	Patrick County Line			
48) Blue Ridge Parkway	Floyd County (Maint: US)	5.92 1000 O		NA	NA
\smile	То:	Patrick County Line			
	From:	Floyd County Line			
48) Blue Ridge Parkway	Patrick County (Maint: US)	0.88 820 O		NA	NA
\smile	To:	Floyd County Line			
	From:	Patrick County Line			
48) Blue Ridge Parkway	Floyd County (Maint: US)	5.23 820 O		NA	NA
\smile	To:	SR 8			
48) Blue Ridge Parkway	Floyd County (Maint: US)	11.62 550 O		NA	NA
46) Black lager animal	To:	Franklin County Line			101
	From:	Floyd County Line			
48) Blue Ridge Parkway	Franklin County (Maint: US)	1.51 550 O		NA	NA
46) 2.00 :	To:	Floyd County Line			
	From:	Franklin County Line			
48) Blue Ridge Parkway	Floyd County (Maint: US)	16.05 510 O		NA	NA
46) 2.00	rioya adamy (mamili da)				
	From:	US 221			
48) Blue Ridge Parkway	Floyd County (Maint: US)	0.03 510 O		NA	NA
\smile	To:	Roanoke County Line			
	From:	Floyd County Line			
48) Blue Ridge Parkway	Roanoke County (Maint: US)	14.69 510 O		NA	NA
\smile	To	US 220			
48) Blue Ridge Parkway	Roanoke County (Maint: US)	2.12 2400 O		NA	NA
48) = 100 1 100 1	-				
	To: From:	Urban Boundary			
48) Blue Ridge Parkway	Roanoke County (Maint: US)	6.67 2400 O		NA	NA
\smile	To	SR 24			
48) Blue Ridge Parkway	Roanoke County (Maint: US)	3.64 2400 O		NA	NA
48) Blue Hage Fantway	To:	Botetourt County Line		1471	1471
	From:	Roanoke County Line			
48) Blue Ridge Parkway	Botetourt County (Maint: US)	2.97 2400 O		NA	NA
46) 2100 1 11090 1 01111101	Bototourt oddrity (Maint: 00)				101
	To: From:	US 221, US 460			
48) Blue Ridge Parkway	Botetourt County (Maint: US)	12.72 530 O		NA	NA
\smile	To:	Bedford County Line			
	From:	Botetourt County Line			
48) Blue Ridge Parkway	Bedford County (Maint: US)	2.18 530 O		NA	NA
\smile	To	SR 43			
48 Blue Ridge Parkway	Bedford County (Maint: US)	1.80 840 O		NA	NA
48 Blue Ridge Parkway	To:	Botetourt County Line	1	IVA	INA
	From	Bedford County Line Bedford County Line			
48) Blue Ridge Parkway	Botetourt County (Maint: US)	3.11 840 O		NA	NA
Blue Ridge Parkway	Dotetourt County (Maint. 03)			IVA	INA
~	10"	SR 43			

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

					 Truck	 K	Dir		0111
Route	Jurisdiction	Length AA		4Tire I	2Axle 3+Axle 1Trail 2Trai	actor QI	Factor	AAWDT	QW
48 Blue Ridge Parkway	Botetourt County (Maint: US)		90 O			NA		NA	
48 Blue Ridge Parkway	To:		County Line		\neg	INA		INA	
	From:		County Line						
48 Blue Ridge Parkway	Bedford County (Maint: US)		90 O		_	NA		NA	
	To:	115	501						
48 Blue Ridge Parkway	Bedford County (Maint: US)		20 O			NA		NA	
40)	To:		County Line		\neg				
	From:		County Line						
(₄₈) Blue Ridge Parkway	Amherst County (Maint: US)	2.38 5	20 O			NA		NA	
<u> </u>	To- From:	SR	130						
48 Blue Ridge Parkway	Amherst County (Maint: US)	15.86 2	80 O			NA		NA	
\bigcirc	To:		County Line						
O Dive Didge Deduces	From:		County Line			N.1.A		NIA	
(48) Blue Ridge Parkway	Rockbridge County (Maint: US)	0.15 2	80 O			NA		NA	
	To: From:		S 60						
48 Blue Ridge Parkway	Rockbridge County (Maint: US)		00 O		_	NA		NA	
<u> </u>	To: From:		ounty Line County Line						
48 Blue Ridge Parkway	Nelson County (Maint: US)		00 O			NA		NA	
48) Blue Ridge Parkway	recisor County (Maint: CO)				_	IVA		INA	
	From		2 56					.	
(48) Blue Ridge Parkway	Nelson County (Maint: US)		90 O		\neg	NA		NA	
	From:		County Line ounty Line						
48 Blue Ridge Parkway	Augusta County (Maint: US)		80 O			NA		NA	
40)	To:				¬				
(48) Skyline Dr	Augusta County (Maint: US)		250 90 O			NA		NA	
(48) Skyline Dr	Augusta County (Maint: 03)		County Line		\neg	INA		INA	
	From:		County Line						
(48) Skyline Dr	Albemarle County (Maint: US)	3.65 3	90 O			NA		NA	
\bigcirc	To:		n County Line						
O 01 11 5	From:		County Line						
(48) Skyline Dr	Rockingham County (Maint: US)		90 O		_	NA		NA	
	From:		ounty Line County Line						
(48) Skyline Dr	Greene County (Maint: US)		90 O			NA		NA	
40) 1 /	To:		County Line		\neg				
	From		ounty Line						
(48) Skyline Dr	Rockingham County (Maint: US)		90 O		 _	NA		NA	
\smile	To		ounty Line						
Cladina Dr	Croops County (Maintal LC)		County Line			NIA		N I A	
48 Skyline Dr	Greene County (Maint: US)		90 O		_	NA		NA	
-		Kockinghan	County Line		L				

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	QC K QK	Dir AAWDT QW
Cladina Dr	Front: Rockingham County (Maint: US)	Greene County Line 1.93 390 O			
(48) Skyline Dr	Rockingham County (Maint. US)	1.93 390 O Greene County Line		NA	NA
	From:	Rockingham County Line			
(48) Skyline Dr	Greene County (Maint: US)	1.01 390 O		NA	NA
	To:	Rockingham County Line			
	From:	Greene County Line			
(48) Skyline Dr	Rockingham County (Maint: US)	0.10 390 O		NA	NA
<u> </u>	To: From:	US 33			
(48) Skyline Dr	Rockingham County (Maint: US)	2.69 800 O	<u> </u>	NA	NA
	To:	Greene County Line			
	From:	Rockingham County Line			
(48) Skyline Dr	Greene County (Maint: US)	1.33 800 O		NA	NA
<u> </u>	To: From:	Rockingham County Line			
(48) Skyline Dr	Rockingham County (Maint: US)	Greene County Line 2.53 800 O		NA	NA
48 Skyline Dr	To:	Page County Line		INA	INA
	From:	Rockingham County Line			
(48) Skyline Dr	Page County (Maint: US)	7.77 800 O		NA	NA
	To:	Madison County Line			
	From:	Page County Line			
(48) Skyline Dr	Madison County (Maint: US)	14.77 800 O		NA	NA
<u> </u>	To:	Rappahannock County Line			
(48) Skyline Dr	Rappahannock County (Maint: US	Madison County Line 4.99 800 O		NA	NA
48 Skyline Dr	Rappanannock County (Maint. 05	Page County Line		NA	INA
	From:	Rappahannock County Line			
(48) Skyline Dr	Page County (Maint: US)	0.06 800 O		NA	NA
40)	To-				
48 Skyline Dr	Page County (Maint: US)	3.01 650 O		NA	NA
48 Skyline Dr	rage County (Maint. 03)	Rappahannock County Line		INA	INA
	From:	Page County Line			
(48) Skyline Dr	Rappahannock County (Maint: US			NA	NA
,	To:	Page County Line			
	From:	Rappahannock County Line			
(₄₈) Skyline Dr	Page County (Maint: US)	2.09 650 O		NA	NA
\smile	To:	Rappahannock County Line			
Cluding Dr	Popular la company (Ad-late LIC	Page County Line		NIA	NIA
(48) Skyline Dr	Rappahannock County (Maint: US			NA	NA
~	From:	Warren County Line Rappahannock County Line			
(48) Skyline Dr	Warren County (Maint: US)	1.69 650 O		NA	NA
40) 5.4,	To:	Rappahannock County Line		147	1 10 1
	From:	Warren County Line			
(48) Skyline Dr	Rappahannock County (Maint: US) 3.87 650 O		NA	NA
\smile	To:	Warren County 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	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Rappahannock Co	_												
(₄₈) Skyline Dr	Warren County (Maint: US)	10.47 650	0								NA			NA	
<u> </u>	To:	US 340; Front	Royal												
	From:	North Carolina St													
49) (96) Florence Ave	Town of Virgilina (Maint: 41)	0.13 1600		92%	2%	1%	0%	5%	0%	F	0.087	F	0.567	1600	F
<u> </u>	To:	SR 96 Sevent													
(49) Seventh St	Town of Virgilina (Maint: 41)	SR 96 Florence 0.47 760		92%	2%	1%	0%	5%	0%	С	0.126	F	0.518	780	F
49) 55751111 51	Town or Virginia (Maint: 11)			0270		- 70	070	0,0	070	Ū	0.120	•	0.010	700	•
	Holifox County	ECL Virgili		000/	2%	10/	0%	E0/	00/	NI.	0.126	NI	0.518	700	
49)	Halifax County	2.05 760		92%	2%	1%	0%	5%	0%	N	0.126	N	0.518	780	Ν
	From:	Mecklenburg Cou Halifax County													
49) Earl Davis Gregory Hwy	Mecklenburg County	8.64 1100		92%	1%	1%	1%	5%	0%	С	0.112	F	0.571	1200	G
3 7 7	To:	US 58 West Cla	rksville												
	From:	US 58 East of Cla													
49) (58)	Mecklenburg County	1.26 7300		85%	1%	1%	1%	12%	0%	F	0.083	F	0.577	7500	G
	To:	Bus US 53													
Bus 49 \(\sum_{58} \) Virginia Ave	Mecklenburg County	US 58; 58-8 0.55 3900		98%	0%	1%	0%	0%	0%	F	0.093	N	0.519	4000	G
49) (58) Virginia Ave	Meckleriburg County			90%	0%	1 70	0%	0%	0%	Г	0.093	IN	0.519	4000	C
Bus	To: From:	WCL Clarks	ville												
49) (58) Virginia Ave	Town of Clarksville (Maint: 58)	0.97 3700	G	98%	0%	1%	0%	0%	0%	С	0.093	F	0.519	3800	G
	To:	US 15, US													
Bus	From:	US 15 W, Coll								_		_			_
49) (15) (58) Virginia Ave	Town of Clarksville (Maint: 58)	0.88 6600	G	99%	0%	0%	0%	1%	0%	С	0.088	F	0.515	6800	G
Bus	To- From:	NCL Clarks	ille												
49 (15) (58)	Mecklenburg County	0.84 6600	N	99%	0%	0%	0%	1%	0%	N	0.088	Ν	0.515	6800	N
49 (13) (30)							- , -	.,.							
	Mecklenburg County	US 58 EAST OF CLA 1.60 4700		<u>в</u> 87%	1%	1%	1%	11%	0%	F	0.093	F	0.561	4800	G
49) [15]	Meckleriburg County				1 70	1 70	170	1170	0%	Г	0.093	Г	0.561	4000	G
	To: From:	US 15 NEAR DORT								_					
49)	Mecklenburg County	2.06 2100	G	94%	2%	1%	0%	3%	0%	F	0.094	F	0.541	2100	G
	To- From:	58-609 Trottinri													
49	Mecklenburg County	5.90 1800	G	94%	2%	1%	0%	3%	0%	F	0.108	F	0.593	1900	C
\smile	To:	58-696 New Ho	ppe Rd			\neg \vdash									
49	Mecklenburg County	3.92 1800	•	94%	2%	1%	0%	3%	0%	F	0.108	F	0.522	1900	C
	To:														
49) W Second St	Town of Chase City (Maint: 58)	WCL Chase 0.23 2000	•	94%	2%	1%	0%	3%	0%	С	0.103	F	0.529	2000	G
49) 5555 51	- (Maint. 90)			3170	- /0	. 70	J /0	J /0	3 /0	J	0.700	•	0.020	_500	u
W Coord Ct	Towns of Observation (Marinty 50)	SR 92		000/	10/	10/	10/	40/	00/		0.000		0.504		
49 92 W Second St	Town of Chase City (Maint: 58)	0.56 5300	G	93%	1%	1%	1%	4%	0%	С	0.096	F	0.564	5500	G
	To- From:	Endly St													
(49) (92) E Second St	Town of Chase City (Maint: 58)	0.19 7100	G	94%	2%	1%	0%	3%	0%	F	0.089	F	0.547	7300	G
\sim	Tα	N Main S	t												

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

_						_		Trı	uck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:	Е	Second St	i												
$\begin{pmatrix} 49 \end{pmatrix} \begin{pmatrix} 47 \end{pmatrix}$ N Main St	Town of Chase City (Maint: 58)	0.24	7100	G	94%	2%	1%	0%	3%	0%	F	0.087	F	0.504	7300	G
\bigcirc	To		E Fifth St													
(49) (47) N Main St	Town of Chase City (Maint: 58)	1.02	7500	G	95%	1%	1%	1%	2%	0%	С	0.095	F	0.517	7700	G
	Tec		SR 47													
49)	Mecklenburg County	3.95	1100	G	92%	1%	1%	0%	5%	0%	F	0.091	F	0.52	1100	G
49)	To:		ourg County						-,-							-
	From:	Meckler	nburg Coun	ty Line												
(49) Courthouse Rd	Lunenburg County	11.28	900	G	92%	1%	1%	0%	5%	0%	С	0.102	F	0.713	920	G
\smile	To:	SR 40 Lu	nenburg Co	ounty Ro	l											
49 (40) Courthouse Rd	Lunenburg County	0.14	SR 40 S	G	94%	2%	1%	0%	3%	0%	F	0.103	F	0.611	2600	G
49 (40) Courthouse Rd	Editeributy County	0.14	2500	G	34 /0	2 /0	1 /0	0 /6	3/0	0 /6	'	0.103	'	0.011	2000	G
	To: From:		55-675										_			
(49) (40)	Lunenburg County	2.17	2900	G	94%	2%	1%	0%	3%	0%	С	0.097	F	0.594	3000	G
	To: From:	C	L Victoria													
(49) (40)	Town of Victoria (Maint: 55)	1.08	2900	N	94%	2%	1%	0%	3%	0%	Ν	0.097	Ν	0.594	3000	Ν
\cup	To:		SR 40 N													
Ford Donie Crosses House	Town of Victoria (Maint FF)		40; Eighth		0.40/	10/	10/	10/	00/	00/	F	0.000	_	0.540	0000	_
49 Earl Davis Gregory Hwy	Town of Victoria (Maint: 55)	0.51	3700	G	94%	1%	1%	1%	3%	0%	г	0.090	F	0.546	3800	G
	To: From:		1017 13th													
49 Nottoway Blvd	Town of Victoria (Maint: 55)	0.65	3200	G	94%	1%	1%	1%	3%	0%	С	0.095	F	0.594	3300	G
<u> </u>	To: From:	N	CL Victoria	a												
49 Earl Davis Gregory Hwy	Lunenburg County	4.88	3200	N	94%	1%	1%	1%	3%	0%	Ν	0.095	Ν	0.594	3300	Ν
\smile	To:		vay County													
	From:		ourg County		0.40/	10/		40/	00/	00/	_	0.400	_	0.040	1000	_
49 The Falls Rd	Nottoway County	8.54	1300	F	94%	1%	1%	1%	3%	0%	F	0.109	F	0.616	1300	F
	To: From:		3 Lone Pin													
(49) The Falls Rd	Nottoway County	0.46	2300	F	94%	1%	1%	1%	3%	0%	F	0.095	F	0.502	2400	F
<u> </u>	To: From:	S	CL Crewe				<u> </u>									
49 Earl Davis Gregory Hwy	Town of Crewe (Maint: 67)	0.15	2300	N	94%	1%	1%	1%	3%	0%	Ν	0.095	Ν	0.502	2400	Ν
\smile	To:		East Virgii													
	From:		S 460 East								_		_	. =		_
49 (460) Virginia Ave	Town of Crewe (Maint: 67)		10000	F	87%	1%	1%	1%	10%	0%	F	0.086	F	0.519	10000	F
<u> </u>	From:		S 460 Wes West Virgi													
49) Watsons Wood Rd	Town of Crewe (Maint: 67)	0.34	1800	F	90%	1%	1%	1%	7%	0%	С	0.085	F	0.529	1900	F
49)					5075	1,75		. / 0	. ,0	0,0	Ŭ	3.000	•	3.023	1000	•
Wataana Waad Dd	Nottoway County		ICL Crewe		000/	10/	10/	10/	70/	00/	N.I	0.005	NI	0.500	1000	N.
Watsons Wood Rd	Nottoway County	1.55	1800	N	90%	1%	1%	1%	7%	0%	N	0.085	N	0.529	1900	N
			East of Bu													
~~ N	From:		irginia Stat		0.001	001		401	051	061	_	0.65=	_		7000	_
(50) Northwestern Pike	Frederick County	4.35	7400	F	96%	0%	1%	1%	2%	0%	С	0.087	F	0.731	7800	F
~	To:	34-7:	51 E; Gore	Rd												

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

Deute	1	Lawrett AAD	O.A. 4T5	D		Tru	ck		00	K	01/	Dir	A A \ A \ C \ T	^
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
~	From:	34-751 E; Gore R		00/	101	40/	00/	00/	_	0.000		0.745	10000	
Northwestern Pike	Frederick County	4.80 11000	F 96%	0%	1%	1%	2%	0%	F	0.086	F	0.715	12000	
~	To: From:	34-614 Back Mountain												
Northwestern Pike	Frederick County	2.45 17000	F 96%	0%	1%	1%	2%	0%	F	0.088	F	0.724	19000	
~	To: From:	34-803 Round Hill Rd	West											
Northwestern Pike	Frederick County	2.59 19000	F 96%	0%	1%	1%	2%	0%	С	0.088	F	0.726	21000	
~	To: From:	SR 37			\neg \vdash									
Northwestern Pike	Frederick County	0.14 21000	F 98%	1%	1%	0%	0%	0%	F	0.087	F	0.716	23000	
~	To:	WCL Winchester	r		\neg \vdash									
Amherst St	City of Winchester	0.64 18000	F 98%	1%	1%	0%	0%	0%	F	0.089	F	0.586	19000	
<i>></i>	Toc	Fox Dr												
Amherst St	City of Winchester	0.75 15000	F 98%	1%	1%	0%	0%	0%	С	0.087	F	0.507	16000	
	To:	Boscawen St												
~	From:	Amherst St												
Boscawen St	City of Winchester	0.37 11000	F 98%	1%	1%	0%	0%	0%	F	0.085	F	0.546	12000	
~	To: From:	Braddock St Boscawen St									—			
50) (11) (50) (522) Braddock St	City of Winchester	0.53 7200	F 98%	1%	1%	0%	0%	0%	С	0.096	F		7700	
	Estimates for 2 Parallel Roadways		F 98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	15000	
3333	To:	Gerrard St	. 0070	. , ,	Ť	0 / 0	0,0	0 / 0	Ū	0.000	•	002	.0000	
~ ~~	From:	Braddock St												
GO (Sp2) Gerrard St	City of Winchester	0.07 6900	F 98%	1%	1%	0%	0%	0%	F	0.083	F	0.532	7400	
	To- From:	Valley Ave												
50 (11) (522) Gerrard St	City of Winchester	0.10 9200	F 97%	1%	1%	0%	1%	0%	F	0.087	F	0.578	9800	
	To: From:	US 11 Cameron S	St											
50 \ 17 \ 522 \ Millwood Ave	City of Winchester	0.75 12000	F 98%	1%	1%	0%	0%	0%	F	0.085	F	0.551	13000	
	To:	US 50 Par; Apple Bloss												
50) (17) (522) Apple Blossom Dr	170m.	US 50 Par, Millwood		00/	40/	0%	1%	0%	F	0.087	F	0.852	9700	
	('ity of Winchester	0 05 0100	E 0.7%									0.002	3700	
50) {17} {522 Apple Blossom Dr	City of Winchester	0.05 9100 Jubal Early Dr	F 97%	0%	1%	076	1 /0	0 / 0	'					
	City of Winchester To: From:	0.05 9100 Jubal Early Dr Apple Blossom D		0%	1%	076	1 70	070	'					
7000	City of Winchester City of Winchester	Jubal Early Dr		0%	1%	0%	1%	0%	C	0.083	F	0.624	28000	
	To: From:	Jubal Early Dr Apple Blossom D 0.06 27000 US 50 Par, Millwood	Pr 97%									0.624	28000	
0 (17) (522) Jubal Early Dr	Tox From: City of Winchester To: From:	Jubal Early Dr Apple Blossom D 0.06 27000 US 50 Par, Millwood US 50 Par; Jubal Earl	F 97% I Ave	0%	1%	0%	1%	0%	С	0.083	F			
0 (17) (522) Jubal Early Dr	To: From:	Jubal Early Dr Apple Blossom D 0.06 27000 US 50 Par, Millwood US 50 Par; Jubal Earl 0.09 27000	Pr 97%									0.624	28000	
50) (17) (522) Jubal Early Dr 50) (17) (522) Millwood Ave	Tox From: City of Winchester To: From:	Jubal Early Dr Apple Blossom D 0.06 27000 US 50 Par, Millwood US 50 Par; Jubal Earl	F 97% I Ave ly Dr N 97%	0%	1%	0%	1%	0%	С	0.083	F			
50) (17) (522) Jubal Early Dr	Tox From: City of Winchester To: From:	Jubal Early Dr Apple Blossom D 0.06 27000 US 50 Par, Millwood US 50 Par; Jubal Earl 0.09 27000 I-81	F 97% I Ave ly Dr N 97%	0%	1%	0%	1%	0%	С	0.083	F			
50) 17 (522) Jubal Early Dr 50) 17 (522) Millwood Ave	Tox From: City of Winchester Tox From: City of Winchester Tox From:	Jubal Early Dr Apple Blossom D 0.06	Por F 97% I Ave lly Dr N 97% G 95%	0%	1%	0%	1%	0%	C	0.083	F N	0.624	28000	
50) 17 (522) Jubal Early Dr 50) 17 (522) Millwood Ave 50) 17 (522) Millwood Pike	Tox From: City of Winchester Tox From: City of Winchester Tox From:	Jubal Early Dr Apple Blossom D 0.06 27000 US 50 Par, Millwood US 50 Par; Jubal Earl 0.09 27000 I-81 ECL Winchester	Por F 97% I Ave lly Dr N 97% G 95%	0%	1%	0%	1%	0%	C	0.083	F N	0.624	28000	
50) 17) 522) Jubal Early Dr 50) 17) 522) Millwood Ave 50) 17) 522) Millwood Pike	City of Winchester City of Winchester Tor From: City of Winchester Tor From: From: From: From: Tor From: Fr	Jubal Early Dr Apple Blossom D 0.06 27000 US 50 Par, Millwood US 50 Par; Jubal Earl 0.09 27000 I-81 ECL Winchester 0.16 41000 US 522 Front Royal 2.71 17000	Pike F 97% 97% 97% 97% 97% 97%	0%	1%	0% 0% 1%	1% 1% 2%	0% 0%	C N F	0.083 0.083 0.089	F N N	0.624	28000	
50) 17) 522) Jubal Early Dr 50) 17) 522) Millwood Ave 50) 17) 522) Millwood Pike	City of Winchester City of Winchester Tor From: City of Winchester Tor From: From: From: From: Tor From: Fr	Jubal Early Dr Apple Blossom D 0.06	Pike F 97% 97% 97% 97% 97% 97%	0%	1%	0% 0% 1%	1% 1% 2%	0% 0%	C N F	0.083 0.083 0.089	F N N	0.624	28000	

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

							Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	A 4Tii	е Ві	IS	de 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Freder	rick County Line)											
(50) (17) Millwood Pike	Clarke County	1.67	11000 G	959	6 19	6 19	6 1%	3%	0%	F	0.094	F	0.701	12000	G
<u> </u>	To: From:	US 340	O South of Boyc												
(50) (17) Millwood Pike	Clarke County	2.83	12000 G	959	6 19	6 19	6 1%	3%	0%	F	0.094	F	0.727	13000	G
<u> </u>	To: From:	SR 255	Bishop Meade l	Rd											
(50) (17) Millwood Pike	Clarke County	1.97	12000 G	959	6 19	6 19	6 1%	3%	0%	С	0.1	F	0.712	13000	G
<u> </u>	To: From:	21-723	East of Millwoo	od											
50 (17) John S Mosby Hwy	Clarke County	3.44	13000 G	959	6 19	6 19	6 1%	3%	0%	F	0.099	F	0.718	14000	G
\bigcirc	To:		ier County Line	;											
50 (17) John S Mosby Hwy	Fauquier County (Maint: 53)	1.11	ke County Line	959	6 19	6 19	6 1%	2%	0%	С	0.091	F	0.725	12000	F
50) [17] John S Mosby Hwy	- auquior obumy (Maint. 50)				0 1	17	0 170	270	070	Ü	0.001	•	0.720	12000	•
50 John S Mosby Hwy	Fauquier County (Maint: 53)	US 17 W 5.71	7inchester Rd, P		6 19	6 19	6 1%	1%	0%	F	0.105	F	0.846	5300	F
50 John S Mosby Hwy	Tauquiei County (Maint. 33)		oun County Line		0 1	0 1/	0 1/0	1 /0	0 /6	'	0.103	•	0.040	3300	'
	From:		ier County Line												
50 John S Mosby Hwy	Loudoun County	0.08	5700 F	979	6 19	6 19	6 1%	1%	0%	С	0.1	F	0.808	5900	F
~	To: From:	30-62	3 E, Rokeby Rd												
50 John S Mosby Hwy	Loudoun County	0.52	5700 F		6 19	6 19	6 1%	1%	0%	F	0.1	F	0.816	5900	F
<u> </u>	To: From:		iier County Line												
50 John S Mosby Hwy	Fauquier County (Maint: 53)	2.10	oun County Line 6800 F		6 09	6 19	6 1%	1%	0%	С	0.101	F	0.791	7000	F
30),	To							.,.							
50 John S Mosby Hwy	Fauquier County (Maint: 53)	2.03	1 Saint Louis Ro 7600 F		6 0°	 6 19	6 1%	1%	0%	F	0.1	F	0.771	7800	F
30) com a massy my	To:		oun County Line		0 0		0 170	1 /0	070	•	0.1	•	0.771	7000	•
	From:	Fauqu	iier County Line	;											
50 John S Mosby Hwy	Loudoun County	0.63	8900 F	979	6 09	6 19	6 1%	1%	0%	F	0.098	F	0.774	9100	F
~	To: From:	WC	L Middleburg												
50 Washington St W	Town of Middleburg (Maint: 53)	0.61	8700 F	979	6 09	6 19	6 1%	1%	0%	С	0.101	F	0.78	8900	F
<u> </u>	To: From:	W 53-6	26 The Plains R	2d											
50 Washington St	Town of Middleburg (Maint: 53)	0.65	8400 F	979	6 0°	6 19	6 1 %	1%	0%	F	0.1	F	0.679	8700	F
<u> </u>	To	EC	L Middleburg												
50 John S Mosby Hwy	Loudoun County	5.89	7800 F	979	6 19	6 19	6 0%	1%	0%	С	0.104	F	0.699	8000	F
	То	IIS	15 Near Aldie												
50 John S Mosby Hwy	Loudoun County	5.75	15000 F	969	6 19	6 19	6 1%	1%	0%	С	0.095	F	0.737	15000	F
<u> </u>	Tre				•	<u> </u>									
50 John S Mosby Hwy	Loudoun County	0.51	7 Pinebrook Rd 33000 F		6 19	6 19	6 1%	1%	0%	F	0.086	F	0.678	35000	F
30) 30 3333, 7	253dodii Godiny				- 1,	· · /	- 170	. 70	J /0	•	0.000	•	0.570	23000	
John C Mosby I Ive	From:	2.75	39000 F	969	6 19	6 1 9	/ 10/	1%	0%	F	0.001	F	0.734	41000	F
50 John S Mosby Hwy	Loudoun County	2./5	39000 F	967	o 1	'o 17	6 1%	1%	U%	г	0.081	г	0.734	41000	г

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

		Primary and inters	iaic i io	4100			T				17		D:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
	From:	I d C	T			2AXIE	3+Axle	1 I raii	21raii		Factor		Factor		
50 Lee Jackson Hwy	Fairfax County	Loudoun Count 2.06 62000	y Line G	98%	1%	1%	1%	0%	0%	F	0.074	F	0.591	64000	G
250 Lee dackson riwy	Taillax Goulty			30 70	1 /0	1 70	1 /0	0 70	0 70	•	0.074	•	0.551	04000	ч
~	From:	SR 28 Dulles A	_	000/	40/		40/	00/	00/	_	0.005		0.540	70000	
Lee Jackson Hwy	Fairfax County	3.18 70000	В	98%	1%	1%	1%	0%	0%	С	0.085	Α	0.512	76000	В
	To: From:	29-7100 Fairfax Co	unty Pkw	у											
50 Lee Jackson Hwy	Fairfax County	1.25 72000	G	98%	1%	1%	1%	0%	0%	F	0.076	F	0.51	77000	G
~	To	29-608 West 0	Ox Rd												
Equipment (1975) Lee Jackson Hwy	Fairfax County	1.14 98000	G	98%	1%	1%	1%	0%	0%	F	0.079	F	0.575	106000	G
	To	1.66													
50 Lee Jackson Hwy	Fairfax County	0.82 62000	G	98%	1%	1%	1%	0%	0%	F	0.085	F	0.505	67000	G
Lee Jackson Hwy	Talliax County	0.02 02000	<u> </u>	30 /6	1 /0	1 /0	1 /0	0 /0	0 /6	•	0.003	•	0.505	07000	
~	To: From:	WCL Fairf													
Lee Jackson Hwy	City of Fairfax	0.57 36000	F	98%	1%	1%	1%	0%	0%	F	0.072	F	0.577	39000	F
~	To: From:	US 29 S, Lee H	ighway												
29 Lee Highway	City of Fairfax	0.96 36000	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.541	39000	F
	To	SR 123 Chain Bi	idaa Dd												
50 (29) Lee Highway	City of Fairfax	0.21 35000	F	99%	0%	0%	0%	0%	0%	F	0.075	F	0.629	37000	F
[29] Lee Highway	Oity of Famax	0.21 33000		33 /6	0 70	0 78	0 /6	0 /0	0 /6	•	0.073	•	0.023	37000	٠
~ ~~	To- From:	University													
50) (29) Lee Highway	City of Fairfax	0.59 39000	F	99%	0%	0%	0%	0%	0%	F	0.081	F	0.557	43000	F
~ ~	To: From:	Plantation Par	kway			_									
50 (29) Lee Hwy	City of Fairfax	0.68 40000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.582	43000	F
\mathcal{I}	To	Draper Dri	va												
29 Lee Highway	City of Fairfax	0.28 42000	F	99%	0%	0%	0%	0%	0%	F	0.108	F	0.652	45000	F
29 200 1 19111129	only of Familiax			0070	0 70		070	0 / 0	070	•	0.100	•	0.002	10000	•
~	From:	US 29 N, Lee H		000/	40/	- 10/	40/	00/	00/		0.000		0.514	07000	_
237 Arlington Blvd	City of Fairfax	0.28 34000	F	98%	1%	1%	1%	0%	0%	F	0.083	F	0.514	37000	F
· ·	To: From:	SR 237 Picke	tt Rd												
Arlington Blvd	City of Fairfax	0.03 38000	G	98%	1%	1%	1%	0%	0%	F	0.079	Ν	0.575	42000	G
~	To	ECL Fairfa	ny.												
Arlington Blvd	Fairfax County	2.77 40000	G	98%	1%	1%	1%	0%	0%	F	0.079	F	0.575	44000	G
00)	T							- , -							
Auliantan Dhad	From	I-495 Capital B		000/	00/	10/	00/	00/	00/	^	0.000	۸	0.500	FF000	
Arlington Blvd	Fairfax County	3.24 50000	Α	99%	0%	1%	0%	0%	0%	С	0.086	Α	0.502	55000	F
~	To: From:	SR 7 Leesburg	Pike												
Arlington Blvd	Fairfax County	1.30 48000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.593	52000	C
~	Tor	Arlington Coun	•												
Addisorted Blood	From:	Fairfax County		000/	001	40′	001	001	001	_	0.000	_	0.007	00000	
Arlington Blvd	Arlington County	2.03 56000	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.627	60000	G
~	To: From:	SR 120 Gleb	e Rd												
Arlington Blvd	Arlington County	1.06 59000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.641	63000	G
	To:	SR 27 Washingt	on Blvd												

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

						Truck-			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle 3+				Factor	QK F	actor	AAWDT	QW
~~	From:	SR 27 Washington Blv											
(50) Arlington Blvd	Arlington County	1.93 57000 G		0%	<u>1</u> % (0% 0	% 0%	F	NA			62000	G
<u> </u>	To:	District of Columbia Lin	ne										
~~~	From:	US 50 Millwood Pike											
(50) Ramp to I-81 N at Exit 313	Frederick County	0.28 <b>14000 G</b>	i 92%	1%	<u>1%</u>	1% 6	% 0%	С	NA			14000	G
<u> </u>	To:	I-81 N											
~~	From:	US 50-E069B US 50-W069B FI	ROM RT 5										
(50) Ramp	Fairfax County	0.20 <b>NA</b>							NA			NA	
<u> </u>	To:	US 50-E069B US 50-W069B FF	ROM RT 5										
East	From:	US 50 E, Millwood Ave; Jubal	Early Dr										
(50) Ramp to I-81 S at Exit 313	Frederick County	0.24 <b>6000 G</b>	ì						NA			6000	G
<u> </u>	To:	I-81 S											
East	From:	US 50 TO RT 66 WES	Т										
750 Ramp	Fairfax County	0.22 <b>7800 G</b>	ì						0.118	F		7800	G
$\bigcirc$	То:	I-66-W FROM RT 50 EA	AST										
East	From:	US 50 TO RT 66 EAS	Γ										
East (50) Ramp	Fairfax County	0.31 <b>NA</b>							NA			NA	
$\bigcirc$	To:	US 50-W069B US 50- 69B FR	OM RT 5										
East	From:	US 50 TO RT 495 SOU	ГН										
750 Ramp	Fairfax County	0.23 <b>NA</b>							NA			NA	
$\bigcirc$	Too	29-650- 3A FROM RT 650 NORT	H TO 495 SO	1									
East	From:								0.000	_		10000	_
(50) Ramp	Fairfax County	0.23 <b>12000 G</b>							0.086	F		12000	G
~	To:	I-495-S051X FROM RT 50 EAST-A		В									
East	From:	US 50 I-495-N051B TO & FRO								_			_
(50) Ramp	Fairfax County	0.22 <b>8600 G</b>							0.077	F		8600	G
~	10:	I-495-N From RT 50 Ea											
West	From:	US 50 W, Millwood Av	/e										
(50) Ramp to I-81 S at Exit 313	Frederick County	0.16 <b>NA</b>							NA			NA	
<del></del>	To:	I-81 S											
West	From:	US 50 TO RT 66											
(50) Ramp	Fairfax County	0.34 <b>6300 G</b>							0.111	F		6300	G
<u> </u>	To:	I-66-w From RT 50 We	st										
West	From:	US 50 W, Lee Jackson H											
(50) Ramp	Fairfax County	0.19 <b>5500 G</b>		1%	1%	1% 0	% 0%	F	NA			6000	G
<u> </u>	Tα:	US 50 E Ramp to I-66 E	ast										
West	From:	US 50 TO RT 65000- GALLOV	VS ROAD										
(50) Ramp	Fairfax County	0.15 <b>NA</b>							NA			NA	
<u> </u>	Tor	I-495-S From RT 50 We	est										
West	From:	US 50 TO RT 495											
So Ramp	Fairfax County	0.15 <b>NA</b>							NA			NA	
<b>→</b>	To:	US 50-W076C TO RT 495 N	ORTH										

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

		Filliary and ii	incistate ii	iouics											
Route	Jurisdiction	Length A	ADT OA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
	- Cariodiction				Dus	2Axle	3+Axle	1Trail	2Trail	<b>Q</b> 0	Factor	٠. · ·	Factor	, , , , , , ,	311
West	From:	US 50-W076C T		ORTH						· <u> </u>		_			
(50) Ramp	Fairfax County	0.04 <b>N</b>	NA								NA			NA	
West	To: From:	9-6928- C FROM FAI	RVIEW PAR	RK DRIVE6	59										
(50) Ramp	Fairfax County	0.42 <b>N</b>	NA								NA			NA	
	To: I-4	95-S051X FROM RT	50 WEST-Al	RLINGTON	IВ										
West	From:	US 50-W076B T	O RT 495 N	ORTH		1									
50 Ramp	Fairfax County		NA								NA			NA	
$\stackrel{\smile}{\smile}$	Tæ	29-6928- B FROM FA	AIRVIEW PA	RK DRIVE											
West	Fairfax County				<u> </u>						0.09	F		15000	G
(50) Ramp		0.27 <b>15</b> 95-N FROM RT 50 WI	5000 G		OT 37						0.09	Г		15000	G
	I-4			ING I ON B	)L∜										
(50) (522) (11) (522) Braddock St	City of Winchester		700 F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.604	7100	F
50 522 11 522 Braddock St	raffic Estimates for 2 Parallel Roadways of			97%	1%	1%	0%	0%	0%	· -	0.093	r F	0.516	17000	F
Combined 11	To:		adilly St	97%	170	1 %	0%	076	0%	Г	0.093	Г	0.516	17000	Г
	From:		dock St												
(50) (7) (522) Piccadilly St	City of Winchester	0.18 <b>9</b> -	100 F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.641	9600	F
Combined Tr	affic Estimates for 2 Parallel Roadways	on this Route: 11	1000 F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	F
	To:		neron St												
	From:		adilly St	97%	40/	10/	00/	00/	00/	_	0.000	F	0.700	0500	F
(50) (11) (522) Cameron St	City of Winchester		900 F		1%	1%	0%	0%	0%		0.096	•	0.768	9500	
Combined Ir	raffic Estimates for 2 Parallel Roadways of	on this Route: 16	6000 F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	F
~~~~	To: From:		awen St			<u> </u>									
(50) (11) (11) (522) Cameron St	City of Winchester		500 F	97%	1%	1%	0%	0%	0%	С	0.091	F	0.525	7000	F
Combined Tr	raffic Estimates for 2 Parallel Roadways			98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	F
	Te:		illwood Ave												
~~~	From:		le Blossom D							_		_			_
Millwood Ave	City of Winchester		800 F		0%	1%	0%	0%	0%	С	0.086	F	0.948	9400	F
	10:		al Early Drive												
	From:	· · · · · · · · · · · · · · · · · · ·	Riverside Dr		00/		00/	00/	00/		0.407			0500	
(51)	Pittsylvania County	0.16 <b>2</b> 3	300 N	99%	0%	1%	0%	0%	0%	N	0.107	N	0.606	2500	N
	To: From:		Danville												
(51) Westover Dr	City of Danville	3.03 <b>2</b> 3	300 G	99%	0%	1%	0%	0%	0%	F	0.107	F	0.606	2500	G
<u> </u>	To- From:	Lamb	berth Dr												
(51) Westover Dr	City of Danville	1.33 <b>6</b> 3	300 G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	6700	G
$\overline{}$	To	Rlair I	Loop Rd												
(51) Westover Dr	City of Danville		000 G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.582	9600	G
	To:														
51 Westover Dr	City of Danville		k Ave 700 G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.501	8200	G
51 Westover Dr	City of Dariville		Riverside Dr	<b>3</b> 0 ⁷ /0	U-70	1 70	0 %	1 70	U 70	U	0.091	15	0.501	0200	G
		E US 38; I	MACISIUS DI												

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

	Length	AADT QA	4Tire	Bus		110	ck		QC	K	QK	Dir	AAWDT	
Jurisdiction	Lengin	AADI QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QIN	Factor	AAWDI	G
From:														
Carroll County	4.41	6800 G	97%	0%	0%	1%	1%	0%	С	0.089	F	0.575	7200	
To: From:	17-69	91 Bear Trail												
Carroll County	5.01	3700 G	97%	0%	0%	1%	1%	0%	F	0.083	F	0.502	3900	
To:	SR 148 C	Chances Creek Rd			<u> </u>									
Carroll County	0.09		97%	0%	1%	1%	1%	0%	Ν	0.082	Ν	0.505	3600	
To:	0.09													
From:	0.09 MN SR 1	148 Chances Cree	k Rd											_
Carroll County	4.72	3400 G	97%	0%	1%	1%	1%	0%	С	0.082	F	0.505	3600	
To	17-7	02 Stable Rd												
Carroll County			97%	0%	1%	1%	1%	0%	N	0.086	N	0.517	4600	
-						.,.	.,.	-,-						
Towns of Little all to (Mariana 4.7)			070/	00/		40/	40/	00/		0.000	_	0.547	4000	
Town of Hillsville (Maint: 17)	1.92	4400 G	97%	0%	1%	1%	1%	0%	г	0.086	г	0.517	4600	
To: From:	US 58	West Stuart Dr												_
Town of Hillsville (Maint: 17)	2.23	2600 G	94%	0%	2%	2%	1%	0%	F	0.091	F	0.579	2800	
To	NC	T. Hillsville												
Carroll County			94%	0%	2%	2%	1%	0%	N	0.091	N	0.579	2800	
T-						_,-		- , -						
From:			0.40/	00/		00/	10/	00/	г	0.000	г	0.50	1500	
Carroll County	3.15	1500 G	94%	0%	2%	2%	1%	0%	г	0.092	г	0.59	1500	
To: From:	17-620 Co	oulson Church Rd												_
Carroll County	4.46	780 G	94%	0%	2%	2%	1%	0%	С	0.090	F	0.623	820	
To:														
From:			0.40/	00/		00/	40/	00/	_	0.40	_	0.070	0400	
Wythe County			94%	0%	2%	2%	1%	0%	F	0.18	F	0.876	2100	
From:														_
Wythe County			95%	N%	1%	2%	2%	0%	C	0.137	F	0.850	1800	
Wythe County			33 76	0 70	1 /0	270	2 /0	0 70	O	0.107		0.000	1000	
To: From:					<del> </del>									_
Wythe County	5.12	2700 G	94%	0%	1%	1%	4%	0%	С	0.124	F	0.738	2800	
To: From:	98-73	6 Apache Run			_									
Wythe County	0.87	7000 G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.714	7200	
To:		S I-81												
From:	US 52 F													
Wythe County	0.16	4900 G								0.092	F		4900	
To: SR-0	0121(U)/IS-0008		0052- 036	B(										
NAV. the a County	0.01	I-81		04	fan aller		-tt:	l	4:					
•											_		,	
ic Estimates for 2 Parallel Roadways on	this Route:	<b>49000 A</b> S I-81	74%	1%	<u>1%</u>	1%	22%	2%	F	0.114	Α	0.577	47000	
	Carroll County  To: Front:  Carroll County  To: Front:  Carroll County  Town of Hillsville (Maint: 17)  Carroll County  Town Front:  Carroll County  Town Front:  Carroll County  Town Front:  Wythe County	Carroll County	Carroll County	North Carolina State Line   Carroll County   4.41   6800   G   97%   0%   0%   1%   1%	North Carolina State Line   Carroll County   4.41   6800   G   97%   0%   0%   1%   1%   0%	North Carolina State Line   17-69   Bear Trail   2   Iral	North Carolina State Line   Carroll County   4.41 6800	North Carroll County	North   Carroll County	North Carolina State   Line				

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Lengt	h <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		US 11			1.04			"							
52 81 77 [11]	Wythe Cou	•										es for this	s seg	ment.		_
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		Α	74%	1%	1%	1%	22%	2%	С	NA			47000	F
	To:		F-43													
	Town of Wytheville	(Maint: 98) 0.93	US 11		9	00 I 91 i	for direc	stional t	raffic vo	dumo oc	timate	es for this		mont		
52 81 77 11				_											47000	
	Combined Traffic Estimates for 2 Parallel			A	74%	1%	1%	1%	22%	2%	С	0.115	А	0.601	47000	1
	From:		NCL Wythey US 11	/ille												
	Town of Wytheville	(Maint: 98) 1.29			S	ا 21 مم	for direc	tional t	raffic vo	عم مسال	timata	es for this	2 2 2 2	ment		
52 81 77	•	,		_									_		42000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 46000	В	74%	1%	1%	1%	22%	2%	г	0.115	А	0.549	43000	I
~~~	To: From:		US 11													
⁽⁵²⁾ (81)	Town of Wytheville	(Maint: 98) 1.99			S	ee I-81 1	for direc	tional t	raffic vo	lume es	timate	es for this	s seg	ment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 27000	Α	80%	1%	1%	1%	17%	1%	F	NA			27000	1
	To:		I-77 Wythev	ille												
~~~	From:		US 11													
52 (81) Ramp I-81 S Exit	t 70 to US 21; US 58 Town of Wytheville	(Maint: 98) 0.27			S	ee I-81 1	for direc	ctional to	raffic vo	lume es	timate	es for this	s seg	ment.		
$\smile$	To:	IS-00081-S(B)/IS	-00081-S070	A(R)/TO	RTS 52,	2										
~~	From:		laintenance I													
52 \ 4th St	Town of Wyth	neville 1.89	2500	G	98%	0%	1%	1%	1%	0%	С	0.095	F	0.6	2700	(
<u> </u>	To		WCL Wythe	ville			<u> </u>									
52 Stoney Fork Rd	Wythe Cou			G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.571	1100	
32)	,															
~~~	From:		680 Black L										_		2.12	
52 Stoney Fork Rd	Wythe Cou			G	97%	0%	1%	1%	1%	0%	F	0.098	F	0.504	640	•
	To:		land County													
Courth Coomin Llour	Dland Carr	,	ythe County		070/	00/	10/	10/	10/	00/	_	0.111	_	0.510	100	
52 South Scenic Hwy	Bland Cou	nty 4.18	170	G	97%	0%	1%	1%	1%	0%	F	0.111	F	0.512	180	(
	To: From:		2 West of Bla	and C.H.												
52 (42) South Scenic Hw	yy Bland Cou	nty 3.97	2000	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.612	2100	(
	To	1 77	W	-1CH												
52 (42) South Scenic Hw	yy Bland Cou		West of Bla	G	97%	1%	1%	1%	1%	0%	F	0.116	F	0.548	4700	(
52 42 South Scenic Hw	yy Biand Coul	11ty 0.91	4000	G	9170	1 70	1 70	1 70	1 70	0%	Г	0.116	Г	0.346	4700	
-	To: From:	S	R 42 Bland	C.H.												
52 North Scenic Hwy	Bland Cou	nty 4.58	890	G	97%	1%	1%	1%	1%	0%	F	0.103	F	0.716	930	(
\searrow	To	10	615 C Angol	o Doce												
52 North Scenic Hwy	From: Bland Cou		615 S Angel 1400	G	97%	1%	1%	1%	1%	0%	С	0.125	F	0.649	1500	
52 North Scenic Hwy	Dialid Coul		1400	<u> </u>	31 /0	1 /0	1 /0	1 /0	1 /0	U /0	U	0.123	1	0.043	1300	
· ~~	Tor From:	10-66	6 Indian Vill	age Trail												
52 North Scenic Hwy	Bland Cou	nty 6.14	480	G	96%	0%	1%	2%	1%	0%	С	0.135	F	0.677	500	
~	To:		Clear Fork C	reek Hw	у											
~ ~	From:	SR	61 Wolf Cree	ek Hwy					-							
52 (61)	Bland Cou	nty 0.06	480	N	96%	0%	1%	2%	1%	0%	Ν	0.135	Ν	0.677	500	1
\sim \sim	To:	I-77	West of Roc	ky Gap												

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

Route	Jurisdictio	on Length	AADT (QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	QW
	From:		est of Rocky (2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
(52) (61) Clear Fork Creek I	Hwy Bland Cour			G	95%	1%	2%	1%	1%	0%	С	0.123	F	0.559	2000	G
${}$	To: From:	SR 61	Wolf Creek H	Iwy												
(52) North Scenic Hwy	Bland Coul	nty 2.07		G	96%	1%	1%	2%	1%	0%	С	0.100	F	0.549	950	G
	To: From:	US 52	I-77 North Scenic I	Hwv												
(52) (598) Ramp	Bland Coul			G								0.123	F		510	G
\bigcirc	To:		I-77 North				4									
(52) (77) (5 <u>2</u>)	Bland Coul	nty 0.79	SR 598		Se	e I-77 f	or dire	ctional tr	affic vo	lume es	timate	es for this	seai	ment.		
[52] 77 [52]	Combined Traffic Estimates for 2 Parallel	•	29000	G	77%	1%	1%	1%	19%	1%				0.569	25000	G
	To:		Virginia State I													
(52) (77) (5 ₂ 2)	West Virginia (M		virginia State I	Jine	Se	e I-77 f	or dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			25000	G
	To:	End of T	unnel, West Vi	irginia												
~~~ <u></u>	From:		S 52; SR 121										_			_
Ramp to I-81 N at Exit 8	0 Wythe Cou	inty 0.15		G			_					0.076	F		4100	G
•	From		I-81 N													
Ramp to I-81 S at Exit 8	0 Wythe Cou		S 52; SR 121 4900	G								0.092	F		4900	G
(32) ************************************	To:		I-81 S										-			
	From:	U	JS 21; US 58													
Famp to I-81 N at Exit 7	0 Town of Wytheville	(Maint: 98) 0.15		G								0.092	F		4200	G
<u> </u>	To:		I-81 N													
	From:		JS 21; US 58	_								0.000	_		1000	_
Ramp to I-81 S at Exit 70	Town of Wytheville	(Maint: 98) 0.16	1900 I-81 S	G								0.089	F		1900	G
	From:	110.52	South Scenic F	Lever												
S2 Ramp	Bland Cou			G								0.1	F		1600	G
(3 <u>E</u> ) **	To:		I-77 South									_				
	From:	US 52	South Scenic I	Hwy												
Famp	Bland Coul			G								0.115	F		920	G
$\overline{}$	To:		I-77 North													
~~ <u>-</u>	From:		ear Fork Creek	_						221	_		_			_
52 Ramp	Bland Cou		<b>620</b> I-77 South	G	96%	0%	1%	2%	1%	0%	F	0.132	F		650	G
	Econor.	•		le II			<u> </u>									
52 Ramp	Bland Cou		ear Fork Creek	G Hwy								0.113	F		450	G
(J2) · · ································	To		I-77 North	_												
	From:		I-77 South				1									
(52) $(77)$ Ramp	Bland Coul				Se	e I-77 f	or dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
	To:	SR 598 E	E River Mounta	ain Rd												

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	Q١
	From:		SR 598				2Axle 3	s+Axie	TITALI	ZITAII		Factor		Factor		
52 77 52	Bland Coul	nty 0.79			S	ee I-77	for direct	ional tra	affic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	77%	1%	1%	1%	19%	1%	F	0.088	F	0.569	25000	G
~ ~ ~	To: From:		Virginia Sta	ite Line												
5,2 } (77) {52 }	West Virginia (M	,			S	ee I-77	for directi	ional tra	affic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estimates for 2 Parallel			G	77%	1%	1%	1%	19%	1%	F	NA			25000	(
	To:	End of T	unnel, Wes	t Virginia	a											
	From:		20 Scottsvil	le Rd												
Thomas Jefferson Pkwy	Albemarle Co	ounty 1.75	9400	G	99%	0%	0%	0%	0%	0%	F	0.116	F	0.715	9600	
<i></i>	To:		Monticello	)												
Thomas Jefferson Pkwy	Albemarle Co	ounty 1.42	8400	G	99%	0%	0%	0%	0%	0%	F	0.126	F	0.908	8500	(
,	Tec			TNI.			_									
Thomas Jefferson Pkwy	Albemarle Co		fames Mont 5100	roe Pkwy <b>G</b>	99%	0%	0%	0%	0%	0%	С	0.138	F	0.923	5300	
Thomas Jefferson Pkwy	Albernarie Ot	Junty 2.30	3100	G	99 /o	0 /6	0 /6	0 /6	0 /0	0 /6	C	0.130	'	0.923	3300	
	To: From:		-729 Milton													
3) Thomas Jefferson Pkwy	Albemarle Co		8100	G	99%	0%	0%	0%	0%	0%	F	0.124	F	0.926	8200	
<u> </u>	To:		anna County													
	From:		narle Count	_	000/	00/	00/	00/	00/	00/	_	0.445	_	0.000	74.00	
3) Thomas Jefferson Parkw	ay Fluvanna Co	ounty 5.49	6900	F	99%	0%	0%	0%	0%	0%	F	0.115	F	0.682	7100	
	To: From:		0 Ruritan L	ake Rd												
$_{53}$ $)$ Thomas Jefferson Parkw	ay Fluvanna Co	unty 3.32	5000	F	99%	0%	0%	0%	0%	0%	F	0.110	F	0.603	5200	
	To:		US 15													
	From:	US 33	3 Stanleys C	Corner												
West Patrick Henry Rd	Hanover Co	unty 3.71	3500	F	98%	0%	1%	0%	1%	0%	F	0.099	F	0.611	3600	
<u> </u>	To:	12 671	Scotchtow	n Pond												
West Patrick Henry Rd	Hanover Co	·	4300	F	98%	0%	1%	0%	1%	0%	С	0.096	F	0.703	4400	
1 Took I denok Floring Flo	Tianovor oo				0070	0 70		070	1 /0	0 70	Ū	0.000	•	0.700	1100	
	To: From:		Yankeetow					221		221	_		_			
West Patrick Henry Rd	Hanover Co	unty 1.71	6700	F	98%	0%	1%	0%	1%	0%	F	0.093	F	0.66	6900	
	To: From:	1	NCL Ashlan	nd												
Thompson St	Town of Ash	land 0.96	8100	F	97%	2%	1%	0%	1%	0%	С	0.103	F	0.638	8600	
	To:		Dewey St													
	From:		Dewy Stree								_		_			
Thompson St	Town of Ash	land 0.50	9200	F	97%	2%	1%	0%	1%	0%	F	0.089	F	0.662	9800	
	To: From:		Hanover Av	ve												
England St	Town of Ash	land 0.56	14000	F	97%	2%	1%	0%	1%	0%	F	0.083	F	0.561	15000	
	To:	TTC 1	Washington	ь Цил												
England St	From: Town of Ash		22000	G Hwy	90%	1%	1%	1%	7%	0%	С	NA			24000	
England St	15WII OI ASII	0.09		u	JU /0	1 /0	1 /0	1 /0	1 /0	0 /0	J	INA			27000	
	To:		I-95												_	
54) East Patrick Henry Rd	Town of Ash		4700	F	90%	1%	1%	1%	7%	0%	F	0.094	F	0.598	5100	- 1
$\checkmark$	To:	I	ECL Ashlan	nd												

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

		Primary an	ia interstate F	toutes											
Route	Jurisdiction	Length	AADT QA	4 4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	O\v
Touto	ourisaiction			, 7111C	Dus	2Axle	e 3+Axle	1Trail	2Trail	QU	Factor	Qι	Factor	AA 11 D I	٧V
	From:		ECL Ashland							_		_			_
54 East Patrick Henry Rd	Hanover County		3700 F		1%	1%	1%	2%	0%	С	0.097	F	0.618	3800	F
<u> </u>			Hanover Court Ho												
	From:		W013A JB-42 FR												_
54) Ramp	Hanover County		9500 G								NA			9500	G
<u> </u>	To:	I-9	5-S FR RT 54												
_	From:		SR 54-E013B JE												
54) Ramp	Hanover County		4400 G								NA			4400	G
<u> </u>	To:	I-9	5-N FR RT 54												
<u> ast</u>	From:	SR	54 TO RT 95												
54) Ramp	Hanover County	0.05	8700 G								NA			8700	G
<u> </u>	То:	SR 54-V	W013A JB-42 FR	О.											
East	From:	SR	54 TO RT 95												
54) Ramp	Hanover County	0.03	3400 G								NA			3400	G
$\bigcup$	To:	SR 54-W013E	B SR 54- 13B JB-	42 FRO											
Vest	From:	SR 54 T	O AND FROM I	RT											
54) Ramp	Hanover County	0.03	870 G								NA			870	G
	To:	SR 54- 13A S	SR 54-E013A JB-	42 FRO											
Vest	From:	SR	54 TO RT 95												
54) Ramp	Hanover County		310 G								NA			310	G
34)	To:		SR 54-E013B JB-												
	From:	West V	Virginia State Lin	e											
55) (48) Wardensville Pike	Frederick County		2500 A		1%	1%	0%	5%	0%	С	0.145	Α	0.568	2200	Α
33) (48) ************************************				0.70	. , ,		0,70	0,0	0,0		011.10		0.000		•
Wandana illa Dila	From		-600 Pifer Rd	0.40/	10/	10/	00/	F0/	00/		0.000	г	0.011	0000	
55) (48) Wardensville Pike	Frederick County	<b>'</b>	3600 F ndoah County Lin		1%	1%	0%	5%	0%	F	0.088	F	0.611	3200	F
	From:		rick County Line			-									
55) (48) John Marshall Hwy	Shenandoah Coun		4800 F		1%	1%	0%	5%	0%	F	0.093	F	0.684	4200	F
33) (40)	T-1														
John Marshall Llung	From:		6200 F		1%	10/	0%	5%	00/	F	0.088	F	0.666	5500	F
55) (48) John Marshall Hwy	Shenandoah Cour	nty 3.80	6200 F	94%	176	1%	0%	5%	0%	Г	0.000	Г	0.000	5500	Г
	To: From:		I-81												
55) John Marshall Hwy	Shenandoah Cour	nty 1.02	4400 F	97%	1%	1%	1%	1%	0%	F	0.096	F	0.506	4600	F
<u> </u>	To	W	CL Strasburg												
55) John Marshall Hwy	Town of Strasburg (Mai		3400 F	97%	1%	1%	1%	1%	0%	С	0.091	F	0.506	3600	F
,	To		W, Massanutten												
	From	US 1	1 Massanutten St		•										
55) (11) N Massanutten St	Town of Strasburg (Mai	aint: 85) 0.23	13000 F	98%	0%	0%	0%	1%	0%	F	0.087	F	0.594	13000	F
$\sim$	Τα·		1 Massanutten St												
	From		E, Massanutten S		4-1		4.51	051	0.5.	•	0.00-	_	0.5.5	7/00	_
55) King St	Town of Strasburg (Mai	nint: 85) 0.60	6800 F	96%	1%	1%	1%	2%	0%	С	0.095	F	0.545	7100	F
$\sim$	To		Eberly St												

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

Doute	مرد المحالية عالية عالم	المسالم المسام		4T:	D		Trι	ıck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Route	Jurisdiction	Length <b>AAD</b>	ı QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
	From:	Eberly								_					
Front Royal Rd	Town of Strasburg (Maint: 85)	0.58 <b>3800</b>	) F	96%	1%	1%	1%	2%	0%	F	0.098	F	0.556	4000	
	To: From:	ECL Stras	burg												
55) Front Royal Rd	Shenandoah County	0.99 <b>3600</b>	F	98%	0%	1%	1%	1%	0%	С	0.101	F	0.534	3800	
<i></i>	To:	Warren Cour													
55) Strasburg Rd	Warren County	Shenandoah Co 4.91 <b>360</b> 0		98%	0%	1%	1%	1%	0%	N	0.101	N	0.534	3800	
Strasburg Rd	warren County	4.91 <b>360</b> 0	) N	90%	0%	1 70	1 70	1 70	0%	IN	0.101	IN	0.554	3600	
	To: From:	93-626 Andr													
Strasburg Rd	Warren County	2.30 <b>6100</b>	) F	98%	0%	1%	1%	1%	0%	F	0.098	F	0.679	6500	
<u></u>	To: From:	WCL Front	Royal												
55) Strasburg Rd	Town of Front Royal	0.90 9300	F	98%	0%	1%	1%	0%	0%	С	0.093	F	0.629	9900	
<u> </u>	To:	US 340, US 522 Sh		Ave											
Chananda h Aus	From:	US 52		000/	10/	10/	10/	40/	00/	0	0.001	N.I	0.500	01000	
55 522 340 Shenandoah Ave	Warren County	0.45 <b>3100</b>	0 G	96%	1%	1%	1%	1%	0%	С	0.091	N	0.523	31000	
	To: From:	CL Front I	Royal												
55) (522) (340) Shenandoah Ave	Town of Front Royal	0.34 <b>3000</b>		97%	0%	1%	1%	1%	0%	F	0.091	F	0.523	32000	
	To:	14 ST													
Tank and 14th St	Town of Front Royal	Shenandoa 0.24 <b>2500</b>		97%	0%	1%	1%	1%	0%	F	0.082	F	0.526	26000	
55 (522)(340) 14th St	To:	North Roya	• •	9770	076	1 70	170	1 70	0%	Г	0.062	Г	0.526	20000	
	From:	14TH S													
55) (522) (340) North Royal Ave	Town of Front Royal	0.35 <b>2500</b>	0 F	97%	0%	1%	1%	1%	0%	С	0.083	F	0.528	27000	
	To	US 522 & U	IS 340												
North Royal Ave	Town of Front Royal	0.25 1300		98%	1%	1%	0%	0%	0%	F	0.080	F	0.527	14000	
,	To														
55) (340) North Royal Ave	Town of Front Royal	0.57 <b>1700</b>		98%	1%	1%	0%	0%	0%	С	0.079	F	0.524	19000	
North Royal Ave				30 /6	1 /0	1 70	0 70	0 /0	0 70	J	0.073	•	0.524	13000	
	From:	E Main		000/	10/		00/	00/	00/	_	0.005	_	0.500	10000	
South Royal Ave	Town of Front Royal	0.40 1500		98%	1%	1%	0%	0%	0%	С	0.085	F	0.522	16000	
	From:	US 34 US 340, S Ro													
South St	Town of Front Royal	0.54 1700	•	97%	0%	1%	1%	1%	0%	С	0.089	F	0.588	18000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To														
55 John Marshall Hwy	Town of Front Royal	US 522, S Com 1.72 <b>1200</b>		98%	1%	1%	0%	1%	0%	С	0.092	F	0.634	13000	
John Marshall Hwy	- Town of Front Hoyal			30 /6	1 /0	1 /0	0 /6	1 /0	0 /6	O	0.032	•	0.054	13000	
Taka Manakallika	From:	ECL Front		070/	401		001	461	001		0.005		0.704	11000	
5) John Marshall Hwy	Warren County	2.98 <b>1000</b>	0 F	97%	1%	1%	0%	1%	0%	С	0.095	F	0.724	11000	
	To: From:	SR 79 Apple M	ountain Rd												
55) John Marshall Hwy	Warren County	1.35 <b>4000</b>	) F	98%	1%	0%	1%	0%	0%	С	0.107	F	0.543	4200	
<u> </u>	To:	Fauquier Cou	_												
John Marshall Llv.	From:	Warren Cour		070/	10/	10/	00/	10/	00/	_	0.100	_	0.000	600	
₅₅ ) John Marshall Hwy	Fauquier County	8.91 <b>680</b>	G	97%	1%	1%	0%	1%	0%	F	0.133	F	0.802	690	

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

									Trı	ıck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Minakasha Rd	From:			South of De		0.40/	40/	10/	40/	40/	00/	_	0.000		0.500	0500	_
55 (17) Winchester Rd	Fauquier Co	•	0.64	8500	G	94%	1%	1%	1%	4%	0%	F	0.080	F	0.596	8500	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	8500	G								NA			NA	
	To:	211	JS 17-P US	I-66	TO I ((	EAC											
55) (17) Ramp	Fauquier Co		0.36	17-S223B	10 1- 00		۱۱S 17م	for dire	octional	traffic v	oluma a	etima	tes for th	ic co	rment		
55 (17) Ramp	Tauquiei OO		I-66-E FRO	MDTHE	17 COL		e 03 17	101 0116	ctional	tianic v	Olullie e	Suma	163 101 11	iis seį	giii <del>c</del> iii.		
	From:		1-00-E FKC	US 17	17 300	111											
55) (66) (17)	Fauguier Co	untv	3.36	0017		S	ee I-66 f	or direc	ctional t	raffic vo	lume es	timate	es for this	s seai	ment.		
33) (60) (17)	Combined Traffic Estimates for 2 Parallel	,		46000	Α	92%	1%	1%	0%	6%	0%	F	0.104	A	0.622	44000	Α
	To:	Tioadways on this	s rioule.	SR 55		JZ /6	1 /0		0 /6	0 /6	0 /6	'	0.104	^	0.022	44000	^
	From:	I-60	6-E TO RT		& 721 SC	DUTH											
55) (66) Ramp	Fauguier Co		0.17				ee I-66 1	or direc	ctional t	raffic vo	lume es	timate	es for this	s seai	ment.		
33) (80) **	To:	,	I-66.US 1	7 North of	Marshal							-		3			
Bus	From:			17 West of													
55) (17) Free State Rd	Fauquier Co	unty	0.27	5100	N	95%	0%	1%	1%	2%	0%	Ν	0.091	Ν	0.618	5200	Ν
	To		TD 1	05.0	,												
Bus	From:		FR I	85 Grove 1	Lane												
(55) $(17)$ John Marshal Hwy	Fauquier Co	unty	0.71	5100	G	95%	0%	1%	1%	2%	0%	F	0.091	F	0.618	5200	G
	To		Due	US 17 Mar	e hall												
Main St East	From: Fauguier Co	untv	2.04	4500	G	95%	0%	1%	1%	2%	0%	С	0.088	F	0.628	4600	G
55 Main St East	i auquiei 00	unity	2.04	4300	ч	33 /6	0 76	1 /0	1 /0	2 /0	0 /6	O	0.000	•	0.020	4000	0
	To: From:		30-709 E	Belvoir Rd;													
₅₅ ) John Marshall Hwy	Fauquier Co	unty	2.15	2000	G	95%	0%	1%	1%	2%	0%	F	0.092	F	0.657	2000	G
$\smile$	To		W	CL The Pla	ins												
55) Main St	Town of The Plains	(Maint: 30)	0.32	2000	N	95%	0%	1%	1%	2%	0%	Ν	0.092	Ν	0.657	2000	Ν
33)		(				0070	0,0		. , 0	_,,	0,0		0.002		0.007	_000	
	From:	<b>L</b>		45 Fauquie							221	_					_
55) Main St	Town of The Plains	(Maint: 30)	0.22	1500	G	97%	1%	1%	1%	1%	0%	С	0.105	F	0.546	1600	G
<u> </u>	To		EC	CL The Plai	ins			_									
55) John Marshall Hwy	Fauquier Co	unty	4.47	1500	N	97%	1%	1%	1%	1%	0%	Ν	0.105	Ν	0.546	1600	Ν
	To:		Prince W	/illiam Cou	inty Line	:											
	From:		Fauqı	iier County	Line												
55) John Marshall Hwy	Prince William	County	3.70	6500	G	97%	1%	1%	1%	1%	0%	F	0.12	F	0.558	6600	G
$\mathcal{I}$	To:		IIC 15 I	ames Madis	on Unn												
55 John Marshall Hwy	Prince William	County	0.01	13000	N N	99%	0%	0%	0%	0%	0%	N	0.089	N	0.558	13000	N
55) John Marshall Twy	Timoe William	County	0.01	15000		00 /0	0 70		0 /0	0 /0	0 70		0.000		0.000	10000	
	To: From:			CL Haymar													
55) Washington St	Town of Haymarket	t (Maint: 76)	0.43	13000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.558	13000	G
$\smile$	To		76-625	Old Carol	ina Rd												
55 Washington St	Town of Haymarket	(Maint: 76)	0.41	9400	G	99%	0%	0%	0%	0%	0%	С	0.079	F	0.543	9700	G
33) 11 acg.c 21		(							0,0	0,0	0,0	·	5.0.0	•	3.0.0	0.00	_
	To:	<u> </u>		L Haymarl				_⊨									
55) John Marshall Hwy	Prince William		1.48	9400	N	99%	0%	0%	0%	0%	0%	N	0.079	N	0.543	9700	N
$\smile$	To:	1	US 2	9 Lee High	ıway												

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

Devite	loods all all so	Frimary and interstate not		Divis		Tru	ıck			K	01/	Dir	A A \ A \ D T	01/
Route	Jurisdiction	Length AADT QA	411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Dawn to Lot 0 at Full 200	From:	SR 55 John Marshall Hwy											000	G
Ramp to I-81 S at Exit 296	Shenandoah County	0.20 <b>980 G</b>			_					NA			980	(
	Francis	I-81 S												
Ramp to I-81 N at Exit 296	Shenandoah County	SR 55 John Marshall Hwy 0.24 <b>2500 G</b>								NA			2500	
Ramp to I-81 N at Exit 296	Silenatidoan County	U.24 <b>2500 G</b> I-81 N			_					INA			2300	
	Fermi		_											
Ramp	Fauguier County	SR 55; 30-721 I-66-E027A FR 0.17 <b>1600 G</b>	0							0.125	F		1600	
Ramp	Tauquiei County	I-66-E FROM RT 55 WEST & 721 S	OUTH							0.123	•		1000	
	Prope													
Bus 55) 17 (55) Ramp	Fauquier County	SR 55 I-66-W027A FROM & TO I	RT 66							0.138	F		660	
55) (17) (55) Ramp	Tauquiei County	I-66-W FROM RT 55 EAST & W	тет		_					0.130	•		000	
	From:													
Bus 55) 55) 17 Ramp	Fauquier County	I-66-W FROM RT 55 EAST & W 0.17 <b>660 G</b>	EST							0.138	F		660	
55) (55) (17) Ramp	Tauquiei County	SR 55 I-66-W027A FROM & TO I	от 66		_					0.130	•		000	
	From		X1 00											
56 Tye River Turnpike		US 11 Steeles Tavern 0.17 <b>1200 G</b>	070/	10/	2%	10/	10/	00/	F	0.100	F	0.570	1200	
Tye River Turnpike	Augusta County	Rockbridge County Line	97%	1%	2%	1%	1%	0%	Г	0.109	Г	0.570	1300	
	From:	Augusta County Line			-									
56) Tye River Turnpike	Rockbridge County	1.52 <b>1100 G</b>	97%	1%	2%	1%	1%	0%	С	0.104	F	0.704	1200	
	To:	81-608 Vesuvius												
56) Tye River Turnpike	Rockbridge County	3.74 <b>400 G</b>	97%	0%	1%	1%	0%	0%	С	0.107	F	0.604	420	
56) Tye raver rumpine	To:	Nelson County Line	01 70	0 70	Ť	1 /0	0 70	0 70	•	0.107	•	0.004	720	
	From:	Rockbridge County Line												
Crabtree Falls Hwy	Nelson County	8.65 <b>280 F</b>	97%	0%	2%	0%	1%	0%	С	0.111	F	0.595	290	
$\mathcal{I}$	Too	62-687 Nash												
56) Crabtree Falls Hwy	Nelson County	7.65 <b>700 F</b>	97%	0%	1%	0%	2%	0%	F	0.134	F	0.556	720	
30)	Ter				_									
56 Crabtree Falls Hwy	Nelson County	62-680 Massies Mill 1.96 <b>1200 F</b>	97%	0%	1%	0%	2%	0%	С	0.115	F	0.575	1200	
Crabtree Falls Hwy	Neison County		31 /0	0 /0	1 /0	0 /6	Z /0	0 /6	C	0.113	•	0.575	1200	
	To: From:	SR 151 South of Roseland									_			
56 151 Patrick Henry Hwy	Nelson County	2.56 <b>2000 F</b>	92%	1%	2%	3%	2%	0%	С	0.099	F	0.556	1800	
<u> </u>	To: From:	SR 151 North of Piney River												
56) Ty Branch Hwy	Nelson County	0.20 <b>390 F</b>	94%	2%	1%	1%	2%	0%	F	0.124	F	0.705	400	
<u> </u>	To:	SR 151 Y North of Piney Rive	r											
56)	Nelson County	4.83 <b>1300</b> F	94%	2%	1%	1%	2%	0%	С	0.114	F	0.561	1300	
	To				<del></del> 1									
56 29 Thomas Nelson Hwy	Nelson County	US 29 Near Colleen 4.28 <b>16000 F</b>	89%	1%	1%	1%	9%	1%	F	0.077	F	0.613	15000	
56 29 Thomas Nelson Hwy	ineison County		03/0	1 /0	1 /0	1 /0	J /0	1 /0	'	0.077	'	0.013	13000	
Bus	To: From:	US 29 South of Lovingston			_									
56) (29) Front Rd	Nelson County	0.30 <b>3100 F</b>	97%	0%	1%	0%	1%	0%	С	0.093	F	0.611	3200	
<del>5</del>	To:	BUS US 29 Lovingston												

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

Deute	1	1 1		_		Tru	ıck		-00	K	011	Dir	A A) 4/DT	_
Route	Jurisdiction	Length <b>AADT</b> (	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
	From:	BUS US 29 Lovingst									_			
₅₆ ) James River Rd	Nelson County	3.79 <b>2200</b>	<b>F</b> 98%	0%	1%	0%	1%	0%	С	0.094	F	0.601	2300	
<u> </u>	To:	62-639 Craigtown R	.d		<u> </u>									
James River Rd	Nelson County	8.03 <b>910</b>	<b>F</b> 98%	0%	1%	0%	1%	0%	F	0.096	F	0.661	930	
9	To:	62-626 James River l	Rd											
	From:	62-626 Union Dr and Cal												
₅₆ ) James River Rd	Nelson County	2.72 <b>310</b>	<b>F</b> 94%	0%	3%	0%	2%	0%	С	0.125	F	0.525	320	
	To:	Buckingham County I												
	From:	Nelson County Line		00/		40/	00/	00/	_	0.405	_	0.004	000	
(6) James River Hwy	Buckingham County	2.65 <b>300</b>	<b>G</b> 88%	0%	2%	1%	9%	0%	С	0.125	F	0.634	300	
	To: From:	14-604 Meadow Creek	Rd		_									
) James River Hwy	Buckingham County	7.82 <b>1500</b>	<b>G</b> 93%	1%	1%	1%	3%	0%	С	0.091	F	0.604	1500	
J	To:	US 60 Dentons Corn	er											
	From:	SR 8 Woolwine Hw	V											
7) Fairystone Park Hwy	Patrick County		F 95%	0%	1%	1%	2%	0%	С	0.092	F	0.539	2300	
/ ) · amyotorio · am · my	To:	SR 346 Fairy Stone State		070		1 /0	_ /0	070	Ū	0.002	•	0.000	2000	
	From:	SR 346 Fairystone Lak												
7) Fairystone Park Hwy	Patrick County		<b>F</b> 95%	0%	1%	1%	2%	0%	F	0.097	F	0.529	2700	
,	To:	Henry County Line												
	From:	Patrick County Line	2											
7) Fairystone Park Hwy	Henry County	3.77 <b>5700</b>	<b>G</b> 97%	1%	0%	0%	1%	0%	F	0.093	F	0.635	5900	
<i></i>	Tor	44-904 Krontz Dr												
7) Fairystone Park Hwy	From: Henry County		<b>G</b> 97%	1%	0%	0%	1%	0%	С	0.090	F	0.654	7800	
7) Tallystone Falk Tiwy	Tierry Gounty	2.03	<b>u</b> 57 76	1 70	<u> </u>	0 /0	1 /0	0 /0	O	0.030		0.004	7000	
	To: From:	Alt SR 57 Riverside												
7 Fairystone Park Hwy	Henry County	2.83 <b>7400</b>	<b>G</b> 98%	1%	0%	0%	1%	0%	С	0.093	F	0.591	7700	
/	To	44-903 Henry St; Rivers	ide Dr											
7) Fairystone Park Hwy	Henry County		<b>G</b> 98%	1%	0%	0%	1%	0%	F	0.09	F	0.55	13000	
,	To:	US 220 Virginia Av												
	From:	US 220 Bassett Forl	KS											
(7) (220) William F Stone Hwy	Henry County	0.77 <b>16000</b>	<b>G</b> 85%	1%	1%	1%	12%	1%	F	0.075	F	0.536	15000	
	То:	US 220 South of Bassett												
	From:	US 220 William F Stone												
7 Appalachian Dr	Henry County	1.68 <b>1900</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.109	F	0.54	2000	
	To:	44-609 Daniels Creek	Rd											
7) Appalachian Dr	Henry County		<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.091	F	0.591	6700	
)						- / -	- / -		-		-			
Tawatta Ct	City of \$ \$ 4 - still -	44-667 Koehler Rd		00/		001	00/	001		0.000		0.04.4	0400	
7) Fayette St	City of Martinsville	1.34 <b>2900</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.098	F	0.614	3100	
<b>/</b>	T _{CC}	Pine Hall Rd			<u> </u>									
7) Fayette St	City of Martinsville		<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.099	F	0.613	3900	
	To													
Bus	From:	US 220 Memorial Bl	va											
(220) Memorial Blvd	City of Martinsville	0.85 <b>10000</b>	<b>G</b> 97%	0%	1%	0%	2%	0%	С	0.089	F	0.503	11000	
<del></del>	To:	Broad St												

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		Filliary and ii					Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		oad St												
57 (220) Memorial Blvd	City of Martinsville	0.25 14	4000 G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.566	15000	G
Bus	To- From:	US 58; E	BUS US 220												
57 58 Starling Ave	City of Martinsville	0.85 <b>8</b>	900 G	98%	1%	1%	0%	1%	0%	С	0.09	F	0.55	9500	G
	To:	Mull	perry Rd												
Bus 57 58 Starling Ave	City of Martinsville		′500 G	98%	1%	1%	0%	1%	0%	F	0.096	F	0.576	8000	G
57 (58) Starling Ave	To:		urch St	30 /6	1 /0	170	0 70	1 /0	0 78	'	0.000	•	0.570	0000	ч
Bus	From:		ling Ave												
(57) (58) Church St	City of Martinsville	0.10 <b>1</b> 0	0000 G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.601	11000	G
Bus	To: From:	Churc	ch St Ext												
(57) (58) Church St	City of Martinsville	0.28 <b>9</b>	400 G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.542	10000	G
$\bigcirc$	To	Fa	niry St												
Bus 57 58 E Church Rd	City of Martinsville		900 G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.616	9500	G
[57] [58] E Church Rd	City of Martinsville			90 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.032	'	0.010	9300	G
Bus	To- From:	Broo	kdale St												
(57) (58) E Church Rd	City of Martinsville	0.13 <b>12</b>	2000 G	98%	1%	1%	0%	1%	0%	F	0.088	F	0.586	13000	G
Bus	To: From:	Нос	oker St												
57) 58 E Church Rd	City of Martinsville	0.77 <b>1</b> 5	5000 G	98%	1%	1%	0%	1%	0%	С	0.086	F	0.614	16000	G
Bus	To: From:	ECL M	<b>I</b> artinsville												
57) 58 A L Philpott Hwy	Henry County	0.54 13	3000 A	98%	0%	0%	0%	1%	0%	С	0.100	Α	0.593	14000	Α
	To:		JS 58												
Chathara Dd	From:		Phillpott Hwy	0.40/	10/	10/	00/	00/	00/	_	0.000	F	0.007	0000	_
57 Chatham Rd	Henry County		100 G	94%	1%	1%	2%	3%	0%	С	0.098	г	0.627	3200	G
Clastina and Del	From:		ntain Valley R		10/	10/	00/	00/	00/	F	0.000	F	0.547	0000	
57 Chatham Rd	Henry County		a County Line	94%	1%	1%	2%	3%	0%	Г	0.096	г	0.547	2000	G
	From:		County Line												
57) Callands Rd	Pittsylvania County	4.95 <b>1</b>	400 G	88%	1%	2%	2%	7%	0%	F	0.092	F	0.503	1400	G
	To- From:	SR 41 Fr	ranklin Tpke												
57) Callands Rd	Pittsylvania County	3.24 <b>1</b>	900 G	88%	1%	2%	2%	7%	0%	С	0.085	F	0.605	1900	G
<u> </u>	To: From:	71-750 Green Por	nd Rd; Strawbe	rry Rd											
57) Callands Rd	Pittsylvania County	3.97 <b>1</b>	600 G	88%	1%	2%	2%	7%	0%	F	0.100	F	0.533	1600	G
$\smile$	To:	71-799	Climax Rd												
57) Callands Rd	Pittsylvania County	3.94 <b>2</b>	500 G	88%	1%	2%	2%	7%	0%	F	0.096	F	0.764	2500	G
$\sim$	To: From:	71-1428 E,	Moses Mill Ro			⊒⊢									
57) Callands Rd	Pittsylvania County		500 G	88%	1%	2%	2%	7%	0%	F	0.089	F	0.588	3500	G
$\overline{}$	To: From:	<u>W</u> CL	Chatham												
57) Depot St	Town of Chatham (Maint: 71)	0.52 <b>3</b>	500 N	88%	1%	2%	2%	7%	0%	Ν	0.089	Ν	0.588	3500	Ν
$\smile$	Τα	Bus US 29	N, S Main St												

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							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	41 ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	BUS US		070/	00/	10/	00/	40/	00/		0.004		0.504	0000	
57 29 S Main St	Town of Chatham (Maint: 71)	0.19 <b>580</b> 0		97%	0%	1%	0%	1%	0%	N	0.091	N	0.534	6000	N
	From:	Bus US 29 S,													
57) Halifax Rd	Town of Chatham (Maint: 71)	0.18 <b>140</b> 0		96%	1%	1%	0%	3%	0%	С	0.101	F	0.514	1400	G
	To:	ECL Cha													
57) Halifax Rd	Pittsylvania County	0.63 <b>140</b> 0		96%	1%	1%	0%	3%	0%	С	0.101	F	0.514	1400	G
37) Hamak Ha	- Moyivama county				1 70		070	0,0	070	Ū	0.101		0.011	1 100	·
- Holifox Bd	Pittoulyania County	US 29		010/	10/	10/	10/	69/	00/	F	0.006	F	0.502	1400	G
57 Halifax Rd	Pittsylvania County	3.56 <b>140</b> 0	) G	91%	1%	1%	1%	6%	0%	Г	0.086	Г	0.502	1400	Ċ
	To: From:	71-649 W, S													
₅₇ ) Halifax Rd	Pittsylvania County	2.41 <b>120</b> 0	) G	91%	1%	1%	1%	6%	0%	С	0.103	F	0.535	1200	C
$\smile$	To: From:	71-895 Coleman	Mountain F	Rd											
57) Halifax Rd	Pittsylvania County	1.38 <b>120</b> 0	) G	91%	1%	1%	1%	6%	0%	F	0.103	F	0.531	1200	C
$\bigcirc$	Too	71-640 Java Rd; Sp	ring Garder	n Rd											
57) Halifax Rd	Pittsylvania County	0.52 <b>140</b> 0		91%	1%	1%	1%	6%	0%	F	0.081	F	0.516	1400	
3,,	T.														
57) Halifax Rd	Pittoylyania County	71-699 Brownvill 2.19 <b>110</b> 0		91%	1%	1%	1%	6%	0%	F	0.083	F	0.507	1100	(
57) Halifax Rd	Pittsylvania County				1 70	1 70	170	070	0%	Г	0.063	Г	0.507	1100	
	To: From:	71-698 Stone Rd; I													
57) Halifax Rd	Pittsylvania County	2.01 <b>870</b>	G	91%	1%	1%	1%	6%	0%	F	0.1	F	0.653	890	(
<u> </u>	To: From:	71-729 W, Pic	kaway Rd												
₅₇ ) Halifax Rd	Pittsylvania County	0.56 870	G	91%	1%	1%	1%	6%	0%	F	0.094	F	0.6	890	C
$\smile$	To	71-697 Dabney	House Rd			<u> </u>									
57) Halifax Rd	Pittsylvania County	1.83 860		91%	1%	1%	1%	6%	0%	F	0.091	F	0.657	880	(
s:)	To:	Halifax Cou	nty Line												
	From:	Pittsylvania Co													
(57) Chatham Rd	Halifax County	3.53 <b>680</b>	F	89%	1%	1%	1%	8%	0%	F	0.09	F	0.628	700	F
<u> </u>	To: From:	41-844 Tun	e Trail			_									
57) Chatham Rd	Halifax County	1.64 <b>100</b> 0	) F	89%	1%	1%	1%	8%	0%	С	0.099	F	0.615	1000	F
$\smile$	Tor	41-845 Ed Ma	son Lane												
57) Chatham Rd	Halifax County	3.62 1400		89%	1%	1%	1%	8%	0%	F	0.112	F	0.522	1400	F
3,7)	Tel								- , -		****				
57 Chatham Rd	Halifax County	41-676 Asbury 4.06 <b>180</b> 0		89%	1%	1%	1%	8%	0%	F	0.097	F	0.682	1800	F
57 Chatham Rd	Haillax County	SR 360 Mou		09%	1 70	170	170	070	0%	Г	0.097	Г	0.002	1000	Г
	From														
ALT  Bivoroido Dr		SR 57 Ba		069/	10/	10/	10/	20/	00/	0	0.000	F	0.540	E700	_
57) Riverside Dr	Henry County	2.87 <b>5500</b>		96%	1%	1%	1%	2%	0%	С	0.088	г	0.543	5700	G
<u>ALT</u>	From:	44-903 Stani 44-903 TB Sta													
57) N River Rd	Henry County	1.22 8700		96%	1%	1%	1%	2%	0%	F	0.105	F	0.646	9000	G
<u>u</u>	To:	US 22				i			- / -	-					_

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

		1 milary an	id interstate	Tioutes											
Route	Jurisdiction	l enath	AADT C	A 4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
1.04.0	Cancalotteri	Longin	AAD! (	<b>4A</b> 11110	Вас	2Axle	3+Axle	1Trail	2Trail	u o	Factor	Q, t	Factor	70.11151	۵.,
~~~	From:		essee State Lin												
58 Daniel Boone Trail	Lee County	1.76	5900	G 95%	0%	1%	1%	4%	0%	F	0.088	F	0.586	6000	G
<u> </u>	Tox	52-912 V	W, Station Cree	k Rd		\neg									
58 Daniel Boone Trail	Lee County	4.33		G 95%	0%	1%	1%	4%	0%	F	0.086	F	0.627	5100	G
30)	T-1														
Daniel Beans Trail	From:	3.13	1 Old Quarry F		00/	10/	10/	40/	00/	С	0.104	۸	0.500	2000	۸
Daniel Boone Trail	Lee County			A 95%	0%	1%	1%	4%	0%	C	0.104	Α	0.523	3800	Α
	From:		ylor Rd; Doc H			-									
58 Daniel Boone Trail	Lee County	3.09		G 95%	0%	1%	1%	4%	0%	F	0.097	F	0.518	4200	G
58) Burner Boone Train	To:		684 Norray Rd	u 0070	0 70		1 /0	470	0 70	•	0.007	•	0.010	4200	ď
	From:		Chadwell Statio	n Rd											
58 Daniel Boone Trail	Lee County	6.84		G 95%	0%	1%	1%	4%	0%	F	0.086	F	0.517	3700	G
	T-1														
C Daniel Beans Haritage Hung	From:		7 Old Nursery I		00/	10/	10/	40/	00/		NIA			2400	
Daniel Boone Heritage Hwy	Lee County	8.94	3400	G 95%	0%	1%	1%	4%	0%	F	NA			3400	G
	To: From:	52-75	58 Cony Hollov	N											
58 Daniel Boone Heritage Hwy	Lee County	4.32	4800	G 95%	0%	1%	1%	4%	0%	F	0.094	F	0.633	4900	G
\bigcirc	To:	W	CL Jonesville												
(58)	Town of Jonesville (Maint: 52)	0.95		N 95%	0%	1%	1%	4%	0%	Ν	0.094	Ν	0.633	4900	Ν
(56)	Town of concovine (Maint: 62)			14 00 70	0 70		1 /0	470	0 70	.,	0.004		0.000	4000	
~~~ · · · · · · · · · · · · · · · · · ·	To: From:		ALT US 58									_			
(58) Wilderness Rd	Town of Jonesville (Maint: 52)	0.74	4300	<b>G</b> 94%	0%	1%	1%	4%	0%	F	0.090	F	0.571	4500	G
<u> </u>	To: From:	E	CL Jonesville			$\neg$ $\vdash$									
58 Daniel Boone Trail	Lee County	0.87	4300	N 94%	0%	1%	1%	4%	0%	Ν	0.090	Ν	0.571	4500	Ν
	Tox	52 (41	East of Jonesv	.:11 -											
58 Daniel Boone Trail	Lee County	7.54		G 94%	0%	1%	1%	4%	0%	F	0.095	F	0.613	2900	G
Daniel Boone Trail	Lee County	7.54	2700	G 94 /6	0 /6	1 /0	1 /0	4 /0	0 /6	'	0.095	'	0.013	2900	G
	To: From:		US 421 Dot			┷									
{58}{421}	Lee County	6.00		<b>G</b> 94%	0%	1%	1%	4%	0%	С	0.09	F	0.51	4800	G
$\hookrightarrow$	To:		ott County Line												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			e County Line	<b>a</b> a						_		_			_
(58) (421) Duff Pat Hwy	Scott County	4.55	4300	G 94%	0%	1%	1%	4%	0%	F	0.100	F	0.653	4400	G
* * 	To: From:	W	VCL Duffield			\Box									
(58) (421)	Town of Duffield (Maint: 84)	0.20	4300	N 94%	0%	1%	1%	4%	0%	Ν	0.100	Ν	0.653	4400	Ν
	To		US 23												
	Scott County	4.67		G 93%	0%	1%	1%	6%	0%	F	0.085	F	0.520	13000	G
(58) (23) (421)	Scott County	4.07	12000	G 93/6	0 /6	1 /0	1 /0	0 /6	0 /6	'	0.005	'	0.520	13000	G
~ ~ ~	To: From:		SR 65												
(58) (23) (421)	Scott County	3.56	13000	G 93%	0%	1%	1%	6%	0%	F	0.085	F	0.509	13000	G
~ ~ ~	Toc		84-870			$ \vdash$									
58 23 421 Daniel Boone Heritage Hwy	Scott County	5.99		G 93%	0%	1%	1%	6%	0%	F	0.086	F	0.588	13000	G
(30) (23) (421) - 3000 - 10000 (30)							. , •	- / •	- / 0	•	2.300	•	2.300	. 5000	_
~~~	From		23 West of Gate				461	061	051		0.455		0 = 0	10000	
(58) (23) (421)	Scott County	1.70		N 93%	0%	1%	1%	6%	0%	N	0.102	N	0.52	12000	N
~ ~ ~	To:	N	CL Gate City												

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

						4.7.			Tru	ıck		0.0	K	011	Dir	A A14/5-	- 0''
Route	Jurisdictio	on Le	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:			L Gate City													
[58] [23] [421]	Town of Gate City ((Maint: 84) 0	.36 1	12000	N	93%	0%	1%	1%	6%	0%	N	0.102	N	0.52	12000	N
~~~~~	To: From:			Gate City													
[58] [23] [421]	Scott Cour	nty 0	.45 1	12000	N	93%	0%	1%	1%	6%	0%	N	0.102	N	0.52	12000	N
	To: From:			L Gate City		2221											
[58] [23] [421]	Town of Gate City (	(Maint: 84) 0	0.16 1	12000	Α	93%	0%	1%	1%	6%	0%	С	0.102	Α	0.52	12000	Α
~ ~ ~	To:From:			East of Ga													
[58] [23] [421]	Town of Gate City (	(Maint: 84) 0	0.61 2	27000	N	93%	0%	1%	1%	6%	0%	N	0.087	N	0.555	27000	N
~ ~ ~	To: From:			Gate City													
{58} {23}{421}	Scott Cour	nty 0	.35 2	27000	G	93%	0%	1%	1%	6%	0%	F	0.087	F	0.555	27000	G
<del>*</del> * * *	To: From:		NCL	Weber Cit	ty												
(58) (23) (421)	Town of Weber City	(Maint: 84) 0	.08 2	27000	G	93%	0%	1%	1%	6%	0%	F	0.087	F	0.555	27000	G
$\overset{\diamond}{\sim} \overset{\diamond}{\sim} \overset{\circ}{\sim}$	To: From:			US 23													
(58) (421) Hilton Rd	Town of Weber City	(Maint: 84) 0	.26 1	11000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.526	12000	G
$\bigcirc$	To:		SR 224 V	Wadlow Ga	ap Rd												
58 (421)	Town of Weber City	(Maint: 84) 0	.06	2800	G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.662	3000	G
	To:		ECL	Weber Cit	tv												
58 (421)	Scott Cour	nty 4		2800	G	98%	0%	1%	0%	1%	0%	С	0.091	F	0.662	3000	G
	To:		84-709 /	A P Carter	Hwv												
58 421 Bristol Hwy	Scott Cour		3.27	710	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.525	740	G
	Tæ			84-696													
58 (421) Bristol Hwy	From: Scott Cour	nty 9	.35	430	G	96%	0%	2%	0%	1%	0%	С	0.113	F	0.618	440	G
,	To:		Washingt	ton County	/ Line												
~~~~	From:			County Li													
58 421 Gate City Hwy	Washington C	Sounty 2	2.65	950	G	96%	0%	2%	0%	1%	0%	F	0.115	F	0.513	1000	G
~~~	To: From:			Rich Valle													
(58) (421) Gate City Hwy	Washington C	County 3	3.59	5000	G	96%	0%	2%	0%	1%	0%	F	0.092	F	0.618	5300	G
<del>~</del> ~	To: From:			CL Bristol													
58 421 Gate City Hwy	City of Bristol (M	aint: 95) 0		5000	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.6	5300	G
<del>~~</del>	To: From:			1; US 421 58; US 421	1												
(58) (81)	City of Bristol (M	L	2.44	36, 03 421	1	S	ee I-81	for dire	ectional tr	affic vo	lume es	timate	es for this	s sea	ment.		
(30) (61)	Combined Traffic Estimates for 2 Parallel	*		37000	Α		1%	1%	1%	19%	1%		0.097			38000	Α
	Tel					,0	. , ,		. 70	.070	. , 0	•	0.007		0.0.0	00000	
(FO) (O1)	City of Bristol (M	l	.39	I-381		S	ee I-81	for dire	ectional tr	affic vo	dume es	timate	es for this	s sea	ment		
[58] [81]	Combined Traffic Estimates for 2 Parallel	,		49000	G		1%	1%	1%	19%	1%		0.083	_		50000	G
	_ I	. todawayo on tino ne				11/0	1 /0	1 /0	1 /0	10/0	1 /0	•	0.000	'	0.000	55000	u
	City of Bristol (M	aint: 05)	US 2.13	11, US 19	1	0.	00 I 01	for dire	otional tr	offic vo	dumo co	timata	oc for this		mont		
[58] [81]		•		40000	٨				ectional tr					·		51000	٨
	Combined Traffic Estimates for 2 Parallel	noadways on this Ro	Old		Α	77%	1%	1%	1%	19%	1%	г	0.093	А	0.531	51000	Α

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

Route	Jurisdictio	on Length	AADT	QA 4	ITire E	Rus	T			QC	_ K	QK	Dir	AAWDT	Q١
	From	n: C	Old Airport Rd	ı		2A	xle 3+Axl	e 1 I rail	21rail		Factor		Factor		
58 (81)	City of Bristol (N		ru / III port Ru		See	I-81 for o	lirectional	traffic vo	lume es	timate	es for this	s sear	nent		
(36) (61)	Combined Traffic Estimates for 2 Parallel		46000	A 7		1% 1		19%	1%	F	0.094	A A	0.521	48000	A
	Tr.		NCL Bristol		1 1 70	1 /0 1	/0 1/0 	13 /0	1 /0		0.054		0.521	40000	,
	From	α:	FR-310												
58 (81)	Washington C	County 0.99			See	I-81 for c	lirectional	traffic vo	lume es	timate	es for this	sear	nent.		
30) (1)	Combined Traffic Estimates for 2 Parallel		44000	<b>A</b> 8	30%	1% 1	% 1%	17%	1%	F	0.096	Α	0.527	45000	,
	To	DE	95-611		30,0	. , 0 .	,	,0	. , 0	•	0.000		0.02.	.0000	•
	From	x:	NCL Bristol												
58 (81)	Washington C	County 3.84			See	I-81 for c	lirectional	traffic vo	lume es	timate	es for this	segr	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	Α 7	77%	1% 1	% 1%	19%	1%	F	NA			48000	
	To	D:	FR-310			. , ,			.,.	-					-
	From	E	95-611								-				
58 (81)	Washington C	County 2.00			See	I-81 for c	lirectional	traffic vo	lume es	timate	es for this	segr	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G 8	30%	1% 1	% 1%	17%	1%	F	0.085	F	0.504	48000	(
	7.						i								
$\rightarrow$	From Washington (	County 1.93	SR 140		Coo	1 01 for a	livaatianal	troffic vo	luma aa	tim at	a for this		mant		
58) (81)	Washington C						lirectional					U			
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	B 8	30%	1% 19	% 1%	17%	1%	С	0.094	Α	0.546	43000	
		<u></u> S	CL Abingdon	1											
58 (81)	Town of Abingdon	(Maint: 95) 0.14			See	I-81 for c	lirectional	traffic vo	lume es	timate	es for this	segr	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	B 8	30%	1% 1	% 1%	17%	1%	С	NA			43000	
	7.						i								
$\rightarrow$	Town of Abingdon	(Maint: 95) 1.06	SR 75		Coo	1 01 for a	lirectional	troffic vo	luma aa	tim at	as for this		mant		
58 81	_	,										_		.=	
	Combined Traffic Estimates for 2 Parallel				30%	1% 1	% 1%	17%	1%	F	0.081	F	0.521	45000	(
	To Eron		ICL Abingdon	1											
58 (11) Lee Highway	Washington (	<u> </u>	I-81, US 11 <b>24000</b>	G 9	98% (	0% 0	l % 1%	0%	0%	_	0.083	_	0.522	25000	(
58 11 Lee Highway	Washington C		East of Abin	-	90% (	J% U	70 170 	0%	0%	Г	0.063	Г	0.522	23000	,
	From		11 Lee Highw												
58 Jeb Stuart Hwy	Washington C		7500	_	95% (	0% 0	% 1%	3%	0%	F	0.094	F	0.631	7900	(
38) 302 310011111,	g.cg			•			. , , , ,	0,70	0,0	•	0.00	•	0.00		
~~	To From	15	5-708 Bethel 1				, ,,,			_		_			
58 Jeb Stuart Hwy	To From Washington C	15	5-708 Bethel 1		95% (	0% 0	% 1%	3%	0%	С	0.096	F	0.539	4500	(
58 Jeb Stuart Hwy	Tron Washington (	County 3.57		G 9	95% (	0% 0	% 1%	3%	0%	С	0.096	F	0.539	4500	
<u></u>	To From	County 3.57	4300	<b>G</b> 9		0% 0		3%	0%	C	0.096	F N	0.539	4500 4500	
<u></u>	Washington C Town of Damascus	County 3.57  W s (Maint: 95) 1.38	4300 /CL Damascu 4300	G 9 s N 9											
58) Jeb Stuart Hwy	Town of Damascus Town of Damascus	County 3.57  W s (Maint: 95) 1.38  SR 91	4300 /CL Damascu 4300 W, Greenway	G S s N S y Ave	95% (	0% 0	% 1%	3%	0%	N	0.096	N	0.539	4500	
58) Jeb Stuart Hwy	To From	County 3.57  W s (Maint: 95) 1.38  SR 91	4300 /CL Damascu 4300	G S s N S y Ave	95% (		% 1%								
58 Jeb Stuart Hwy	Town of Damascus Town of Damascus	County 3.57  W s (Maint: 95) 1.38  SR 91 s (Maint: 95) 0.45	4300 /CL Damascu 4300 W, Greenway	G S  N S  y Ave  G S	95% (	0% 0	% 1%	3%	0%	N	0.096	N	0.539	4500	
58 Jeb Stuart Hwy 58 91 Jeb Stuart Hwy	Town of Damascus Town of Damascus	County 3.57  Was (Maint: 95) 1.38  SR 91 S (Maint: 95) 0.45	4300 /CL Damascu 4300 W, Greenway 3800	G S  N S  y Ave  G S	95% ( 95% (	0% 0	% 1% % 1%	3%	0%	N	0.096	N	0.539	4500	(
58 Jeb Stuart Hwy  58 91 Jeb Stuart Hwy	Town of Damascus Town of Damascus Town of Damascus Town of Damascus	County 3.57  Was (Maint: 95) 1.38  SR 91 S (Maint: 95) 0.45  County 0.54	4300 //CL Damascu 4300 W, Greenway 3800 //CL Damascus 3800	G S  N S  y Ave  G S  N S	95% ( 95% (	0% 0°	% 1% % 1%	3%	0%	N F	0.096	N F	0.539	4500 4000	(
58 Jeb Stuart Hwy  58 91 Jeb Stuart Hwy	Town of Damascus Town of Damascus Town of Damascus Town of Damascus	County 3.57  W s (Maint: 95) 1.38  SR 91 s (Maint: 95) 0.45  E County 0.54  SR 91 F	4300 /CL Damascu 4300 W, Greenway 3800 CL Damascus	G S S N S S N S S S N S S S S S S S S S	95% ( 95% (	0% 0°	% 1% 	3%	0%	N F	0.096	N F	0.539	4500 4000	1

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

		Primary and interst	iate Ro	utes											
Route	Jurisdiction	Longth AADT	~	4Tire	Bus		Tru	ıck		00	K	OK	Dir	A A \ A \ D T	$\circ$
Houle	Junsaiction	Length AADT	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	95-603 Rhyme	er Rd												
58 Jeb Stuart Hwy	Washington County	5.80 <b>560</b>	G	98%	0%	1%	0%	1%	0%	С	0.118	F	0.507	580	G
$\bigcirc$	To:	Grayson County	y Line												
~~~	From:	Washington Cour	-												
(58) Highlands Pkwy; Jeb Stuart Hwy	Grayson County	9.57 490	F	98%	0%	1%	0%	1%	0%	F	0.112	F	0.521	510	F
<u> </u>	To: From:	SR 362 Grayson Highla	nds State	Park											
158 Highlands Pkwy	Grayson County	3.76 340	F	98%	0%	1%	0%	1%	0%	F	0.123	F	0.617	350	F
	T		-												
Llighlanda Dlum	Gravean County	38-740 North of 3.99 450		000/	00/	10/	00/	10/	00/		0.110	Г	0.71	470	F
Highlands Pkwy	Grayson County		F	98%	0%	1%	0%	1%	0%	F	0.112	F	0.71	470	Г
~	From:	SR 16 Troutdale SR 16 Highlands													
58 16 Troutdale Hwy	Grayson County	3.99 1500	F	89%	0%	2%	1%	7%	0%	F	0.097	F	0.552	1600	F
Troutdale Hwy	Crayson County	0.00 1000		00 70	0 70		1 /0	1 /0	0 /0		0.007		0.552	1000	'
~~~ <u></u>	To: From:	SR 16 Jefferson													
∑ Wilson Hwy	Grayson County	3.79 <b>1500</b>	F	94%	1%	2%	1%	3%	0%	F	0.093	F	0.597	1600	F
<u> </u>	To:	38-711 Fox Cre	ek Rd												
58 Wilson Hwy	Grayson County	8.04 <b>2100</b>	F	94%	1%	2%	1%	3%	0%	С	0.094	F	0.786	2200	F
(36)	-						.,-		• , •	_		-	• • • • • • • • • • • • • • • • • • • •		-
~~	From:	WCL Independ		2 424					221						
(58) W Main St	Town of Independence (Maint: 38)	0.86 <b>2100</b>	N	94%	1%	2%	1%	3%	0%	Ν	0.094	N	0.786	2200	N
<del></del>	To: From:	US 21 Independer	nce Ave												
(58) (221) E Main St	Town of Independence (Maint: 38)	1.20 <b>6600</b>	F	95%	1%	1%	1%	3%	0%	F	0.11	F	0.615	6900	F
	To	ECL Independ	lamaa												
58 221 Grayson Pkwy	Grayson County	1.55 <b>6600</b>	N	95%	1%	1%	1%	3%	0%	Ν	0.11	Ν	0.615	6900	Ν
[58] [221] Grayson Pkwy	Chayson County	1.55 0000		33 /6	1 /0	1 /0	1 /0	J /6	0 /6	IN	0.11	IN	0.013	0300	11
~~~~~	To: From:	SR 274 Riversi													
(58) (221) Grayson Pkwy	Grayson County	8.68 4600	F	95%	1%	1%	1%	3%	0%	С	0.094	F	0.556	4800	F
\hookrightarrow	To	SR 94 Riversio	de Dr												
58 (221) Grayson Pkwy	Grayson County	1.36 7900	F	95%	1%	1%	1%	3%	0%	F	0.095	F	0.583	8300	F
30 (221)	7-														
C C D D D D D D D D D D D D D D D D D D	From:	WCL Gala		070/	00/	10/	40/	00/	00/	_	0.004	_	0.507	0000	_
(58) (221) Reserve Blvd	City of Galax	0.47 7500	G	97%	0%	1%	1%	2%	0%	С	0.094	F	0.537	8000	G
*	To: From:	Greenville Rd W S	Stuart Dr												
(58) (221) Reserve Blvd; W Stuart Dr	City of Galax	1.10 6800	G	97%	0%	1%	1%	2%	0%	F	0.084	F	0.556	7200	G
\bigcirc	To	Fries Rd													
58 221 W Stuart Dr	City of Galax	0.20 11000	G	97%	0%	1%	1%	2%	0%	F	0.088	F	0.574	12000	G
58 221 W Stuart Dr	Oity of Galax	0.20 11000	<u> </u>	31 /6	0 70	1 70	1 /0	2 /0	0 /0		0.000		0.57 4	12000	ч
~~~~	To: From:	SR 89 Main													
(58) (221) E Stuart Dr	City of Galax	0.34 <b>14000</b>	G	96%	0%	1%	0%	3%	0%	F	0.094	F	0.533	15000	G
~ ~	To:	Meadow S	St												
58 221 E Stuart Dr	City of Galax	1.81 19000	G	96%	0%	1%	0%	3%	0%	F	0.078	F	0.504	21000	G
						i	- / -	- / -		-					-
~~~~ F 0: F	From	Haynes Ro		000/	00/		00/	00/	00/	_	0.076	_	0.54	47000	_
(58) (221) E Stuart Dr	City of Galax	1.10 16000	G	96%	0%	1%	0%	3%	0%	С	0.079	F	0.54	17000	G
~ ~	To	ECL Galax	X												

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
~~~	From:	ECL Galax												
(58) (221) Carrollton Pike	Carroll County	2.05 <b>14000 G</b>	96%	0%	1%	0%	3%	0%	F	0.084	F	0.51	15000	G
<del></del>	To: From:	17-722 Cranberry Rd			-									
(58) (221) Carrollton Pike	Carroll County	1.28 <b>16000 G</b>	96%	0%	1%	0%	3%	0%	F	0.082	F	0.524	16000	G
	То:	17-872 Woodlawn Roa	d											
~~~	From:	17-872 Woodlawn Rd												
(58) (221) Carrollton Pike	Carroll County	3.69 13000 A	96%	0%	1%	0%	3%	0%	С	0.102	Α	0.515	14000	Α
	To	I-77			\neg \vdash									
58 221 Carrollton Pike	Carroll County	0.72 14000 G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.559	15000	G
	To	WCL Hillsville												
58 221 West Stuart Dr	From: Town of Hillsville (Maint: 17)	2.10 14000 N	97%	0%	1%	1%	1%	0%	N	0.084	N	0.559	15000	Ν
(58) (221) West Stuart Dr	Town of Timovine (Maint: 17)		37 70	0 70	1 /0	1 /0	1 /0	0 70	14	0.004	14	0.555	13000	14
~~-	To: From:	US 221 Floyd Pike												
58 East Stuart Dr	Town of Hillsville (Maint: 17)	2.26 2400 G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.585	2500	G
<u> </u>	To:	ECL Hillsville			_									
58 Danville Pike	Carroll County	5.94 2400 N	97%	0%	1%	1%	1%	0%	Ν	0.088	Ν	0.585	2500	Ν
	Ter	17 (00 C 1 10 1 B												
58 Danville Pike	From:	17-680 Crooked Oak R 8.14 2400 G		00/	10/	10/	10/	0%	F	NA			2500	G
58 Dariville Pike	Carroll County		97%	0%	1%	1%	1%	0%	Г	INA			2500	G
•	From:	Floyd County Line Carroll County Line												
58 Danville Pike	Floyd County	1.57 1800 G	90%	1%	1%	1%	7%	0%	С	NA			1900	G
36) 24.776 7 11.0	1 loya county		0070	170		1 70	7 70	0 70	Ŭ				1000	_
~~	From:	Patrick County Line					==:							
58) Danville Pike	Patrick County	1.38 1800 N	90%	1%	1%	1%	7%	0%	N	NA			1900	N
~	To: From	Bus US 58												
58 Danville Pike	Patrick County	1.90 1500 F	86%	1%	1%	1%	11%	0%	С	0.086	F	0.658	1600	F
	To:	Bus US 58												
~~	From:	Bus US 58 E Blue Ridge												
58 Jeb Stuart Hwy	Patrick County	1.44 2500 F	91%	0%	1%	1%	6%	0%	F	0.090	F	0.511	2700	F
<u> </u>	Tox	70-764 Mountain View	Rd		<u> </u>									
58 Jeb Stuart Hwy	Patrick County	9.44 2200 F		1%	1%	2%	7%	0%	С	0.093	F	0.536	2300	F
,	To:	N SR 8 Cruzes Store												
	From:	N SR 8 Cruzes Store Woolwin	ne Pkwy											
58 8 Jeb Stuart Hwy	Patrick County	2.01 4900 F	93%	0%	1%	1%	4%	0%	С	0.091	F	0.509	5100	F
	To	Bus US 58 W Blue Ridge	. Ct											
58 Jeb Stuart Hwy	Patrick County	0.86 3700 F		0%	1%	1%	6%	0%	С	0.088	F	0.584	3900	F
58 Jeb Stuart Hwy	Tatrick County	0.00 3700 1	3176	0 /6	1 /0	1 /0	0 /6	0 /6	O	0.000	•	0.504	3300	'
~~	To: From:	70-1025 Johnson St												
58 Jeb Stuart Hwy	Patrick County	0.69 4200 F	91%	0%	1%	1%	6%	0%	F	0.090	F	0.507	4400	F
<u> </u>	To-	Bus US 58 E Blue Ridge	St		<u> </u>									
58 Jeb Stuart Hwy	Patrick County	3.78 6900 F		1%	1%	1%	6%	0%	F	0.091	F	0.537	7300	F
,						, -		- / -	-					-
Company I have	From	70-680 South Mayo Dri		401		461	001	001	-	0.004	_	0.507	F000	-
58 Jeb Stuart Hwy	Patrick County	3.63 5300 F		1%	1%	1%	6%	0%	F	0.094	F	0.507	5600	F
~	Tα	70-626 South of Critz; Abram F	enn Hwy											

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

Б			4.T.			Truc	ck			K	611	Dir	A A1***	۵.
Route	Jurisdiction	Length AADT QA 4	4 I ire	Bus	2Axle 3				QC	Factor	QK	Factor	AAWDT	Q۱
~	From:	70-626 South of Critz; Abram Penn H												
Jeb Stuart Hwy	Patrick County		91%	1%	1%	1%	6%	0%	С	0.085	F	0.566	5800	I
~	To:	Henry County Line												
A.L. Dielle att Llean	From:	Patrick County Line	0.40/	00/	40/	40/	40/	00/	_	0.000	_	0.570	0000	
A L Philpott Hwy	Henry County	2.67 6300 G 9	94%	0%	1%	1%	4%	0%	F	0.086	F	0.573	6600	
~	To: From:	44-695 Spencer-Preston Rd												
A L Philpott Hwy	Henry County	3.31 6900 G 9	94%	0%	1%	1%	4%	0%	F	0.088	F	0.605	7200	
~	To- From:	44-687 E, Soapstone Rd												
58 A L Philpott Hwy	Henry County	2.46 10000 G 9	94%	0%	1%	1%	4%	0%	С	0.093	F	0.610	11000	
	To:	US 220 William F Stone Hwy; US 58	Bus											
~~~~	From:	US 220 West of Martinsville							_					
58 (220) William F Stone Hwy	Henry County		85%	1%	1%	1%	12%	1%	F	0.076	F	0.537	16000	
<del></del>	To: From:	US 220 South of Martinsville												
~~		US 220; Bus US 220 Greensboro R		10/		00/	<b>5</b> 0/	00/	_	0.005	_	0.500	11000	
58) William F Stone Hwy	Henry County	2.65 <b>11000 G</b> 9	93%	1%	1%	0%	5%	0%	F	0.085	F	0.528	11000	
~	To	44-650 Irisburg Rd												
William F Stone Hwy	Henry County	3.72 <b>7600 G</b> 9	93%	1%	1%	0%	5%	0%	F	0.078	F	0.549	7700	
,	To:	Bus US 58												
	From:	Bus US 58 William F Stone Hwy												
A L Philpott Hwy	Henry County	1.89 <b>13000 G</b> 9	93%	1%	1%	0%	5%	0%	F	0.085	F	0.543	13000	
	To:	44-620 Old Liberty Dr												
58 ( A L Philpott Hwy	From: Henry County		93%	1%	1%	0%	5%	0%	F	0.085	F	0.504	12000	
A L Philpott Hwy	Tierity County	2.11 <b>12000 G</b>	90 /o	1 /0	1 /0	0 /6	J /6	0 /6	'	0.005	•	0.304	12000	
	To: From:	44-610 Axton Rd												
58 A L Philpott Hwy	Henry County	1.38 <b>10000 G</b> 9	93%	1%	1%	0%	5%	0%	F	0.084	F	0.506	11000	
~	To:	Pittsylvania County Line												
~~~	From:	Henry County Line												
58)	Pittsylvania County	3.78 11000 G 9	93%	1%	1%	0%	5%	0%	F	0.078	F	0.525	11000	(
~	To:	71-622 West of Brosville												
58	Pittsylvania County		93%	1%	1%	0%	5%	0%	С	0.103	Α	0.501	12000	
30)	, ,													
~~	From:	71-708 Long Circle	000/	40/		00/	5 0/	00/	_	0.004	_	0.04	45000	
Martinsville Hwy	Pittsylvania County		93%	1%	1%	0%	5%	0%	F	0.081	F	0.61	15000	
~	From:	Bus US 58												
58 Danville Expressway	Pittoulyania County	Bus US 58 Maritinsville Hwy 2.51 6300 G	93%	1%	1%	0%	5%	0%	F	0.086	F	0.547	6400	
Danville Expressway	Pittsylvania County	2.51 6300 G S	93%	1 70	1 70	070	3%	0%	Г	0.000	Г	0.547	0400	
~	To: From:	71-1260 Oakridge Farms Rd	•											
58	Pittsylvania County	4.31 6200 G 8	84%	1%	1%	1%	13%	0%	С	0.088	F	0.574	6200	
~	To:	WCL Danville			<u> </u>									
58	City of Danville (Maint: 71)		84%	1%	1%	1%	13%	0%	С	0.088	F	0.574	6200	
20)	Oity of Darivine (Maint. 71)		U-T /U	1 /0	1 /0	1 /0	10 /0	0 /0	J	0.000	•	0.074	0200	
	To: From:	US 29 Danville Expressway												
58 29 Danville Expwy	City of Danville (Maint: 71)	1.12 16000 G 8	82%	1%	1%	2%	14%	1%	F	0.073	F	0.581	16000	
~ ~	To:	Elizabeth St												

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	QI
~ ~ Para !!! a Farance	From:	Elizab		000/	40/	10/	00/	4.40/	40/	_	0.404		0.707	45000	
Danville Expwy	City of Danville (Maint: 71)	2.63 150	00 A	82%	1%	1%	2%	14%	1%	С	0.101	Α	0.727	15000	P
~~~	To: From:	SR 86, S												.=	
Danville Expwy	City of Danville (Maint: 71)	1.85 <b>170</b>	00 G	82%	1%	1%	2%	14%	1%	F	0.072	F	0.559	17000	(
~ ~	To: From:	Goodye				<u> </u>									_
Danville Expwy	City of Danville (Maint: 71)	1.36 190		82%	1%	1%	2%	14%	1%	F	0.075	F	0.524	20000	(
<del>* *</del>	From:	US 29 Danville Expr		US 58											
58 (360 South Boston Rd	City of Danville	0.90 <b>270</b>		85%	1%	1%	1%	13%	0%	F	0.076	F	0.510	27000	(
	Toc	Kentue	rk Rd												
58 (360 South Boston Rd	City of Danville	1.98 200		85%	1%	1%	1%	13%	0%	F	0.077	F	0.558	20000	(
	To	ECL D													
58) (360) Philpott Rd	Pittsylvania County	2.37 <b>130</b>		85%	1%	1%	1%	13%	0%	F	0.072	F	0.54	12000	(
(300)	т.				- , ,	<del></del>	.,.			•		-			
58) (360) Philpott Rd	Pittsylvania County	3.32 <b>74</b>		85%	1%	1%	1%	13%	0%	С	0.102	Α	0.515	7500	
(360) Philpott Rd	Titis yivania County	Halifax Co		03 /6	1 /0	1 /0	1 /0	13 /0	0 /6	C	0.102	^	0.515	7300	,
	From:	Pittsylvania (													
(360) Philpott Rd	Halifax County	3.48 77		85%	1%	1%	1%	13%	0%	F	0.076	F	0.514	7800	
9 (66)	To:	SR 119	Delila												
	From:	SR 119 C													
360 Philpott Rd	Halifax County	6.58 <b>74</b>	00 F	85%	1%	1%	1%	13%	0%	F	0.078	F	0.507	7500	
	To:	41-658 Tur	beville Rd												
~ ~~~	From:	41-658 Turbevill													
(8) (360) Philpott Rd	Halifax County	9.25 <b>82</b> 0	00 A	85%	1%	1%	1%	12%	0%	С	0.102	Α	0.596	8400	
<del></del>	To: From:	US 501 Huell N	Matthews Hw	у		$\neg$ $\vdash$									
(360) Bill Tuck Hwy	Town of South Boston	0.18 <b>120</b>	00 F	85%	1%	1%	1%	12%	0%	F	0.077	F	0.549	12000	
	To:	ECL Sout	h Roston												
(360) Bill Tuck Hwy	Halifax County	0.52 120		85%	1%	1%	1%	12%	0%	N	0.077	Ν	0.549	12000	
9)(300)	T-1					<del></del>									
Dill Totale Liver	From:	US 360 John R			10/	10/	10/	1.00/	00/		0.004	_	0.505	0000	
Bill Tuck Hwy	Halifax County	5.00 <b>60</b>		85%	1%	1%	1%	12%	0%	F	0.084	F	0.585	6200	
	From	41-601 Roc													
Bill Tuck Hwy	Halifax County	41-601 Bud 5.57 <b>49</b> 0		85%	1%	1%	1%	12%	0%	F	0.078	F	0.534	5000	
Bill Tuck Hwy	To:	Mecklenburg		03 /6	1 /0	1 /0	1 /0	12/0	0 /6		0.076		0.554	3000	
	From:	Halifax Co													_
8	Mecklenburg County	2.96 <b>48</b>	-	85%	1%	1%	1%	12%	0%	F	0.081	F	0.536	4900	(
2)				-3,0	. , •		. , •	, 0	- / 0	•		,	2.300	.000	
~	From:	58-735		0501	4-1		461	1651	051	_	0.6==	_	0.555	F	
(8)	Mecklenburg County	2.99 <b>55</b> 6	00 G	85%	1%	1%	1%	12%	0%	F	0.077	F	0.525	5600	(
~	To: From:	SR 49 West of	f Clarksville												
<del>§</del>	Mecklenburg County	1.26 <b>73</b>	00 G	85%	1%	1%	1%	12%	0%	F	0.083	F	0.577	7500	(
	To:	Bus US 58 V													

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~	From:	Bus US 58 V		050/	10/	101	40/	100/	00/	_	0.070	_	0.540	4000	
58	Mecklenburg County	1.46 <b>480</b>		85%	1%	1%	1%	12%	0%	F	0.079	F	0.546	4800	G
~	To: From:	US 15; Bu		050/	10/	10/	00/	100/	00/	F	0.00	F	0.500	0100	
58	Mecklenburg County	2.42 <b>580</b>		85%	1%	1%	2%	12%	0%	Г	0.08	Г	0.506	6100	G
	Mecklenburg County	US 15, Bus U 8.40 <b>46</b> 0		85%	1%	1%	2%	12%	0%	С	0.105	Α	0.564	4900	Α
58	Meckleriburg County			00%	1 70	1 70	270	1270	076	C	0.105	А	0.364	4900	A
	Town of Boydton (Maint: 58)	0.60 <b>460</b>	•	85%	1%	1%	2%	12%	0%	N	0.105	N	0.564	4900	N
58)	Town of Boydton (Maint: 36)			00 /6	1 /0	1 /0	2/0	12 /0	0 /6	IN	0.103	IN	0.304	4300	14
50	Mecklenburg County	0.20 <b>460</b>		85%	1%	1%	2%	12%	0%	N	0.105	N	0.564	4900	N
58	wicekienburg County			00 /0	1 /0	1 70	270	12 /0	0 70	14	0.103	14	0.504	+300	11
F0)	Mecklenburg County	0.92 <b>520</b>		85%	1%	1%	2%	12%	0%	F	0.084	F	0.640	5500	G
58)							270	1270	070	•	0.001	•	0.010	0000	ŭ
FO	Mecklenburg County	5R 386 Mecklenburg Corre 4.87 <b>580</b>		er Access . 85%	1%	1%	2%	12%	0%	F	0.082	F	0.533	6000	G
58	To														
58	Mecklenburg County	SR 4 Buggs 4.23 <b>610</b>		85%	1%	1%	2%	12%	0%	F	0.081	F	0.516	6400	G
30)	То-	US 1 Bi					_,,								
58 (1)	Mecklenburg County	3.23 900	~	95%	1%	1%	1%	2%	0%	F	0.088	F	0.535	9600	G
	То.	US 1 Near SW													
58 (1)	Mecklenburg County	0.20 <b>620</b>		81%	1%	1%	1%	16%	1%	Ν	0.083	Ν	0.522	6100	Ν
	Tor	58-780 Th	eater Rd												
58	Mecklenburg County	1.61 <b>620</b>		81%	1%	1%	1%	16%	1%	F	0.083	F	0.522	6100	G
	Tot	58-903 Good	es Ferry Rd												
58	Mecklenburg County	0.98 640		81%	1%	1%	1%	16%	1%	F	0.081	F	0.553	6200	G
	To.	SCL South Hill	; Maple Lan	e		<b>—</b> —									
58	Town of South Hill (Maint: 58)	0.69 <b>610</b>	00 G	81%	1%	1%	1%	16%	1%	F	0.081	F	0.547	5900	G
~	To- From:	BUS US 58; C	Country Lane												
58 E Atlantic St	Town of South Hill (Maint: 58)	0.24 <b>190</b>	00 G	81%	1%	1%	1%	16%	1%	F	0.085	F	0.525	19000	G
<del>~</del>	To: From:	ECL South	Hill; I-85												
58	Mecklenburg County	1.27 <b>150</b>	00 G	81%	1%	1%	1%	16%	1%	F	0.079	F	0.506	15000	G
	To: From:	WCL La	Crosse												
58	Town of LaCrosse (Maint: 58)	0.52 <b>150</b>	00 N	81%	1%	1%	1%	16%	1%	Ν	0.079	Ν	0.506	15000	Ν
	To: From:	ECL La				$\Box$ $\vdash$									
58	Mecklenburg County	0.61 <b>150</b>	00 N	81%	1%	1%	1%	16%	1%	Ν	0.079	N	0.506	15000	Ν
	To: From:	58-644 Wa													
58	Mecklenburg County	1.98 <b>110</b>		81%	1%	1%	1%	16%	1%	F	0.075	F	0.504	11000	G
<u>~</u>	To	WCL Br	odnax												

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

					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire B	IS	3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~	From:	WCL Brodnax	040/ 4	2/ 10/	40/	100/	40/		0.075		0.504	44000	
58	Town of Brodnax (Maint: 58)		81% 1	% 1%	1%	16%	1%	Ν	0.075	N	0.504	11000	
~	From:	Brunswick County Line Mecklenburg County Line											
58 Piney Pond Rd	Town of Brodnax (Maint: 12)		81% 1	% 1%	1%	16%	1%	F	0.075	F	0.524	9100	
38),	(				.,.		.,.	-		-			
Cayamar Harrison Bloom	Prunoviale County	ECL Brodnax	010/ 1	2/ 10/	10/	160/	10/		0.114	۸	0.567	0000	
Governor Harrison Pkwy	Brunswick County	9.60 <b>8400 A</b> 12-694 Cattail Rd	81% 1	% 1%	1%	16%	1%	С	0.114	Α	0.567	8300	
-	From:	12-694 Cattail Rd; Twin Ponds Rd	d										_
Governor Harrison Pkwy	Brunswick County			% 1%	1%	16%	1%	F	0.075	F	0.520	8700	
,	T-												
Covernor Harrison Plans	Brunswick County	Bus US 58 EAST 3.04 <b>10000 G</b>	81% 1	% 1%	1%	16%	1%	F	0.078	F	0.513	10000	
Governor Harrison Pkwy	Bruitswick County	3.04 10000 G	O176 I	70 I 70	170	10%	1 70	Г	0.076	Г	0.513	10000	
~	To: From:	12-712 Edgerton											_
68 Governor Harrison Pkwy	Brunswick County		81% 1	% 1%	1%	16%	1%	F	0.073	F	0.540	8900	
~	To: From:	Greensville County Line											_
58 Pleasant Shade Dr	Greensville County	Brunswick County Line 6.34 10000 F	81% 1	% 1%	1%	16%	1%	F	0.088	F	0.685	10000	
Pleasant Shade Dr	Greensville County	0.34 10000 F	01/6 1	/0 1/0	1 /0	10 /6	1 /0	'	0.000	'	0.003	10000	
~	To: From:	WCL Emporia											_
68 West Atlantic St	City of Emporia (Maint: 40)	0.41 <b>12000 F</b>	81% 1	% 1%	1%	16%	1%	F	0.075	F	0.524	12000	
<del>~</del>	To: From:	Purdy Rd											
West Atlantic St	City of Emporia (Maint: 40)	0.13 <b>20000 F</b>	81% 1	% 1%	1%	16%	1%	F	0.088	F	0.501	20000	
<i>→</i>	Toc	I-95											
58	City of Emporia (Maint: 40)		75% 1	% 1%	1%	22%	1%	С	0.077	F	0.567	14000	
58	Only of Emporia (Maint: 10)		7070 .	70 170	170	/0	1 70	Ū	0.077	•	0.007	1 1000	
~	Prom:	US 301 Main St	700/ 4	2/ 10/	40/	000/	40/		0.074	F	0.507	40000	
58	City of Emporia (Maint: 40)	0.64 <b>14000 F</b>	70% 1	% 1%	1%	26%	1%	С	0.074	F	0.507	13000	
	To: From:	Reese St											_
58	City of Emporia (Maint: 40)	0.49 <b>13000 F</b>	80% 1	% 1%	1%	17%	0%	F	0.076	F	0.522	12000	
~	Too	Davis St											
58	City of Emporia (Maint: 40)		80% 1	% 1%	1%	17%	0%	F	0.076	F	0.536	12000	
	To	F Adl C4											
	City of Emporia (Maint: 40)	East Atlantic St 0.40 <b>14000 F</b>	80% 1	% 1%	1%	17%	0%	F	0.074	F	0.508	13000	
58	Oity of Emporia (Maint: 40)	0.40 14000 F	00 /o I	/0 1/0	1 /0	17 /0	0 /6	'	0.074	'	0.506	13000	
	To: From:	ECL Emporia											
Courtland Rd	Greensville County		80% 1	% 1%	1%	17%	0%	F	NA			14000	
~~ <u> </u>	To:	Southampton County Line											
Southamatan Blown	Southampton County	Greensville County Line 5.44 14000 G	80% 1	% 1%	1%	17%	0%	F	0.076	F	0.562	13000	
Southampton Pkwy	Southampton County			/0 I 70	1 70	1770	U 70	Г	0.076	Г	0.362	13000	
~	To: From:	87-615 W, Adams Grove Rd; Hicksfor											_
58 Southampton Pkwy	Southampton County	4.72 <b>14000 G</b>	80% 1	% 1%	1%	17%	0%	F	0.076	F	0.612	13000	
~	To.	87-659 Drewry Rd; Pinopolis											
Southampton Pkwy	Southampton County		80% 1	% 1%	1%	17%	0%	F	0.074	F	0.571	13000	
~ , , , , , , , , , , , , , , , , , , ,	Tor	WCL Capron	•						-				

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

		,		4			Tru	ıck			K	011	Dir		۵.
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~	From:		L Capron												
58 Southampton Pkwy	Town of Capron (Maint: 87)		4000 N	80%	1%	1%	1%	17%	0%	N	0.074	N	0.571	13000	Ν
<del></del>	To: From:		3 Capron 3 Main St												
58 Southampton Pkwy	Town of Capron (Maint: 87)		5000 G	80%	1%	1%	1%	17%	0%	F	0.076	F	0.562	15000	C
38) Southampton Film,	round dapton (main: 07)			0070	1,0		1 70	17 70	0 70	•	0.070	•	0.002	10000	
Cauthamatan Divini	From		Capron A	80%	1%	10/	10/	170/	00/		0.104	۸	0.670	10000	,
Southampton Pkwy	Southampton County	5.56 14	4000 A	80%	176	1%	1%	17%	0%	С	0.124	Α	0.670	12000	,
~~	To: From:		us W of Courtla			<u> </u>									
Southampton Pkwy	Southampton County	3.46 <b>16</b>	6000 G	80%	1%	1%	1%	17%	0%	F	0.073	F	0.597	15000	(
<del>~</del>	To: From:	Bus US 58 E	ast Of Courtland												
58	Southampton County	2.34 <b>20</b>	0000 A	85%	1%	1%	1%	13%	0%	С	0.108	Α	0.561	20000	
~	To	Bus US 58 V	West of Franklin												
58	Southampton County		8000 G	85%	1%	1%	1%	13%	0%	F	0.108	Ν	0.561	17000	(
30)	Τα	HC 50 D V													
58 Southampton Pkwy	From: Southampton County		West of Franklin  8000 G	85%	1%	1%	1%	13%	0%	F	0.073	F	0.536	17000	(
Se Coulinampion i kwy	Countington County			0070	1 /0	170	1 /0	10 /0	0 70	•	0.070		0.000	17000	
~~	From		uth of Franklin	050/	40/		40/	100/	00/		0.070	_	0.50	10000	
58 ] [258]	Southampton County		9000 G	85%	1%	1%	1%	13%	0%	F	0.073	F	0.58	18000	•
~ ~	From:		Suffolk on County Line												
58 (258 Franklin Bypass	City of Suffolk		0000 F	85%	1%	1%	1%	13%	0%	F	0.079	F	0.574	19000	
230) = ,,,,	T.						.,.		- , -	•		-			
58 Franklin Bypass	City of Suffalk		S 258 <b>7000 N</b>	85%	1%	1%	1%	13%	0%	N	0.077	N	0.532	17000	
Franklin Bypass	City of Suffolk			00%	1 70	1 70	170	13%	0%	IN	0.077	IN	0.552	17000	
~~~	To: From:		R 189			<del> </del>									
758 (189) (189) Franklin Bypass	City of Suffolk	1.01 1 7	7000 F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.532	17000	
~	To: From:	SR 272 Sc	outh Quay Rd												
58 (189)(189)S Quay Rd	City of Suffolk	4.23 19	9000 F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.6	18000	
	To	SR 189	S Quay Rd												
68 Holland Bypass	City of Suffolk		9000 F	85%	1%	1%	1%	13%	0%	F	0.081	F	0.579	18000	
.	To	Duo	S US 58												
58 Holland Rd	City of Suffolk		3000 F	85%	1%	1%	1%	13%	0%	F	0.080	F	0.564	22000	
Violana ria	Oity of Guilloik			00 70	1 /0	1 /0	1 /0	10 /0	0 70	'	0.000	'	0.504	22000	
~	To: From:		, Buckhorn Rd	050/	40/		40/	100/	00/	_	0.004	_	0.570	00000	
58	City of Suffolk		3000 F	85%	1%	1%	1%	13%	0%	F	0.081	F	0.578	22000	
~	From:		E, Lummis Rd Lummis Rd			-									
68 Holland Rd	City of Suffolk		4000 F	85%	1%	1%	1%	13%	0%	F	0.080	F	0.592	23000	
50)	5.t, 5. 5a5.N			50,0	.,,		. , ,	.0,5	0,0	•	3.000	•	3.00=		,
Lolland Dd	Tori		nning Bridge Rd	OE0/	10/	10/	10/	100/	00/	F	0.000	F	0.504	05000	
Holland Rd	City of Suffolk	0.67 27	7000 F	85%	1%	1%	1%	13%	0%	г	0.082	г	0.564	25000	
- 	To- From:	133-738	Kenyon Rd												
Holland Rd	City of Suffolk	0.38 3 0	0000 F	85%	1%	1%	1%	13%	0%	F	0.080	F	0.565	29000	- 1
~	То:	Cove	Point Rd		-										

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

		Primary and inters	siale Ro	utes											
Pouto	luvia diation	Longth AADT		4T:	Dua		Tru	ıck		00	K	OK	Dir	V V/V/D.T.	OVA
Route	Jurisdiction	Length AADI	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
	From:	Cove Point	Rd												
58 Holland Rd	City of Suffolk	1.15 3100 0) F	85%	1%	1%	1%	13%	0%	F	0.081	F	0.554	30000	F
	To:			ass											
	From:	Bus US 5	58												
58 13 Suffolk Bypass	City of Suffolk	1.41 39000) F	85%	1%	1%	1%	13%	0%	F	0.085	F	0.620	37000	F
\bigcirc	To	122 604 Bitable	rittle Dd												
Suffolk Bypass	11011.			85%	1%	1%	1%	13%	0%	F	0.084	F	0.626	39000	F
[58] [13] Suffolk Bypass	Oity of Bulloik	1.00 41000	' '	00 70	1 /0	1 70	1 /0	10 /0	0 /0		0.004	•	0.020	00000	
~~ ~~ ~~	To: From:														
(58) (13) (460) Suffolk Bypass	City of Suffolk	0.93 47000	G	92%	0%	1%	1%	6%	0%	F	NA			49000	G
\bigcirc	Tex	SR 10 SR 32 Go	dwin Blyd												
(50) (40) (400) Suffolk Bynass	City of Suffolk			92%	0%	1%	1%	6%	0%	F	0.085	F	0 597	58000	F
Suffolk Bypass	Oity of Outlook			0270	0 70	1 70	1 /0	070	0 /0	•	0.000	•	0.007	00000	•
~~ ~~ ~~	To: From:														
58 \ 13 \ 460 \ Suffolk Bypass	City of Suffolk	2.30 47000) F	92%	0%	1%	1%	6%	0%	F	0.084	F	0.618	49000	F
\bigcirc	Clay of Surfolk Clay of Su														
~~ ~~ ~~															
{58} {13}{460}Military Highway	City of Suffolk	3.46 68000	<u> </u>	92%	0%	1%	1%	6%	0%	F	0.086	F	0.621	71000	F
\bigcirc	To:														
~~ ~~ ~~ ~~	From:									_					
58 \ \ 13 \ \ 460 \ Military Highway	City of Chesapeake (Maint: 64)	2.94 69000) A	92%	0%	1%	1%	6%	0%	С	0.097	Α	0.576	71000	Α
\bigcirc	To	I-664													
(58) (13) (460)	City of Chesapeake (Maint: 64)		G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	11000	G
(30) (13) (400)							.,.			-		-			-
ALT	From:	SR 191 Jolliff Rd; US 13	Military F	lighway											
58 (460) Airline Blvd	City of Chesapeake	1.72 6900	F	97%	2%	1%	0%	1%	0%	С	0.088	F	0.52	7300	F
	To:	WCL Portsn	nouth												
ALT	From:	ECL Chesar	eake												
58 (460) Airline Blvd	City of Portsmouth	0.29 11000	G	97%	2%	1%	0%	1%	0%	F	0.082	F	0.529	12000	G
	To	-	1.0												
ALT	From:	Greenwood	1 Dr												
58 (460) Airline Blvd	City of Portsmouth	0.20 15000	G	97%	2%	1%	0%	1%	0%	F	0.079	F	0.602	15000	G
$\bigcirc\bigcirc$	Ter	Elmhannat I													
ALT	From:	EIIIIIUISUL	ane												
58 (460) Airline Blvd	City of Portsmouth	1.30 8700	G	97%	2%	1%	0%	1%	0%	F	0.079	F	0.571	9200	G
	To	SP 220 Viotor	n Dlud												
ALT	From:														
(58) (460) Airline Blvd	City of Portsmouth	0.28 11000	G	97%	2%	1%	0%	1%	0%	F	0.078	F	0.587	11000	G
\bigcirc	To:	CD 227 Dortomo	outh Dlvd												
58 Airline Blvd	City of Portemouth			97%	20/-	10/-	0%	10/	0%	F	0.110	F	0.511	14000	C
Airline Blvd	Oity of Fortsmouth	1.40 13000	<u> </u>	31 /0	Z /0	I /0	U /o	1 /0	U /o	'	0.110	1	0.511	14000	G
	To: From:	US 17 Frederic	ck Blvd												
58 Airline Blvd	City of Portsmouth	0.19 18000	G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.614	19000	G
\bigcirc	То	TEst of				— <u> </u>									
58 London Blvd	City of Portonouth			079/	10/	10/	10/	10/	09/		0.000		0.600	10000	
58 London Blvd	Second Register Second Reg		G												
	10:	SR 141 Londo	n 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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 141 London B													
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.73 34000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.653	36000	G
~	To: From:	SR 164 Western F	rwy												
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)	0.12 32000	Α	96%	0%	0%	1%	2%	0%	С	0.095	Α	0.5	36000	Α
~	To:	Elizabeth River Midtow		el											
Flinchada Divar Middayya Tyyanal	City of Double could (Mainty C4)	Martin Luther King F		000/	00/		10/	00/	00/	0	0.005	^	0.5	00000	^
Elizabeth River Midtown Tunnel	City of Portsmouth (Maint: 64)	1.08 32000	Α	96%	0%	0%	1%	2%	0%	С	0.095	Α	0.5	36000	Α
	To: From:	ECL Portsmout													
58 Elizabeth River Midtown Tunnel	City of Norfolk (Maint: 64)	0.65 32000	Α	96%	0%	0%	1%	2%	0%	С	0.095	Α	0.5	36000	Α
~	To:	SR 337 Brambleton	ı Ave												
58 (337) Brambleton Ave	City of Norfolk	SR 337 0.26 26000	G	96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	30000	G
58 337 Brambleton Ave	City of Norloik	0.20 20000	G	90%	0%	0%	170	270	0%	Г	0.075	Г	0.567	30000	G
~~~	To: From:	Colley Ave													
58 337 Brambleton Ave	City of Norfolk	0.83 <b>32000</b>	G	96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	37000	G
~	To:	E SR 337													
Dules Ct	Oit of Norfalls	E SR 337 Brambleto		050/	10/	10/	10/	10/	00/	_	0.000	_	0.754	0.400	_
Duke St	City of Norfolk	0.17 <b>8800</b>	G	95%	1%	1%	1%	1%	0%	F	0.083	F	0.754	9400	G
<u> </u>	To: From:	Olney Rd													
58 Virginia Beach Blvd	City of Norfolk	0.07 <b>5800</b>	G	95%	1%	1%	1%	1%	0%	F	0.086	F	0.674	6200	G
~	To:	Boush Street													
58 Virginia Beach Blvd	City of Norfolk	0.24 <b>5300</b>	G	95%	1%	1%	1%	1%	0%	F	0.089	F	0.532	5700	G
30) 8	To:	US 460 Monticello Ave; S		Blvd											
	From:	Monticello Ave	e												
58 Virginia Beach Blvd	City of Norfolk	0.70 <b>14000</b>	G	95%	1%	1%	1%	1%	0%	F	0.092	F	0.591	15000	G
~	To	SR 168 Tidewater	r Dr												
58 Virginia Beach Blvd	City of Norfolk	0.53 <b>15000</b>	G	95%	1%	1%	1%	1%	0%	С	0.099	F	0.522	16000	G
Virginia Boach Biva	Only of Horion			0070	1 /0		1 70	1 /0	0 70	Ü	0.000	•	0.022	10000	~
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Park Ave		050/	00/		40/	40/	00/	_	0.00	_	0.540	10000	_
Virginia Beach Blvd	City of Norfolk	0.96 16000	G	95%	2%	1%	1%	1%	0%	С	0.09	F	0.516	18000	G
~	To: From:	SR 405 Ballentine	Blvd												
58 Virginia Beach Blvd	City of Norfolk	0.88 29000	G	95%	2%	1%	1%	1%	0%	F	0.086	F	0.552	31000	G
~	To:	Azalea Garden F	Pd												
58 Virginia Beach Blvd	City of Norfolk	1.35 28000	G	95%	2%	1%	1%	1%	0%	F	0.098	F	0.635	30000	G
Vilginia Bodon Biva	Only of Horion			0070		. 70	1 70	1 /0	0 70	•	0.000	•	0.000	00000	Ŭ
~~	From:	US 13 Military H		2221			221					_			_
58) Virginia Beach Blvd	City of Norfolk	0.79 26000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.515	28000	G
~	To: From:	SR 165 Kempsville	e Rd												
58 Virginia Beach Blvd	City of Norfolk	0.93 27000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.539	29000	G
~	Tα	WCL Va Beach; Newt	town Rd												
~~	From	ECL Norfolk; Newto													
58 Virginia Beach Blvd	City of Virginia Beach	1.33 40000	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.586	37000	G
~	To:	SR 190 Witchduck	k Rd	-											

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT G	A 4Tir	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~ \v	From:		00 Witchduck R		. 00/	101	201	20/	00/	_	0.000	_	0.557	22222	_
Virginia Beach Blvd	City of Virginia Beach	1.11	31000	G 98%	6 0%	1%	0%	0%	0%	С	0.089	F	0.557	33000	G
What is Decade Blood	From:		Independence I		/ 40/		00/	00/	00/		0.000	F	0.500	40000	
58 Virginia Beach Blvd	City of Virginia Beach	n 2.18	47000	G 98%	6 1%	1%	0%	0%	0%	F	0.096	F	0.599	43000	G
Vivoinia Basah Blud	City of Virginia Beach		tosemont Rd	G 98%	6 1%	10/	0%	00/	0%	F	NA			40000	
Virginia Beach Blvd	City of Virginia Beach			G 98%	0 170	1%	0%	0%	0%	Г	INA			48000	G
58 Virginia Beach Blvd	City of Virginia Beach		za Trail North	3 98%	6 1%	1%	0%	0%	0%	С	0.095	F	0.56	36000	G
58 Virginia Beach Blvd	City of Virginia Beach			G 98%	0 170	176	0%	0%	0%	C	0.095	Г	0.56	36000	G
58 Virginia Beach Blvd	City of Virginia Beach		40000	G 99%	6 0%	0%	0%	0%	0%	F	0.086	F	0.572	37000	G
58 Virginia Beach Blvd	City of Virginia Beach				0 070	0%	0%	076	0%	г	0.000	Г	0.572	37000	G
58 Virginia Beach Blvd	City of Virginia Beach		9 Great Neck F	3 99%	6 0%	0%	0%	0%	0%	F	0.085	F	0.572	28000	G
58) Virginia Beach Blvd	City of Virginia Beach				0 /0	0 /6	0 /6	0 /6	0 /6	•	0.005	'	0.572	20000	G
58 Laskin Rd	City of Virginia Beach		58; Va Beach I	Blvd A 99%	6 0%	0%	0%	0%	0%	С	0.097	Α	0.569	30000	Α
58 Laskin Rd	City of Virginia Beach			A 99 /	0 /0	0 /6	0 /6	0 /6	0 /6	C	0.037	^	0.509	30000	^
58 Laskin Rd	City of Virginia Beach		st Colonial Rd 29000	G 99%	6 0%	0%	0%	0%	0%	F	0.08	F	0.524	30000	G
58 Laskin Rd	City of Virginia Beach			J 997	0 070	0%	0%	076	0%	г	0.06	Г	0.524	30000	G
58 Laskin Rd	City of Virginia Beach		Birdneck Rd 27000	G 99%	6 0%	0%	0%	0%	0%	F	0.076	F	0.533	27000	G
58 Laskin Rd	To:		60 Pacific Ave	J 99 /	0 0/0	0 /0	0 /6	0 /6	0 /6	•	0.076	'	0.555	27000	G
	From:		8 E 96A; US 58	2 W 96 A											
Ramp to I-81 S at Exit 1	City of Bristol (Maint: 9			3							0.083	F		1600	G
<u></u>	To:	,	I-81 S												
	From:	Ramps US 58	8 E 96B; US 42	1 W 66B											
Ramp to I-81 N at Exit 1	City of Bristol (Maint: 9	,		G							0.100	F		2800	G
	To:		I-81 North												
~~	From:		8 Carrollton Pik								0.004	_		0000	_
58 Ramp	Carroll County	0.18	2200 I-77 South	<u> </u>							0.084	F		2200	G
	From:		3 Carrollton Pik			1									
58 Ramp	Carroll County	0.21		<u>-</u> 3							0.072	F		3300	G
30)	То:		I-77 North												
East East	From:	US 58	US 421 Eastbou	ınd											
58 Ramp US 58 W US 421 E to I-81 S at Exit 1	City of Bristol (Maint: 9	5) 0.03	530	G							0.132	F		530	G
~	Tα	Rar	np US 58 96A												
East	From:		US 421 Eastbou												_
58 Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Maint: 95			3							0.138	F		960	G
-	10.	•	58 96B; US 421												
East 58 Ramp	Mecklenburg County		3 E, E Atlantic 5	St G 81%	6 1%	1%	1%	16%	1%	F	NA			1000	G
אא (ו ומוווע	ivieckieriburg coulity	0.30	1000 (Ja 017	0 1/0	1 /0	1 /0	10/0	1 /0		INA			1000	a

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

			T THITTELY CIT						Trι	ıck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:			US 58 East													
(58) Ramp	Mecklenburg C	County	0.24	950	G	81%	1%	1%	1%	16%	1%	F	NA			930	G
<u> </u>	To:			I-85 North													
East (58) Ramp	From:			95-S011B T													
(58) Ramp	City of Emporia (N	Maint: 40)	0.18	2400	G								NA			2400	G
<u> </u>	To:			S FROM R													
East (58) Ramp	From:		US 58 I-95-NO			M 95											_
(58) Ramp	City of Emporia (N	//aint: 40)	0.13	1300	G								NA			1300	G
<u>~</u>	10:			N FROM R													
East (58) Ramp	From:			58 TO RT 2	258												
8 Ramp	Southampton C		0.22	NA									NA			NA	
	10:			258; 1US 25													
East	From:	"		8 TO RTE												500	•
(58) (258) Ramp	City of Suffe	OIK	0.17	560	G								NA			560	G
East	To: From:		US 58-E4511	B TO RTE 1	189 SOU	TH											
(58) (258) Ramp	City of Suffe	olk	0.05	230	G								NA			230	G
(30) (230)	To:			FROM RTE		ST											
Fast	From:		US 58-E451														
East (58) Ramp	City of Suffe		0.03	240	G								NA			240	G
	To:		1SR 189-P	FROM RTE	E 58 EAS	ST											
East	From:		TO ROUT	E 664 EAS	TSOUT	Н											
S8 Ramp	City of Chesapeake	(Maint: 64)	0.77	NA									NA			NA	
	To:	I-6	664-E FROM	ROUTE 58,	13,&460	EAST											
East	From:	1	US 58 TO RO	UTE 664 W	ESTNO	RTH											
(58) Ramp	City of Chesapeake		0.17	NA				-					NA			NA	
	To:	I-6	664-W FROM	ROUTE 58	,13&460) EAST											
West	From:		US 58 U	JS 421 Wes	tbound												
58 Ramp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (Ma	aint: 95)	0.02	1000	G								0.09	F		1000	G
	To:		Ramps US	58 E 96A; U	JS 58 96	iΑ											
West	From:		US 58	W, E Atlan	tic St												
58 Ramp	Mecklenburg C	County	0.03	2100	G	81%	1%	1%	1%	16%	1%	F	0.081	F		2100	G
	To:			I-85 South													
West 58 Ramp	Mooklooburg C	`aunti		TO RT 85	SB								NIA			NIA	
8 Ramp	Mecklenburg C	Journey	0.15	NA S FROM R	Г 58								NA			NA	
w	From:		1-03-		1 30												
West 58 Ramp	Mecklenburg C	County	0.29	US 58 1500	Α								0.109	Δ		1400	Α
(58) Ramp	iviedkienburg C	Journey		I-85 North	А								0.109	А		1400	^
	**				ID ED C	N 05		-+									
West (58) Ramp	City of Emporia (N		US 58 I-95-S0 0.14	11A TO AN 4400	ND FRO	M 95							NA			4400	G
S8 Ramp	To	naii it. 40)		S FROM R									INA			4400	G
			1-93-	5 PROM K	1 30												

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

Route	Jurisdiction	Length		QA	4Tire	Bus		_	ck 1Trail 2		QC	K Factor	QK	Dir Factor	AAWDT	QW
West 58 Ramp	City of Emporia (Maint: 4		US 58 1200 I-95 North	G			<u> </u>					NA			1200	G
West 258 Ramp	Southampton County	US 5 0.14 1US 258-P C	8 TO RTE 2 NA 22US 258 US)BU							NA			NA	
Vest 58 Ramp	City of Suffolk	0.19	O RTE 258 440	G								NA			440	G
Vest 58 189 Ramp	City of Suffolk	US 58-W45 0.03 US	110 1258 Gap TO	G	189		_					NA			110	G
Vest 58 Ramp	From: City of Suffolk To:	US 58-W451 0.06 US 258 US 258-V	320	G								NA			320	G
Vest 58 Ramp	City of Chesapeake (Maint:	US 58 TO RO : 64) 0.29 I-664-E FROM I	NA									NA			NA	
Vest 58 Ramp	City of Chesapeake (Maint:	US 58 TO RO 64) 0.22 I-664-W FROM	NA									NA			NA	
Vest 58 Ramp	From: City of Virginia Beach (Main	C7US 58-W000A TC t: 75) 0.22 I-264-W FROM ROU	16000	G								0.082	F		16000	G
ALT 58 Main St	Town of Jonesville (Maint:	52) 0.59	5 58 Jones St 5800	G	96%	1%	1%	0%	2%	0%	С	0.099	F	0.57	6100	G
LT 58	Lee County	3.51	CL Jonesville 6500 Clyde Pearso	G	96%	1%	1%	0%	2%	0%	F	0.099	N	0.57	6500	G
LT 98 W Morgan Ave	Lee County	2.58	45 VC Tech 8100 Pennington	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.56	8500	G
Morgan Ave	Town of Pennington Gap (Mai	int: 52) 1.79	8100 I W, Old Zio	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 (Mai	int: 52) 0.40	12000 E, Woodwa	G	96%	0%	1%	1%	2%	0%	F	0.087	F	0.521	12000	G
ALT 58 Trail of the Lonesome Pine	Town of Pennington Gap (Mai	int: 52) 0.23	6400 Pennington O	G	96%	0%	1%	1%	2%	0%	С	0.09	F	0.542	6700	G
ALT 58 Trail of the Lonesome Pine	Lee County	4.60	6400 Chapman Rd	N	96%	0%	1%	1%	2%	0%	N	0.09	N	0.542	6700	N

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

		T TITTLE Y CITY	d interstate Ro	uics			Trι	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
ALT	From:	Ch	apman Road				017.00				. 40101		. 4010.		
758 Trail of the Lonesome Pine	Lee County	2.69	4000 G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.576	4200	G
ALT	Toc From:	52-642 (Old Woodway Rd												
Trail of the Lonesome Pine	Lee County	2.67	4400 G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.636	4600	G
ALT	Toc From:	52-982 S, S	Seminary Church I	Rd											
Trail of the Lonesome Pine	Lee County	2.22	4200 G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.653	4400	G
ALT	To: From:	52-982 N,	Seminary Church l	Rd											_
Trail of the Lonesome Pine	Lee County	1.32	4800 G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.656	5000	(
~	To: From:		e County Line												
ALT 58 Pennington Gap Hwy	Wise County	1.50	5500 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.666	5700	(
~	To- Franc	97-608 W	Villiams Hollow Ro	i											
ALT 58 Pennington Gap Hwy	Wise County	0.56	5500 N	97%	0%	1%	1%	1%	0%	Ν	0.088	Ν	0.666	5700	ı
~	To- Franc	WCL	Big Stone Gap												
ALT 58 Cumberland Ave; Wood Ave	Town of Big Stone Gap	1.15	5600 G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.618	5900	(
ALT	To- From:	W	V 1st Street												
Wood Ave	Town of Big Stone Gap	0.13	5200 G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.563	5400	(
ALT	To: From:	E	E 1st Street												
58 Wood Ave	Town of Big Stone Gap	0.42	4800 G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.53	5000	(
ALT Bus	To: From:	Bus	US 23, 5th St US 23			_									
58 \ 23 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	(
~ ·	To:	(Gilley Ave												
ALT Bus 58 23 Gilley Ave	Town of Big Stone Gap	0.93	E 5th St G	96%	0%	0%	0%	3%	0%	С	0.084	F	0.501	10000	
38) (23) 3 7.110	Town or Engletone dap		Big Stone Gap	0070	0 70		070	070	070		0.001		0.001	10000	
ALT Bus	Wigo County		<u> </u>	060/	00/	00/	00/	20/	00/	F	0.007	F	0 EE1	0600	
58) (23) Gilley Ave	Wise County	0.35	9200 G	96%	0%	0%	0%	3%	0%	Г	0.087	Г	0.551	9600	(
ALT	From:		23; Bus US 23												
58 (23) Orby Cantrell Hwy	Wise County	1.31	12000 G	93%	0%	1%	1%	5%	0%	F	0.088	F	0.518	12000	(
ALT	Too From:		S 97-610												
(23) Orby Cantrell Hwy	Wise County	5.30	14000 G	93%	0%	1%	1%	5%	0%	F	0.091	F	0.56	15000	
LT	To: From:		N 97-610												_
58) (23) Orby Cantrell Hwy	Wise County	0.86	14000 G	93%	0%	1%	1%	5%	0%	F	0.088	F	0.544	15000	(
ALT	To: From:	W	CL Norton												
58 23	City of Norton (Maint: 97)	1.03	14000 G	93%	0%	1%	1%	5%	0%	F	0.088	Ν	0.544	15000	(
\rightarrow \leftarrow	To:		11th St												

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

		Primary ar	14 111101010	410 110								17		D:		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	Q۷
ALT	From		11.1 0.				2AXIE	3+Axle	TTrail	21raii		Factor		Factor		
ALT 58 23 Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50	11th St 16000	G	93%	0%	1%	1%	5%	0%	F	0.087	F	0.500	16000	G
58) (23) Olby Gartier Tiwy	Oity of Norton (Maint: 37)	1.50		<u> </u>	30 70	0 70	1 70	1 /0	370	0 70	•	0.007	'	0.500	10000	
ALT	From:		US 23													
58 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
\sim	To:		se County L													
ALT	Prom:		ECL Nortor		000/	10/	10/	10/	F0/	00/	N.I.	0.001	N.I	0.001	10000	
Norton Coeburn Rd	Wise County	2.04	11000	N	93%	1%	1%	1%	5%	0%	N	0.091	N	0.601	12000	١
ALT	To: From:		97-762													
58 Norton Coeburn Rd	Wise County	2.30	11000	G	93%	0%	1%	2%	4%	0%	F	0.088	F	0.618	11000	(
30)	To				. 1											
ALT	From:		d Norton Co	oeburn k												
58 Norton Coeburn Rd	Wise County	1.67	11000	G	93%	0%	1%	2%	4%	0%	F	0.079	F	0.569	12000	(
~ <u></u>	To:	V	VCL Coebui	rn			\neg \vdash									
ALT 58 Norton Coeburn Rd	Town of Coeburn (Maint: 97)	0.94	11000	N	93%	0%	1%	2%	4%	0%	N	0.079	N	0.569	12000	1
Norton Coeburn Rd	Town of Goesam (Maint. 97)				30 70	0 70	1 70	270	7/0	0 70	14	0.073	11	0.505	12000	'
ALT	To: From:	SR	158 W, Froi	nt St												
Senator M M Long Hwy	Town of Coeburn (Maint: 97)	0.90	8200	G	93%	0%	1%	2%	4%	0%	F	0.078	F	0.578	8900	(
<i>~</i>	To	SD 7	2 Dunganno	n Dd												
ALT	From:										_		_			
58 Senator M M Long Hwy	Town of Coeburn (Maint: 97)	2.71	8000	G	93%	0%	1%	2%	4%	0%	F	0.086	F	0.519	8600	(
ALT	From:	NCL Coebu	rn; 97-893 l Coeburn; 9'		Rd		-									
58 Bull Run Rd	Wise County	4.35	6700	G	93%	0%	1%	2%	4%	0%	F	0.075	F	0.52	7200	(
36) 20 1 (0	The county				0070	0 70	- 70	270	170	070	•	0.070	•	0.02	7200	`
ALT	From:	97-	657 Carfax	Rd												
58 Bull Run Rd	Wise County	2.27	7200	G	93%	0%	1%	2%	4%	0%	F	0.075	F	0.529	7800	(
~	To	97-655	5 Russel Cre	eek Rd												
ALT	Mina Carreti				000/	00/	10/	00/	40/	00/	_	0.070	_	0.500	0100	,
58 Bull Run Rd	Wise County	1.34	8400	G	93%	0%	1%	2%	4%	0%	F	0.079	F	0.588	9100	(
ALT	T _C . From:	W	CL Saint Pa	aul												
58) Bull Run Rd	Town of Saint Paul (Maint: 97)	0.30	8400	N	93%	0%	1%	2%	4%	0%	Ν	0.079	Ν	0.588	9100	١
35)	To	C	R 63 Wise S													
ALT	From:															
58 Bull Run Rd	Town of Saint Paul (Maint: 97)	0.48	11000	G	93%	0%	1%	2%	4%	0%	F	0.08	F	0.555	12000	(
ALT	To:		sell County													
58 Castlewood Rd	Castlewood (Maint: 83)	2.56	se County L 11000	A A	93%	0%	 1%	2%	4%	0%	С	0.107	Α	0.539	12000	,
58) Castlewood Nd	To:	2.50	SR 65		30 /6	0 /6	1 /8	2/0	4 /0	0 /6	O	0.107	^	0.555	12000	,
ALT	From:	SR	65 Memoria	ıl Dr												
58 Castlewood Rd	Castlewood (Maint: 83)	1.04	8800	F	93%	0%	1%	2%	4%	0%	F	0.087	F	0.531	9600	F
\rightarrow	To:	SC.	L Castlewo	nod												
ALT	From:								•							_
58 Trail of the Lonesome Pine	Russell County	3.10	8800	N	93%	0%	1%	2%	4%	0%	Ν	0.087	N	0.531	9600	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		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
ALT	From:	SR 71 Wes		000/	00/	10/	00/	40/	00/	_	0.004	F	0.057	0500	F
71 Trail of the Lonesome Pine	Russell County	1.46 8700	F	93%	0%	1%	2%	4%	0%	F	0.064	F	0.657	9500	-
LT	To- From:	SR 71 E, Trail of the L	onesome	Pine											
LLT 58	Russell County	1.98 6300	F	93%	0%	1%	2%	4%	0%	F	0.091	F	0.506	6800	
	To- From:	83-671 Honaker C	hapel Rd												
ALT 58	Russell County	4.73 6500	F	93%	0%	1%	2%	4%	0%	F	0.089	F	0.566	7100	
	To- From:	US 19				\neg \vdash									
iLT 58) (19)	Russell County	1.98 14000	F	94%	0%	1%	1%	4%	0%	F	0.090	F	0.69	16000	
58) (19)	To:	Washington Cour		0470	0 70		1 70	470	0 70	•	0.000		0.00	10000	
LT	From:	Russell County													
Porterfield Hwy	Washington County	3.25 14000	G	94%	0%	1%	1%	4%	0%	F	0.09	F	0.533	15000	
LT	To: From:	95-802 Mendo	ta Rd												
58) (19) Porterfield Hwy	Washington County	3.03 15000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.558	16000	
	To- From:	95-700 Rich Val	lley Rd			\Box									
LT (19) Porterfield Hwy	Washington County	3.79 17000	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.546	19000	
LT	To: From:	NCL Abingo	lon												
(8) (19) Porterfield Rd	Town of Abingdon	0.21 21000	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.56	22000	
∽ ~ LT	To: From:	US 19 Porterfiel	d Hwy												
Russell Rd	Town of Abingdon	1.01 8300	G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.51	8800	
~ [_]	To:	Valley Stre													
LT 58 \ \(\frac{11}{11} \) Main St	Town of Abingdon	0.24 Valley St	G	98%	0%	1%	0%	0%	0%	F	NA			12000	
68) (11) Main St	To:	Main St		0070	0 70		070	0 70	070	·				12000	
	From:	US 11													
Cummings St	Town of Abingdon	0.78 17000	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.529	18000	
	From:		· C	~		_									
LT 58 (23) Orby Cantrell Hwy	Wise County	Bus US 23 South of B 1.31 12000	ig Stone G	эар 93%	0%	1%	1%	5%	0%	F	0.088	F	0.518	12000	
Orby Cantrell Hwy	To:	97- 610 S, Powell '			0 70		1 70	070	070	·	0.000	•	0.010	12000	
<u> </u>	From:	97-610 S Powell V													
Orby Cantrell Hwy	Wise County	5.30 14000	G	93%	0%	1%	1%	5%	0%	F	0.091	F	0.56	15000	
LT	To: From:	97-610 N Powell V	/alley Rd												
Orby Cantrell Hwy	Wise County	0.86 14000	G	93%	0%	1%	1%	5%	0%	F	0.088	F	0.544	15000	
	To: From:	WCL Norto	on												
ALT 58 (23)	City of Norton (Maint: 97)	1.03 14000	G	93%	0%	1%	1%	5%	0%	F	0.088	Ν	0.544	15000	
	Tor	11Th St; 12th S	St Ext												

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

		Filliary and interstal	ie noules												
Route	Jurisdiction	Length AADT	QA 4T	Tire	Bus		Tru	ck		QC	K	OK	Dir	AAWDT	OW
noute	Junsaiction	Lengui AADI	QA 41	ille	บนร์ เ	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	ŲW
ALT	From:	11Th St; 12th St 1													
(58) (23) Orby Cantrell Hwy	City of Norton (Maint: 97)	1.50 16000		3%	0%	1%	1%	5%	0%	F	0.087	F	0.500	16000	G
<u> </u>	To:	ALT US 58, SR 283 Norton-													
ALT ALT	City of Norton (Maint: 97)	0.19			I+ I I C E C) for d	irootiono	l troffic	volumo	ootim	ates for	thia a	oamont		
(58) (58) Ramp	Tic.	US 23 FROM ALT RTI		See A	11 03 30	3 101 u	lifectiona	Hamo	volume	esun	iales ioi	11115 5	egineni.		
	From														
ALT 58 Ramp	City of Norton (Maint: 97)	SR 283 A1US 58-P TO RTI 0.19 2300	G	H							0.101	F		2300	G
(58) Ramp	To:	US 23 Orby Cantrell									0.101	•		2300	u
-	From														
Bus (58) (46)	Brunswick County	US 58 South of Lawre 0.20 6500		7%	1%	1%	0%	1%	0%	С	0.105	F	0.563	6600	G
(58) (46)	Drunswick County			70	1 /0	1 /0	0 /6	1 /0	0 /6	O	0.103	•	0.505	0000	u
Bus	To: From:	SCL Lawrencevi	lle												
Bus (58) (46)	Town of Lawrenceville (Maint: 12)	0.80 6500	N 97	7%	1%	1%	0%	1%	0%	Ν	0.105	Ν	0.563	6600	Ν
\bigcirc	To	SR 46, E Church	St												
Bus	From:	,		70/	10/	401	00/	10/	00/	_	0.007	_	0.554	F 400	_
(58) Main St	Town of Lawrenceville (Maint: 12)	0.35 5300	G 97	7%	1%	1%	0%	1%	0%	F	0.097	F	0.551	5400	G
Bus	To: From:	ECL Lawrencevi	ille												
58 Lawrenceville Plank Rd	Brunswick County	1.25 5300	N 97	7%	1%	1%	0%	1%	0%	N	0.097	N	0.551	5400	Ν
	To:	US 58 Governor Harris	on Pkwy												
Bus	From:	US 58 West of Boy	/dton												
58	Town of Boydton (Maint: 58)	0.48 960		8%	1%	0%	0%	0%	0%	F	0.120	F	0.563	980	G
	To:	SR 92													
Bus	From:									_		_			_
(58)	Town of Boydton (Maint: 58)	0.55 1100	G 98	8%	1%	0%	0%	0%	0%	С	0.107	F	0.785	1100	G
Bus	To: From:	NCL Boydton													
58	Mecklenburg County	0.05 1100	N 98	8%	1%	0%	0%	0%	0%	Ν	0.107	N	0.785	1100	Ν
(30)	To:	US 58 East of Boy				Ť	• / •		- , -						
Bus	From:	US 58 West Interse	ection												
58 Market Dr	City of Emporia	0.21 11000		8%	0%	1%	0%	1%	0%	С	0.086	F	0.552	11000	F
	To:	West Atlantic S													
Bus	From:	US 58 Connecto													
(58) West Atlantic St	City of Emporia	0.44 9800	F 99	9%	0%	0%	0%	0%	0%	С	0.088	F	0.529	10000	F
Pug	To: From:	North Main Stre	et												
Bus 58 East Atlantic St	City of Emporia	0.25 3600	F 87	7%	0%	1%	0%	11%	0%	F	0.091	F	0.528	3800	F
200 Last Atlantic St	Oity of Emporia		. 07	, /0	0 70	1 /0	0 /0	11/0	0 /0	•	0.001	•	0.020	5000	'
Bus	To: From:	Reese St				╜									
58 East Atlantic St	City of Emporia	1.20 1600	F 87	7%	0%	1%	0%	11%	0%	С	0.088	F	0.555	1700	F
<u> </u>	To:	US 58 East Intersec	ction												
Bus	From:	US 58													
Section Clay St	Southampton County	2.32 3500	A 98	8%	1%	1%	0%	0%	0%	С	0.129	Α	0.625	3900	Α
\bigcirc	To	WCL Franklin	1												

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

			istate no				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	WCL Fra	anklin			1	017100	TTTQII	Liian		1 40101		1 40101		
58 Clay St	City of Franklin	1.18 410 0		98%	1%	1%	0%	0%	0%	F	0.099	F	0.542	4700	G
\$.	To	Hyutauda	la D.d												
Bus	From:	Hunterdal													
Section Clay St	City of Franklin	0.58 460 0	0 G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.574	5300	G
	To: From:	Homestea	ad Rd												
us 58 Clay St	City of Franklin	0.35 390 0	0 G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.644	4400	(
8) Oldy Or	Oity of Franklin			0070	1 70		0 70	0 /0	070	•	0.000	•	0.011	4400	`
us	To: From:	Lee S	St												
Clay St	City of Franklin	0.16 260 0	0 G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.785	2900	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 4600	0 G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.557	5100	(
	To	Gardner	er St												
JS Clave Ct	From:			000/	40/		00/	00/	00/	_	0.005	_	0.777	0000	
8 Clay St	City of Franklin	0.17 2400	-	98%	1%	1%	0%	0%	0%	-	0.095	F	0.777	2800	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 3800	0 G	97%	1%	1%	0%	0%	0%	F	0.094	F	0.646	4300	(
JS	To: From:	High S	St												
4th Avenue	City of Franklin	0.26 160 0	0 G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.604	1900	
	Τα	Mechani													
ıs	From:	Fourth A													
8 Mechanic St	City of Franklin	0.10 310 0	0 G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.642	3600	(
	To:	Second A													
Bus Bus	City of Franklin	0.19 960 0		98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	11000	
3 (258)	City of Franklin	0.19 9000	U G	3 0 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.037	'	0.013	11000	
s Bus	To- From:	ECL Frai	nklin												
8 (258)	Southampton County	0.03 9600	0 G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	11000	
	To:	Isle of Wight C	County Line												
Bus	From:	Southampton C								_		_			
8) (258) Carrsville Hwy	Isle of Wight County	1.54 660 0	0 F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.506	6800	
us .	To- From:	US 258 Walt	ters Hwy												
Carrsville Hwy	Isle of Wight County	5.11 290 0	0 F	96%	1%	1%	1%	2%	0%	С	0.097	F	0.556	3000	
5) 54	To:	WCL Sut		0070	.,,	$\overline{}$. , 0	_,,	0 / 0	Ū	0.00.	•	0.000	0000	
IS	From:	Isle of Wight C													
Ruritan Blvd	City of Suffolk	2.65 220 0	0 F	96%	1%	1%	1%	1%	0%	С	0.102	F	0.608	2300	
J	To	SR 18	89												
JS Llelland Dd	City of Coffells			069/	10/	10/	10/	10/	00/	_	NIA			0500	
8 Holland Rd	City of Suffolk	0.26 250 0	0 G	96%	1%	1%	1%	1%	0%	F	NA			2500	(
JS	To: From:	133-653 Dutch Rd; G	Glen Haven	Drive											
Holland Rd	City of Suffolk	0.46 320 0	0 F	96%	1%	1%	1%	1%	0%	С	0.096	F	0.667	3400	
	Tor	US 58								-					-

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

			Primary an	ia microta	.10 110	u100			Tru	ıok			K		Dir		
	Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus		From:	В	us 58 Clay S	t			271710	7 0171010	TTTGII	ZIII		1 40101		1 40101		
	Lee Street	City of Frank		1400	G	96%	1%	1%	0%	0%	0%	F	0.103	F	0.713	1500	G
		Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	3800	G	97%	1%	1%	0%	0%	0%	F	0.094	F	0.646	4300	G
		To:		High St													
Bus	High St	From: L City of Frank	klin 0.27	Lee Street 2100	G	96%	1%	1%	0%	0%	0%	С	0.087	_	0.569	2200	G
(5 ₈)	nigri Si	Combined Traffic Estimates for 2 Parallel I			G	96% 97%	1%	1%	0% 0%	0% 0%	0% 0%	F	0.087	F	0.559	5100	G
		Tax		4600 5 58 Fourth A		9770	1 70	176	0%	070	0%	г	0.067	Г	0.557	3100	G
Due		From:		8 East of Hol													
Bus 58	Holland Rd	L City of Suffo		9300	F	96%	1%	1%	1%	1%	0%	F	0.095	F	0.569	9900	F
(36)	Tonana Tia	To.					. , ,		. 70	. , 0	0 / 0	•	0.000	•	0.000	0000	•
Bus		From:		22 Kilby Sho													
[58]	Holland Rd	City of Suffo		8500	F	96%	1%	1%	1%	1%	0%	С	0.094	F	0.647	9100	F
Bus		To: From:		37 Constance 337 Holland				_									
58	Constance Rd	L City of Suffo		8300	F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.547	8900	F
(30)		Tal															
Bus		From:		uffolk Pitchke													
(58)	Constance Rd	City of Suffo	olk 0.86	9500	F	98%	0%	1%	0%	1%	0%	С	0.081	F	0.53	10000	F
Bus	Bus Bus	To: From:	SI	R 32 Main S	t												
58	13 (460) Constance I	Rd City of Suffo	olk 0.88	16000	F	97%	0%	1%	0%	2%	0%	F	0.08	F	0.566	17000	F
<u></u>		To:	I	Pinner Street													
Bus	Bus Bus	From:		Highland Ave								_		_		.=	_
[58]	13 460 Portsmouth	Blvd City of Suffo	olk 1.60	16000	F	97%	0%	1%	0%	2%	0%	С	0.084	F	0.525	17000	F
Bus	Bus Bus	To: From:	SR 33	37 Washingto	on St												
58	13 460 Portsmouth	Blvd City of Suffo	olk 1.22	23000	F	96%	0%	1%	1%	2%	0%	С	0.081	F	0.579	24000	F
		To:		US 58													
Bus		From:	US 58 5	Southampton	Pkwy												
[58]	(35) Meherrin Rd	Southampton C	County 2.03	3300	G	93%	1%	1%	1%	4%	0%	F	0.111	F	0.526	3300	G
${}$	$\overline{}$	To:	W	CL Courtlan	d			_									
Bus 58	(35) Meherrin Rd	Town of Courtland ((Maint: 87) 0.14	3300	N	93%	1%	1%	1%	4%	0%	N	0.111	N	0.526	3300	Ν
(58)	Meherrin Rd	To:	,	R 35 Main S		30 70	1 /0		1 /0	470	0 70	.,	0.111		0.020	0000	
Bus		From:		35; Meherrin													
58	Main St	Town of Courtland ((Maint: 87) 1.10	6500	G	93%	1%	1%	1%	4%	0%	С	0.096	F	0.533	6600	G
Diri		To:	E	CL Courtland	d												
Bus 58	Jeruselem Rd	Southampton C	County 1.18	6500	N	93%	1%	1%	1%	4%	0%	N	0.096	N	0.533	6600	N
(30)	33.230ioiii 110	To		Southampton			1 /3		. , ,	1,0	0 / 0	••	3.000	•	3.000	0000	
Bus		From:		5 58 Laskin R				İ									
58	Virginia Beach Blvd	L City of Virginia		28000	G	98%	1%	1%	0%	0%	0%	F	0.075	F	0.575	30000	G
رسی	3	To:		st Colonial R				T)	- / -	- / -							-

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

		Filliary and in													
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		Tru	_		QC	K	QK	Dir	AAWDT	Q١
	- Farm					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus 58 Virginia Beach Blvd	City of Virginia Beach		lonial Rd 000 G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.562	16000	G
Virginia Beach Blvd	City of Virginia Beach	0.44 170	000 G	90%	170	1 70	0%	076	0%	Г	0.077	Г	0.362	16000	Ċ
Bus	To: From:	Ocean	na Blvd												_
58 Virginia Beach Blvd	City of Virginia Beach	0.96 12 0	000 G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.587	11000	(
\checkmark	To:	Birdne	eck Rd			\neg \vdash									
Bus 58 Virginia Beach Blvd	City of Virginia Beach		000 G	98%	1%	1%	0%	0%	0%	С	0.079	F	0.503	10000	(
Virginia Beach Blvd	City of Virginia Beach		tic Ave	90%	170	170	0%	076	0%	C	0.079	Г	0.503	10000	,
	From			om.		-									_
Bus 58 (Ramp	City of Virginia Beach (Maint: 7	C7US 58 TO RC 5) 0.09 N	JUTE 264 WE IA	ST							NA			NA	
Ramp	· · · · · · · · · · · · · · · · · · ·	JS 58-W503A TO ROUT		RFACH I	RI.						INA			INA	
Bus Bus Bus	From:		Us 23	BE TOTAL	<u></u>	<u> </u>									_
58 23 421	Scott County		300 N	98%	0%	1%	0%	1%	0%	Ν	0.105	Ν	0.537	3000	
06) (23) (421)	zeek seamy				0,0		0,0	. , 0	0,0	•	000		0.007	0000	
Bus Bus	From:		ate City												
58) (23) (421) Daniel Boone Rd	Town of Gate City (Maint: 84)	0.80 28	300 G	98%	0%	1%	0%	1%	0%	С	0.105	F	0.537	3000	
\(\)	To: From:	84-	-762			\neg \vdash									
Bus Bus Bus 58 (421 Daniel Boone Rd	Town of Gate City (Maint: 84)	0.84 35	500 G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.526	3800	
23) (421) Darner Boone Fid	rown or date only (waint: 04)			33 76	0 70	1 /0	0 70	0 70	0 70	•	0.102		0.520	3000	
Bus Bus Bus	From:		-763												
58) (23) (421) W Jackson St	Town of Gate City (Maint: 84)	0.15 94	100 G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.509	10000	
\(\) \(\)	To: From:	84-	-665			\neg \vdash									
Bus Bus Bus (421) W Jackson St	Town of Gate City (Maint: 84)	0.12 67	700 G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.561	7200	
68) (23) (421) W dackson of	rown or date only (Maint: 04)			33 76	0 70	1 /0	0 70	0 70	0 70	•	0.031		0.501	7200	
Bus Bus Bus	From:		R 71												
58 23 421	Town of Gate City (Maint: 84)	0.47 10 0	000 G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.528	11000	
~ · · ·	To: From:	84-	-836												
Bus Bus Bus 58 (421)	Town of Gate City (Maint: 84)	0.23 170	000 G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.557	18000	(
58) (23) (421)	To:		of Gate City	33 76	0 70		0 70	0 70	0 70	•	0.1		0.557	10000	
Bus	From:	US 58; US 220 W		Цхух											_
58 A L Philpott Hwy	Henry County	·	900 G	98%	0%	0%	1%	1%	0%	С	0.098	F	0.648	8200	
58) / · = · · · · · pott · · · · · ,					0,0		. 70	. , 0	0,0	Ū	0.000		0.0.0	0200	
Bus Bus	From:	Bus US 220 C	Greensboro Rd												
58) (220) Memorial Blvd	Henry County	0.72 17 0	000 G	97%	1%	0%	0%	1%	0%	F	0.086	F	0.581	18000	(
Oue Bue	To: From:	SCL Ma	artinsville												
Bus Bus 58 (220) Memorial Blvd	City of Martinsville	0.71 19 0	000 G	97%	1%	0%	0%	1%	0%	С	0.086	F	0.542	20000	
30) (220) (101101101101101101101101101101101101101	To:		ling Avenue	31 /3	1,0		0 /0	. /0	0 /0	Ü	3.000	•	3.0 12	20000	•
Bus	From:		Memorial Blvd												
58 57 Starling Ave	City of Martinsville	0.85 89	900 G	98%	1%	1%	0%	1%	0%	С	0.09	F	0.55	9500	(
\sim \sim	To:	Mulbe	erry Rd												

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

		T Tilliary an	id interstati					Т.,,	بماد			L/		Div		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:		Mulberry Rd				ZAXIE	3+AXIE	HIIdii	ZIIali		Factor		Facioi		
58 57 Starling Ave	City of Martins		7500	G	98%	1%	1%	0%	1%	0%	F	0.096	F	0.576	8000	G
30) (37) 31	То:		Church St					• , •								-
Bus	From:		Starling Ave													
58 57 Church St	City of Marting		10000	G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.601	11000	G
D.:-	To:		le St; Starling Church St Ext	Ave												
Bus 58 57 Church St	L City of Martins		9400	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.542	10000	G
36) (37) 311-11-11								• , •	• , •		•		-			-
Bus	From:		Fairy St													
58 (57) E Church Rd	City of Martins	ville 0.26	8900	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.616	9500	G
Due .	To: From:	E	Brookdale St													
Bus 58 (57) E Church Rd	City of Martins	ville 0.13	12000	G	98%	1%	1%	0%	1%	0%	F	0.088	F	0.586	13000	G
36) (37) = 311311113	5.cy 6a.t6					. , 0		0,70	. , 0	0,0	•	0.000	•	0.000	.0000	O .
Bus	From:		Hooker St													
58 (57) E Church Rd	City of Martins	ville 0.77	15000	G	98%	1%	1%	0%	1%	0%	С	0.086	F	0.614	16000	G
Dura .	To: From:	EC	L Martinsville	e												
Bus 58 (57) A L Philpott Hwy	Henry Count	ty 0.54	13000	Α	98%	0%	0%	0%	1%	0%	С	0.100	Α	0.593	14000	Α
58) (57) A L 1 1 III pott 1 I Wy	riciny count				30 70	0 70	0 70	0 70	1 /0	0 70	O	0.100	^	0.555	14000	
Bus	To: Fron:	SR 5	57 Chatham R	Rd												
58 A L Philpott Hwy	Henry Count	ty 2.48	10000	G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.581	11000	G
D.:-	To: From:	44-93	30 Dogwood	Dr												
Bus 58 A L Philpott Hwy	Henry Count	ty 0.51	9400	G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.561	9900	G
36) / L Z T TIII	To:		/illiam F Ston		,	070		070	1 /0	070	•	0.002		0.001	0000	ŭ
Bus	From:		US 1 South													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	L Mecklenburg Co		2100	F								0.11	F		2100	F
58 1 Danville St	Combined Traffic Estimates for 2 Parallel R	•	4800	F								0.113	F	0.575	4900	F
	Tec	•	US 1 North													
Bus	From:															
58) (1) Danville St	Mecklenburg Co		4800	N	95%	1%	1%	1%	2%	0%	N	0.11	N	0.565	5100	N
Bus	To: From:	SC	CL South Hill Locust St													
58 1 Danville St	L Town of South	Hill 0.28	7000	G	95%	1%	1%	1%	2%	0%	F	0.095	F	0.603	7400	G
36) (1) 24	To:	0.20	Plank Rd			. , 0		. , 0	_,,	0,0	•	0.000	•	0.000		<b>.</b>
Bus	From:	SC	CL South Hill													
58 1 Danville St	Town of South	Hill 1.89	4800	G	95%	1%	1%	1%	2%	0%	С	0.11	F	0.565	5100	G
~	To: From:		Locust St													
Bus  58 1 Danville St	Town of South	Hill 0.09	Plank Rd <b>7300</b>	G	95%	1%	1%	1%	2%	0%	F	0.097	F	0.563	7800	G
58 1 Danville St	Town of South				JJ /0	1 /0	1 /0	1 /0	<u>~</u> /0	U /0	'	0.037	'	0.505	7000	G
Bus	To: Fron:	Goo	odes Ferry Blv	vd												
58 1 Danville St	Town of South	Hill 0.23	6300	G	95%	1%	1%	1%	2%	0%	F	0.103	F	0.551	6700	G
$\sim$	To:	Me	cklenburg Av	/e												

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

		Primary and intersi	ale no	utes											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QV
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus Macklanburg Ava	Town of South Hill	Danville S 0.16 <b>7200</b>		96%	1%	1%	1%	2%	00/	F	0.09	F	0.557	7700	G
(58) (1) Mecklenburg Ave	Town of South Hill	US 1; SR 47 Atla	G entic St	90%	176	1%	176	2%	0%	Г	0.09	Г	0.557	7700	G
Bus	From:	US 1; SR 47 Au													
58 Atlantic St	Town of South Hill	0.48 <b>9500</b>	G	96%	0%	1%	1%	2%	0%	С	0.087	F	0.570	10000	G
<del>\</del>	Too	Windsor S	t			_									
Bus 58 Atlantic St	Town of South Hill	0.66 12000	G	97%	0%	1%	1%	2%	0%	С	0.087	F	0.508	12000	G
58) Atlantic St	To:	US 58 E Atlan		31 /6	0 /6	1 /0	1 /0	2/0	0 /6	O	0.007	'	0.500	12000	
Due	From:	US 58; 52-6													
Bus 58 Dr Thomas Walker Rd	Lee County	7.00 <b>1100</b>	G G	94%	0%	1%	1%	4%	0%	F	0.096	F	0.546	1200	G
36) 21 1110111110 1110	To:	US 58 Daniel Boo		0.70	0 70		. , 0	.,0	0,0	•	0.000	•	0.0.0	00	·
Bus	From:	US 58 Jeb Stuar	t Hwv												
58 8	Patrick County	0.51 <b>3100</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.11	Ν	0.533	3300	Ν
	To	WCL Stuar	·+												
Bus	From:			200/	00/		00/	201	00/	•	0.44	_	0.500	0000	_
8 West Blue Ridge St	Town of Stuart (Maint: 70)	1.00 <b>3100</b>	F	99%	0%	0%	0%	0%	0%	С	0.11	F	0.533	3300	F
		E SR 8 Stuart; Pat													_
Bus 58 (49) Virginia Ave	Mecklenburg County	US 58; 58-8 0.55 <b>3900</b>	15 <b>G</b>	98%	0%	1%	00/	0%	00/	F	0.093	N	0.510	4000	G
58 (49) Virginia Ave	Meckleriburg County			90%	0%	1 70	0%	076	0%	Г	0.093	IN	0.519	4000	G
Bus	To: From:	WCL Clarksy	ille												
58 (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.97 <b>3700</b>	G	98%	0%	1%	0%	0%	0%	С	0.093	F	0.519	3800	G
<del>~</del> ~	T _O : From:	US 15 W, Colle	ge St			_									
Bus 58 (15) (49) Virginia Ave	Town of Clarksville (Maint: 58)	0.88 6600	G	99%	0%	0%	0%	1%	0%	С	0.088	F	0.515	6800	G
38) (15) (49) Viiginia / (15)	Town of Clarksville (Waint: 50)			00 /0	0 70		070	1 /0	070	Ü	0.000	•	0.010	0000	
Bus	From:	NCL Clarksv	ille												
58 (15) (49)	Mecklenburg County	0.84 <b>6600</b>	N	99%	0%	0%	0%	1%	0%	Ν	0.088	Ν	0.515	6800	Ν
<del>*</del>	To:	US 58 East of Cla	ırksville												
Bus	From:	US 58 Danville Ex				Щ.									
Martinsville Hwy	Pittsylvania County	1.31 <b>12000</b>	N	93%	1%	1%	0%	5%	0%	N	0.092	N	0.706	12000	Ν
Bus	To: From:	WCL Danville; SR 51	Westove	r Dr											
58 Riverside Dr	City of Danville	4.97 <b>12000</b>	G	93%	1%	1%	0%	5%	0%	F	0.092	F	0.706	12000	G
<del>~</del>	T _O .	Bus US 29 Parl	Δve												
Bus Bit sounded But	From:			000/	40/		00/	F0/	00/	_	0.000	_	0.504	4.4000	_
Riverside Dr	City of Danville	0.93 <b>14000</b>	G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.564	14000	G
Bus	To: From:	SR 51 Westov	er Dr												
58 Riverside Dr	City of Danville	0.51 <b>22000</b>	G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.519	22000	G
<del>\</del>	- To:	Bus US 29 Centr	al Rlvd												
Bus Discountide Day	From:			000/	40/		00/	F0/	00/	_	0.000	_	0.500	00000	_
Riverside Dr	City of Danville	0.24 <b>25000</b>	G	93%	1%	1%	0%	5%	0%	F	0.086	F	0.506	26000	G
•	10:	Piney Forest	Kd												

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

_							Tr	uck			K		Dir		
Route	Jurisdiction	Length	AADT Q	<b>A</b> 4Ti	re B	ilis	xle 3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus 58 Riverside Dr	From: City of Danvill		ney Forest Rd	<b>i</b> 93°	2/ 1	% 1	% 0%	5%	0%	_	0.085	F	0.533	21000	G
Riverside Dr	City of Dariviii			1 93	70 I	70 I	70 U70 1	5%	0%	Г	0.065	Г	0.555	21000	G
Bus	From:		Arnette Blvd				l								
Riverside Dr	City of Danvill	le 0.82	15000 G	939	% 1	% 1	% 0%	5%	0%	F	0.08	F	0.511	15000	G
Bus	To: From:		N Main St				]								
58 360 River St	City of Danvill	le 0.64	18000 G	939	% 1	% 1	% 0%	5%	0%	F	0.079	F	0.535	18000	G
2 Constant	T _o . From:	0	ld Halifax Rd				]								
Bus South Boston Rd	City of Danvill	le 1.24	17000 G	939	% 1	% 1	% 0%	5%	0%	F	0.081	F	0.517	17000	G
, o o o o	То:	US 29, US 5	58 Danville Expr	essway											
us 	From:		58 Danville Pike												
Jeb Stuart Hwy	Patrick Count	ty 0.93	570 F	909	% 1	% 1	% 1%	7%	0%	F	0.105	F	0.61	600	F
lus	To: From:	Blue	Ridge Parkway				}								
Jeb Stuart Hwy	Patrick Count	y 0.99	1200 F	909	% 1	% 1	% 1%	7%	0%	F	0.103	F	0.606	1300	F
~ <i></i>	To:	US 5	58 Danville Pike												
us (8)	From:		Alt US 58												
58)	Lee County	1.72	3700 G	95°	% 0	)% 1	% 1% <b>1</b>	2%	0%	С	0.09	F	0.585	3800	(
	From:	CD 47 No	orth of Drakes Br	om oh											
59	Town of Drakes Branch		1400 G		% 1	% 1	ı % 3%	3%	0%	С	0.098	F	0.530	1400	(
	Tor		Drakes Branch				1								
59)	Charlotte Cour		1400 N	939	% 1	% 1	% 3%	3%	0%	Ν	0.098	Ν	0.530	1400	١
	Tax	W	CL Keysville				1								
59	Town of Keysville (M		1400 N	<b>l</b> 93°	% 1	% 1	% 3%	3%	0%	Ν	0.098	Ν	0.530	1400	١
<u> </u>	To:	SF	R 40 Keysville												
$\sim$	Fron:		Virginia State Lir	ne											
60 64	Alleghany Cour	-	0000 5	770			directional t					_		0500	F
	Combined Traffic Estimates for 2 Parallel Ro				% 1	% I	% 1% •	20%	0%	Г	0.079	г	0.506	8500	r
	Alleghany Cour		98 Jerrys Run Ro	i	Soo	1-64 for (	directional t	raffic vo	luma as	timate	e for this	coa	ment		
60 64	Combined Traffic Estimates for 2 Parallel Ro	•	9100 F	779			% 1%	20%	0%		0.079	_		8500	F
	To To		ol Ogle Creek Ro		, , ,	, • '			- 70	•	3.370	•			
0 (64)	From:∟ Alleghany Cour		or Ogie Creek Ro	1	See	I-64 for o	directional t	raffic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:					% 1%	20%	0%	F	0.08	•	0.510	8000	F
	To:		st Ramp to SR 1	59											
60 (64) Ramp	From:	ntv 0.22	I-64 East		Sec	1-64 for (	<b>]</b> directional t	raffic vo	luma es	timate	se for this	2 200	ment		
64) Ramp	Allegitary Cour	-7	59 Midland Trail	ı	066	1 04 101 (	1 - Cononan	anic vo	iuiiie es	umalt	.5 IOI IIII	o ocy	ment.		

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

Davita		المعالم ماسيا		1	AADT		4T:u=	Dive		Trı	uck			K	01/	Dir	4 4 M D T	014
Route		Jurisdiction	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
60 Midland Trail Rd		Alleghany C	···	4.69	I-64 <b>2000</b>	F	81%	0%	1%	2%	17%	0%	С	0.097	F	0.626	2100	F
60 Midland Trail Rd		Allogitatiy O	- Curity				0170	0 70	1 70	270	17 /0	0 70	O	0.037	'	0.020	2100	'
60 N Monroe Avenue		City of Covir	naton	0.09	CL Covingt <b>3900</b>	fon <b>F</b>	98%	0%	0%	0%	0%	0%	F	0.091	F	0.585	4100	F
60) 14 1110111100 7 11011100		To	a.				0070	0 70		0 70	070	070		0.001	•	0.000	1100	•
60 N Monroe Avenue		City of Covir	naton	0.14	3700 3700	F	98%	0%	0%	0%	0%	0%	F	0.095	F	0.575	3900	F
00)		To			Locust Str	e et												
60 S Monroe Avenue		City of Covir	ngton	0.43	4800	F	98%	0%	0%	0%	0%	0%	С	0.092	F	0.512	5100	F
<u> </u>		Te	0.	1	E Oak Stree	et .												
60 S Monroe Avenue		City of Covir	ngton	0.40	5300	F	98%	0%	0%	0%	0%	0%	F	0.096	F	0.655	5600	F
<del>~</del>		To		US 220	) N Allegha	ny Ave			$\neg$ $\vdash$									
60 (220) E Madison Avenu	ne	City of Covir	ngton	0.12	13000	F	98%	0%	0%	0%	0%	0%	F	0.083	F	0.613	13000	F
		To	<u>a</u>	S	Highland A	ve			$\neg$									
60 220 East Madison St		City of Covir	ngton	0.26	14000	F	91%	1%	1%	1%	7%	0%	С	0.086	F	0.600	15000	F
		To From	n:	SR	18 Carpente	er St			$\Box$									
60 220 E Madison St		City of Covir	ngton	0.46	13000	F	90%	1%	1%	1%	8%	0%	С	0.084	F	0.595	14000	F
<del>~~</del>		To From	n:	E	CL Covingt	on												
60)(220) Madison St		Alleghany C	ounty	0.62	12000	F	90%	1%	1%	1%	8%	0%	F	0.083	F	0.538	13000	F
<del>~ ~</del> <del>~ ~</del>		From	n:		US 220													
60 } {220}		Alleghany C	ounty	0.10	12000	N	90%	1%	1%	1%	8%	0%	N	0.083	N	0.538	13000	N
m /m-		From	n:		East of Covi													
60 60 220 Ramp to I-6	64 E at Exit 16	Alleghany C		0.28 E FROM RT	4800	<b>G</b>	COUTH		_					NA			4800	G
		From	1-04-E		S 60; US 22		SOUIN											
60 (64) (220)		Alleghany C	ounty	4.81			Se	ee I-64	for direc	tional to	raffic vo	lume es	timate	es for this	segi	ment.		
$\rightarrow$ $\bigcirc$ $\bigcirc$	Combined Traffic Estimate	es for 2 Parallel	I Roadways on this	s Route:	18000	F	77%	1%	1%	1%	20%	0%	F	0.079	F	0.527	17000	F
~ ~ ~ ~ · ·		To From	o.		03-696													
60 64 220		Alleghany C	•	2.37		_								es for this				_
~ ~	Combined Traffic Estimate	es for 2 Parallel	Roadways on this	s Route:	18000	F	77%	1%	1%	1%	20%	0%	F	0.085	F	0.527	17000	F
		From	II	JS 60 BUS	US 220 We	st of Cli		20   64	for direc	tional t	roffic vo	luma aa	tim at	aa far thic		mont		
60) 64 (220)	Combined Traffic Estimate	Alleghany Co	•	1.11	12000	F	77%	1%	1%	tionai ti 1%	20%	iume es 0%	ıımaı F	es for this 0.083	s segi F		12000	F
	Combined Trailic Estimate	es ioi 2 Faranei	i Hoadways on this				11/0	1 /0	1 /0	1 /0	20 /0	0 /6	•	0.003	'	0.505	12000	
60 (64) (220)	Town	of Clifton Forg	ne (Maint: 03)	1.55	L Clifton F	orge	Sı	e I-64	for direc	tional t	raffic vo	lume es	timat	es for this	Sea	ment		
60 64 220	Combined Traffic Estimate	-	,		13000	F		1%	1%	1%		0%	F	NA	Jogi		12000	F
		To			L Clifton Fo					,-		- / -						
60 (64) (220)		Alleghany C	ounty	0.97	L CIIIOII FO	лдс	Se	ee I-64	for direc	tional ti	raffic vo	lume es	timate	es for this	s seai	ment.		
33) 37 (223)	Combined Traffic Estimate	υ,	•		13000	F	77%	1%	1%	1%	20%	0%	F	NA	9	-	12000	F
		To			220; BUS U	IS 60												

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	US 2	20; BUS U	S 60			ZAXIE	3+Axie	IIIaii	ZIIali		1 actor		1 actor		
60 (64)	Alleghany County	1.78	•		Se	ee I-64 f	or direc	tional t	raffic vo	lume es	stimate	es for this	segr	ment.		
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	10000	F	77%	1%	1%	1%	20%	0%	F	0.086	F	0.528	9600	F
~ ~	To: From:		R 42, SR 26	59												
60 \ (64)	Alleghany County	6.38			Se	ee I-64 f	or direc	tional t		lume es	stimate	es for this	segr	ment.		
$\Rightarrow$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:		F	77%	1%	1%	1%	20%	0%	F	0.086	F	0.571	7800	F
	Allochopy County	5.34	SR 269			20   04	ior dire	tional t	voffic vo	م مصريا	atim at	aa far thi		mant		
60) 64)	Alleghany County		====	_							Sumau	es for this	segi	nent.	7000	_
	Combined Traffic Estimates for 2 Parallel Roadways on this		7500	G	77%	1%	1%	1%	20%	0%	F	NA			7000	G
	From:		ridge Count nany County	-												
60 (64)	Rockbridge County	1.92	idily county	y Line	Se	ee I-64 1	or direc	tional t	raffic vo	lume es	stimate	es for this	s sear	ment.		
00) (04)	Combined Traffic Estimates for 2 Parallel Roadways on this		7500	G		1%	1%	1%	20%	0%	F		·	0.503	7000	G
					,0	. , •		. , 0	_0 / 0	0,0	•	0.00	•	0.000		•
$\neg$	Poolshyidaa Coupty	7.00	81-780			201644	ior dire	tional t	roffic vo	م مصريا	stim ot	aa far thi		mant		
60 (64)	Rockbridge County	7.38										es for this			7000	
•	Combined Traffic Estimates for 2 Parallel Roadways on this	; Route:	8300	Α	77%	1%	1%	1%	20%	0%	C	0.131	Α	0.594	7800	Α
	From:	I-64-E TO F	US 60	T & FA	T											
60 64 Ramp	Rockbridge County	0.18	KI OUWES	T & LA		ee I-64 1	or direc	tional t	raffic vo	lume es	stimate	es for this	segr	ment.		
<u></u>	To- From:	64, 81- 623	NEAR KEI	RRS CR	EEK											
60	Rockbridge County	0.43	1700	G	95%	1%	1%	2%	1%	0%	С	0.103	F	0.524	1800	G
	To-	81-63	1 Big Sprin	ng Dr			$\neg$ $\vdash$									
60)	Rockbridge County	3.09	1900	G	97%	0%	1%	1%	1%	0%	С	0.115	F	0.661	2000	G
<i>*</i>	To	91 641	West of Lex	vington												
60	Rockbridge County	2.08	3900	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.672	4100	G
60)	- Tookshage county				07.70	0 70		1 /0	1 70	070	•	0.102	·	0.07.2	1100	~
~ Nalasa Ot	To:		CL Lexingto		000/	00/		40/	00/	00/		0.004	_	0.000	4.400	_
Nelson St	City of Lexington	0.25	4100	G	98%	0%	1%	1%	0%	0%	С	0.094	F	0.628	4400	G
~	To- From:	Ţ	Borden Rd													
₆₀ Nelson St	City of Lexington	0.33	5700	G	98%	0%	1%	1%	0%	0%	F	0.094	F	0.539	6100	G
~	To:	Gl	asgow Stre	et												
60 Nelson St	City of Lexington	0.20	5600	G	98%	0%	1%	1%	0%	0%	F	0.093	F	0.564	6000	G
30)	To	<del></del>	COLUC 11 D													
RO Nelson St	City of Lexington	0.11	C2US 11-P <b>7500</b>	G	98%	0%	1%	1%	1%	0%	F	0.089	F	0.549	8000	G
Nelson St	City of Lexifigion	0.11	7500	G	90 /6	0 /6	1 /0	1 /0	1 /0	0 /6	'	0.009	'	0.549	8000	C
~	To: From:		ndolph Stre													
30 Nelson St	City of Lexington	0.21	6800	G	98%	0%	1%	1%	1%	0%	F	0.098	F	0.566	7300	G
~		Sr	ootswood D	)r			_									
60 Nelson St	City of Lexington	0.35	13000	G	98%	0%	1%	1%	1%	0%	С	0.091	F	0.554	14000	G
~	To	ECL L	exington at	US 11			$\neg$									
60 Midland Trail	Rockbridge County		12000	G	94%	0%	1%	4%	1%	0%	С	0.095	F	0.54	13000	G
30)	Tr		East of Lexis								-					-

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

				_		Truc	ck			K	016	Dir		٥.
Route	Jurisdiction	Length <b>AADT</b> C	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q\ 
~~	From:	I-81 East of Lexingto		40/	10/	40/	40/	00/	_	0.004	_	0.55	1.1000	
60 Midland Trail	Rockbridge County	2.17 <b>13000</b> (	<b>G</b> 93%	1%	1%	1%	4%	0%	С	0.091	F	0.55	14000	G
~~	To: From:	81-608 W, Pathfinder							_		_			
Midland Trail, James A. Anderson Memor	ial Hwy Rockbridge County	0.90 <b>12000</b>	<b>G</b> 93%	1%	1%	1%	4%	0%	F	0.091	F	0.713	12000	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	WCL Buena Vista												
60 Lexington Ave	City of Buena Vista	0.08 11000	G 94%	0%	1%	1%	4%	0%	F	0.089	F	0.525	11000	(
~	To: From:	Alleghany Ave												
60 Lexington Ave	City of Buena Vista	0.53 10000	G 94%	0%	1%	1%	4%	0%	С	0.091	F	0.512	11000	(
~	To: From:	Beech Ave			\Box \vdash									
60 29th St	City of Buena Vista	1.31 4800	G 91%	0%	1%	1%	6%	0%	С	0.106	F	0.533	5100	
~	To	ECL Buena Vista			\neg \vdash									
60)	Rockbridge County		G 91%	0%	1%	1%	6%	0%	F	0.082	F	0.539	1600	(
	To:	Amherst County Lin												
Laviantan Talia	From:	Rockbridge County Li		10/	00/	00/	00/	00/	0	0.114	_	0.500	000	
60) Lexington Tpke	Amherst County	9.42 900	G 84%	1%	2%	3%	9%	0%	С	0.114	F	0.568	920	•
~	To: From:	05-635 Forks of Buffa			<u> </u>									
60) Lexington Tpke	Amherst County	6.92 1500	G 84%	1%	2%	3%	9%	0%	F	0.089	F	0.557	1500	•
~	To- From:	05-778 West of Amhe												
60 Lexington Tpke	Amherst County	5.30 2500	G 84%	1%	2%	3%	9%	0%	F	0.09	F	0.61	2600	
~	Te. From:	WCL Amherst												
60 Lexington Tpke	Town of Amherst (Maint: 05)	0.44 2500 l	N 84%	1%	2%	3%	9%	0%	Ν	0.09	Ν	0.61	2600	
~	To: From:	Bus US 29 Main St			\neg									
60 E. Lexington Ave	Town of Amherst (Maint: 05)	0.45 7000	G 84%	1%	2%	3%	9%	0%	F	0.089	F	0.511	7100	(
~	Tα	US 29 By-Pass East of Ar	mherst											
Richmond Hwy	Town of Amherst (Maint: 05)		G 90%	2%	1%	1%	6%	0%	С	0.104	F	0.518	5900	(
	To	ECL Amherst												
60 Richmond Hwy	Amherst County		N 90%	2%	1%	1%	6%	0%	Ν	0.104	Ν	0.518	5900	
,	To	05-606 W, Dulwich I)											
60 Richmond Hwy	Amherst County		N 90%	2%	1%	1%	6%	0%	N	0.104	N	0.518	5900	
00)	Tee Tee					. , 0	0,0	0,70			• •	0.0.0	0000	
60 Richmond Hwy	Amherst County	05-600 Riverville Ro 4.05 2000	g 90%	2%	1%	1%	6%	0%	F	0.087	F	0.525	2000	
Richmond Hwy	To:	Nelson County Line		2 /0	1 /6	1 /0	0 /6	0 /6	'	0.007	'	0.525	2000	
	From:	Amherst County Lin												
Richmond Hwy	Nelson County	6.33 1500	F 76%	0%	1%	1%	21%	0%	С	0.087	F	0.504	1500	
~	To	Appomattox County L												
60 Anderson Hwy	Appomattox County	Nelson County Line 4.14 750	F 76%	0%	1%	1%	21%	0%	F	0.091	F	0.527	780	
60 Anderson Hwy	Appointation County	Buckingham County L		U /0	1 /0	1 /0	∠ı/0	U /0	'	0.031	'	0.521	700	-
	From	Appomattox County L												
60 James Anderson Hwy	Buckingham County	9.37 880 (G 84%	1%	2%	2%	11%	0%	F	0.105	F	0.548	890	(
~	To	SR 24 Mount Rush												

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

Doute	luviadiation	Longth AART OA 4	ITiro Di		Tru	ıck		00	K	OK	Dir	AAWDT	- 0
Route	Jurisdiction	Length AADT QA 4	Fille Du	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	G
~ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	From:	SR 24 Mount Rush	240/ 40	/ 00/	00/	440/	00/	_	0.000	_	0.504	0000	
James Anderson Hwy	Buckingham County	2.02 2600 G 8	34% 19	% 2%	2%	11%	0%	С	0.093	F	0.561	2600	
~	To: From:	SR 56 Dentons Corner											
O James Anderson Hwy	Buckingham County	1.75 3400 G 8	39% 19	<u>6 1%</u>	1%	8%	0%	С	0.094	F	0.582	3500	
<i></i>	To:	14-633 Buckingham CH											
James Anderson Llung	Puokingham County	14-633 Oak Hill Rd	240/ 10	/ 20/	00/	110/	00/	F	0.000	F	0.610	4000	
James Anderson Hwy	Buckingham County	4.03 4100 G 8	34% 19	% 2%	2%	11%	0%	г	0.092	г	0.612	4200	
~ ~	To: From:	US 15 Sprouses Corner											
₀ } James Anderson Hwy	Buckingham County	8.38 2200 G 9	92% 19	<u>6 1%</u>	1%	5%	0%	С	0.096	F	0.570	2300	
<i></i>	To:	Cumberland County Line											
~ Andrew History	From:	Buckingham County Line	200/ 40	/ 10/	00/	70/	00/	_	0.005	_	0.500	0.400	
Anderson Hwy	Cumberland County	4.06 2300 F 8	39% 19	6 1%	2%	7%	0%	С	0.095	F	0.506	2400	
~ _	To: From:	SR 45 West of Cumberland CH											
60 (45) Anderson Hwy	Cumberland County	2.42 5600 F 9	92% 19	6 1%	1%	5%	0%	F	0.084	F	0.517	5700	
	To:	24-600 Cumberland CH											
60 (45) Anderson Hwy	Cumberland County		93% 19	6 1%	1%	5%	0%	С	0.086	F	0.525	6500	
,													
~	From:	SR 13 Old Buckingham Rd	200/ 10		40/	F 0/	00/		0.007	_	0.504	5000	
Anderson Hwy	Cumberland County	1.34 4900 F 9	92% 19	6 1%	1%	5%	0%	С	0.087	F	0.524	5000	
-	To: From:	SR 45 East of Cumberland CH											
Anderson Hwy	Cumberland County	6.05 4300 B 9	94% 19	6 1%	1%	4%	0%	С	0.108	Α	0.604	4400	
~ <u></u>	To:	Powhatan County Line											
~	From:	Cumberland County Line						_		_			
50)	Powhatan County	4.19 5600 F 9	94% 19	6 1%	1%	4%	0%	F	0.084	F	0.697	5800	
	To: From:	72-629 Old Tavern Rd; Trenholm R	ld										
60	Powhatan County	5.41 7500 F 9	94% 19	6 1%	1%	4%	0%	F	0.085	F	0.69	7700	
~	To	US 522 Maidens Rd											
30 James Anderson Hwy	Powhatan County		96% 09	6 1%	1%	2%	0%	F	0.087	F	0.642	18000	
,	T-1												
James Anderson Hung	Powhatan County	SR 300 Scottsville Rd 5.01 23000 F S	96% 09	6 1%	1%	2%	0%	F	0.091	F	0.625	24000	
James Anderson Hwy	Foundain County	5.01 23000 F §	90% 0%	0 170	1 70	270	0%	Г	0.091	Г	0.023	24000	
~	To: From:	72-622 Dorset Rd											
30 James Anderson Hwy	Powhatan County	2.88 27000 F 9	96% 09	6 1%	1%	2%	0%	С	0.098	F	0.637	28000	
~	To:	Stavemill Rd											
30 James Anderson Hwy	Powhatan County		96% 09	6 1%	1%	2%	0%	F	0.098	F	0.674	31000	
	To:	Chesterfield County Line											
~	From	Powhatan County Line											
Midlothian Tpke	Chesterfield County	1.36 29000 N 9	99% 09	6 0%	0%	0%	0%	Ν	NA			32000	
~	To:	20-607 Huguenot Springs Rd		<u> </u>									
60 Midlothian Tpke	Chesterfield County		99% 09	6 0%	0%	0%	0%	F	NA			32000	
~ ·				 1									
Midlethian Toko	Chesterfield County	SR 288	200/ 20	/ 00/	00/	00/	00/	F	NIA			21000	
Midlothian Tpke	Chesterneid County	0.63 29000 G 9	99% 09	6 0%	0%	0%	0%	г	NA			31000	

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT (QA 4T	ire Bu		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:		67 Otterdale R		.,				221	_					
60 Midlothian Tpke	Chesterfield Coun	nty 1.46	32000	G 99	% 0%	6 0%	0%	0%	0%	F	NA			35000	G
~~~	T _C . From:		54 Coalfield R												
60 Midlothian Tpke	Chesterfield Coun	nty 2.26	41000	<b>G</b> 99	% 0%	0%	0%	0%	0%	F	NA			44000	G
<del>~</del>	To- From:		47 Huguenot F	Rd											
60 Midlothian Tpke	Chesterfield Coun	nty 1.79	51000	<b>A</b> 99	% 0%	0%	0%	0%	0%	С	0.1	Α	0.501	54000	Α
$\stackrel{\smile}{\smile}$	To:	20-	675 Robius Ro	d		$\vdash$									
60 Midlothian Tpke	Chesterfield Coun	nty 1.12	62000	<b>G</b> 99	% 0%	0%	0%	0%	0%	F	0.093	F	0.529	66000	G
<i></i>	Tec	SR 70	6 Powhite Pky	wv		<u> </u>									
60 Midlothian Tpke	Chesterfield Coun			<b>G</b> 99	% 0%	0%	0%	0%	0%	F	0.088	F	0.535	53000	G
<u> </u>	To	20.67	8 Providence	D.d											
60 Midlothian Tpke	Chesterfield Coun			<b>G</b> 99	% 0%	5 0%	0%	0%	0%	F	0.088	F	0.511	57000	G
00)	Tec														
60 Midlothian Tpke	City of Richmond	SR 150 Chippen d 0.38		<b>G</b> 99		0%	0%	0%	0%	F	0.088	F	0.538	46000	G
60 Midlothian Tpke	Sity of Mishinton			<b>u</b> 00	70 07		070	0 /0	0 70	•	0.000	•	0.000	40000	
Midlethian Take	City of Diohmans		Carnation St 22000	<b>C</b> 00	0/ 10	10/	00/	00/	00/		0.00	F	0.504	22000	G
60 Midlothian Tpke	City of Richmond	d 1.78	22000	<b>G</b> 98	% 1%	1%	0%	0%	0%	С	0.09	Г	0.584	23000	Ċ
~~~ <u>-</u> .	To: From:		161 Belt Blvd							_					_
60 Midlothian Tpke	City of Richmond			G 98	% 19	1%	0%	0%	0%	F	0.091	F	0.574	17000	C
	From:		Roanoke St idlothian Tpke												
60 Roanoke St	City of Richmond			G 98	% 19	1%	0%	0%	0%	С	0.113	F	0.501	8300	G
90)	To:		orest Hill Ave												
~~~	From:		Roanoke St												
60 Forest Hill Ave	City of Richmond			<b>G</b> 98	% 19	1%	0%	0%	0%	F	0.101	F	0.621	25000	C
~	From:		Semmes Ave orest Hill Ave												
60 Semmes Ave	City of Richmond			<b>G</b> 98	% 1%	0%	0%	0%	0%	С	0.101	F	0.643	22000	
00)	To						• , •	• , •				-			
60 Semmes Ave	City of Richmond		301 Cowardi 13000	G 98	% 1%	5 0%	0%	0%	0%	F	0.118	F	0.838	14000	G
60 Octimics Ave	To:		nchester Bridge		70 17	7	0 78	0 70	0 70		0.110	'	0.000	14000	
	From:		Semmes Ave	,-											
60 Manchester Bridge	City of Richmond	d 0.49		<b>G</b> 98	% 19	0%	0%	0%	0%	F	0.121	F	0.601	19000	C
~	To:		9th St												
60 9th St	City of Richmond		nchester Bridge 8200	ge <b>G</b> 98	% 1%	5 0%	0%	0%	0%	F	0.147	F		8800	G
60) 9th St	Combined Traffic Estimates for 2 Parallel Roa			G 98			0%	0%	0%	F	0.147	F	0.641	18000	(
	To:		R 147 Cary St	G 90	/0 17	0 70	U-76	U 70	U 70	Г	0.114	Г	0.041	10000	Ċ
	From:		R 147; 9th St												
60 Cary St	City of Richmond	d 0.45	6700	<b>G</b> 98	% 1%	5 0%	0%	0%	0%	F	0.085	F		7100	C
$\checkmark$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	15000	<b>G</b> 98	% 19	0%	0%	0%	0%	F	NA			16000	G
	To:	US	360 14th Stree	et											

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

				Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	e Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~~~	From:	US 360 14th St	2001	10/ 00/	001	00/				0.070	45000	
60) (360) 14th St	City of Richmond	0.08 14000 N 97%	5 2%	1% 0%	0%	0%	N	0.096	N	0.670	15000	Ν
* *	To: From:	RT 360/MAIN STREET 14th St										
60 360 Main St	City of Richmond	0.30 21000 G 97%	5 2%	1% 0%	0%	0%	F	0.079	F	0.560	22000	(
60 (360 Main St	To:	RT 360	2 /0	178 078	0 70	0 70		0.073		0.500	22000	
	From:	US 360, 18th St										
60 Main St	City of Richmond	0.18 19000 G 98%	s 1%	0% 0%	0%	0%	F	0.078	F	0.615	20000	
30)	, T-											
Main Ct	From:	21st St	10/	00/ 00/	00/	00/	F	0.000	F	0.000	00000	
Main St	City of Richmond	0.25 19000 G 98%	5 1%	0% 0%	0%	0%	г	0.083	г	0.629	20000	
	To: From:	25th St										
60 (5) Main St	City of Richmond	0.30 16000 G 99%	0%	0% 0%	0%	0%	F	0.099	F	0.663	18000	
\mathcal{I}	To:	Williamsburg Rd										
<u> </u>	From:	Main St										
60 Williamsburg Ave	City of Richmond	0.46 9500 G 98%	1%	<u>1</u> % 0%	0%	0%	F	0.087	F	0.602	10000	
~	То:	Stoney Run Dr										
~~ <u> </u>	From:	Williamsburg Ave					_		_			
60 Stoney Run Dr	City of Richmond	0.50 1600 G 98%	1%	<u>1</u> % 0%	0%	0%	F	0.106	F	0.579	1700	
~	To:	Government Rd										
Carramant Dd	City of Disharasad	Stoney Run Dr 0.73 5000 G 98%	10/	10/ 00/	00/	00/	F	0.000	F	0.000	T400	
Government Rd	City of Richmond		1%	1% 0%	0%	0%	г	0.096	г	0.606	5400	
*	From:	Williamsburg Rd Government Rd										
60 Williamsburg Rd	City of Richmond	0.39 9300 G 97%	S 0%	1% 1%	1%	0%	F	0.098	F	0.577	10000	
60) Williamobalg Ha	City of Filenmena		0 70		1 70	0 70	•	0.000	•	0.077	10000	
~~	To: From:	ECL Richmond					_		_			
60) Williamsburg Rd	Henrico County	0.57 18000 G 97%	6 0%	1% 1%	1%	0%	F	0.086	F	0.519	19000	•
~	To:	Charles City Rd										
60 Williamsburg Rd	Henrico County	1.54 15000 G 97%	5 0%	1% 1%	1%	0%	С	0.083	F	0.503	16000	(
*	Tex											
60 Williamsburg Rd	Henrico County	Laburnum Ave 1.23 17000 G 94%	5 1%	1% 1%	3%	0%	С	0.082	F	0 E71	10000	
60 Williamsburg Rd	Herinco County	1.23 17000 G 94%	o 176	170 170	3%	U70	C	0.062	Г	0.571	18000	,
	To: From:	SR 156 Airport Dr										
60 (156) Williamsburg Rd	Henrico County	1.48 13000 G 94%	1%	1% 1%	3%	0%	F	0.082	F	0.552	14000	(
\sim	To	SR 33 Nine Mile Rd										
60 (33) (156) Williamsburg Rd	Henrico County	1.40 14000 G 94%	1%	1% 1%	3%	0%	F	0.083	F	0.532	14000	
60) (33) (136) ************************************	- Tormes county		1 70		070	0 70	•	0.000	•	0.002	1 1000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	I-295										
(33) (156) Williamsburg Rd	Henrico Cou <u>nty</u>	2.24 <b>13000 A</b> 93%	1%	<u>1</u> % 2%	3%	0%	С	0.124	Α	0.698	14000	
$\Rightarrow \circ \circ$	To:	SR 156; Elko Rd										
Milliam about Del	From:	SR 156 Elko Rd	10/	10/ 00/	00/	00/	_	0.404	_	0.047	0000	
60) (33) Williamsburg Rd	Henrico County	1.85 <b>9300 G</b> 93%	5 1%	1% 2%	3%	0%	F	0.101	F	0.647	9900	•
~ ~	To:	New Kent County Line										
Pacabantas Trail	Now Kent County	Henrico County Line	10/	10/ 00/	20/	00/	г	0.006	F	0.500	10000	
60 (33) Pocahontas Trail	New Kent County	0.91 <b>12000 F</b> 93%	1%	1% 2%	3%	0%	F	0.086	Г	0.598	12000	
~ ~	To:	SR 33 New Kent Hwy										

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

		Primary and inters	1010110	4100			Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 33 Bottoms	Bridge			ZAKIC	OTAXIC	THAI	ZITAII		1 actor		1 40101		
60 Pocahontas Trail	New Kent County	4.03 9900	F	95%	1%	1%	2%	2%	0%	F	0.096	F	0.627	10000	F
\$ 3	To	SR 106													
60 Pocahontas Trail	New Kent County	2.62 <b>5500</b>	F	95%	1%	1%	2%	2%	0%	F	0.094	F	0.65	5600	F
90) · seamerinas · · · · · ·	. Tell Hell Geality				. , •		_,,	_,,	0,0	•	0.00		0.00	0000	·
60 Pocahontas Trail	New Kent County	63-615 Mounte: 2.88 <b>6200</b>	astle Rd <b>F</b>	95%	1%	1%	2%	2%	0%	С	0.095	F	0.607	6400	F
Pocahontas Trail	New Kent County	2.00 6200		95%	1 70	1 70	270	270	0%	C	0.095	Г	0.607	6400	ſ
~~	To: From:	SR 155 Providen										_			_
Pocahontas Trail	New Kent County	8.58 <b>4300</b>	F	95%	1%	1%	2%	2%	0%	F	0.096	F	0.504	4500	
~	To: From:	James City Cou New Kent Cour	_												
Richmond Rd	James City County	5.05 <b>5900</b>	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.678	6100	(
	dames only sounty			0070	1 70		0 70	0 70	0 70	•	0.000	•	0.070	0100	`
~~ Distance of Dd	From:	SR 30 North of		000/	40/		00/	00/	00/	_	0.000	_	0.504	45000	
Richmond Rd	James City County	3.12 <b>15000</b>	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.594	15000	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	47-607 Croak													
60 Richmond Rd	James City County	2.85 18000	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.530	19000	(
~	To:	47-614 Centery	ille Rd			\neg \vdash									
Richmond Rd	James City County	0.15 20000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.514	21000	(
	Toc	SR 199													
Richmond Rd	James City County	1.81 12000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.508	13000	(
50)	To-						-,-								
60 Richmond Rd	James City County	47-658 Olde To 0.43 19000		99%	0%	1%	0%	0%	0%	N	0.083	N	0.500	21000	1
Richmond Rd	James Oity County			33 /6	0 76	1 /0	0 /6	0 /6	0 /6	IN	0.003	14	0.500	21000	'
~~	From:	WCL William							221	_		_		21222	
Richmond Rd	City of Williamsburg	1.37 19000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.500	21000	(
~	To: From:	Ironbound	Rd												
Richmond Rd	City of Williamsburg	0.30 25000	G	99%	0%	1%	0%	0%	0%	С	0.077	F	0.551	27000	(
~	To:	Bypass R													
60 Bypass Rd	City of Williamsburg	0.11 22000		99%	0%	0%	0%	0%	0%	С	0.077	F	0.541	23000	(
Bypass Rd	City of Williamsburg	0.11 22000	G	99%	076	0%	0%	076	0%	C	0.077	Г	0.541	23000	•
~~	To: From:	NCL William				 									_
Bypass Rd	York County	1.12 22000	N	99%	0%	0%	0%	0%	0%	N	0.077	N	0.541	23000	ı
~	To: From:	NCL William	sburg												
60 Bypass Rd	City of Williamsburg	0.50 14000	G	99%	0%	1%	0%	0%	0%	С	0.087	F	0.539	15000	(
~	To:	Parkway I	Or .			<u> </u>									
Bypass Rd	City of Williamsburg	0.16 10000		99%	0%	1%	0%	0%	0%	F	0.081	F	0.523	11000	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To	SR 5 Capitol Lar				— <u></u> _									
60 ( 5 ) Page St	City of Williamsburg	0.31 <b>20000</b>	-	99%	0%	0%	0%	0%	0%	F	0.08	F	0.677	21000	(
Page St	City of Williamsburg			JJ /0	U /o	U /o	U /o	U /o	U /o	'	0.00	'	0.077	21000	•
~ ~ ~	To: From:	Second Str				<u> </u>						_			
60 (5) Page St	City of Williamsburg	0.25 <b>13000</b>		99%	0%	0%	0%	0%	0%	С	0.084	F	0.579	14000	(
~ ~	Tα·	SR 5 Lafayette St	; York St												

# 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'
~	From:	SR 5 Lafayette St; Pa												
60 York St	City of Williamsburg	0.60 <b>11000</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	С	0.089	F	0.523	12000	(
~	To: From:	ECL Williamsbur	ırg											
60 Pocahontas Trail	James City County	1.34 <b>7800</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.09	F	0.541	8300	
~	To: From:	SR 199			$\neg$ $\vdash$									
60 Pocahontas Trail	James City County	0.04 17000	<b>G</b> 92%	1%	1%	1%	4%	0%	F	0.09	Ν	0.541	17000	
<i>→</i>	Тох	York County Lin												
Decembertos Trail	York County	James City County 0.31 <b>7800</b>		10/	10/	00/	00/	00/	N.I.	0.00	N	0.541	0000	
Pocahontas Trail	York County	0.31 <b>7800</b>	N 97%	1%	1%	0%	0%	0%	N	0.09	IN	0.541	8300	
~	To: From:	Entrance to Busch Ga							_					
60 Pocahontas Trail	York County	2.22 10000	<b>G</b> 92%	1%	1%	1%	4%	0%	F	0.090	F	0.549	11000	
~	From:	James City County York County Lin			-									
Pocahontas Trail	James City County	3.10 <b>8400</b>	<b>G</b> 92%	1%	1%	1%	4%	0%	С	0.1	F	0.566	8900	
50)	Tox	NCL Newport Ne												
~	Fron:	James City County												
60 Warwick Blvd	City of Newport News	1.70 <b>9800</b>	<b>G</b> 92%	1%	1%	1%	4%	0%	F	0.099	F	0.546	10000	
<u> </u>	To: From:	Yorktown Rd												
Warwick Blvd	City of Newport News	1.61 <b>14000</b>	<b>G</b> 93%	1%	2%	2%	2%	0%	С	0.103	F	0.642	15000	
~	To	SR 105 Ft Eustis B	Blvd		$ \vdash$									
60 Warwick Blvd	City of Newport News	1.68 <b>27000</b>	<b>G</b> 93%	1%	2%	2%	2%	0%	F	0.09	F	0.605	29000	
	т	Snidow Blvd												
60 Warwick Blvd	City of Newport News	1.66 <b>40000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.084	F	0.534	43000	
50)	Tee		J. 337,1			• / •			_		•			
60 Warwick Blvd	City of Newport News	Denbigh Blvd 0.78 <b>35000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.086	F	0.533	37000	
Warwick Blvd	City of Newport News		<b>G</b> 30 /0	1 /0	1 /0	0 /6	0 /0	0 /6	C	0.000	'	0.555	37000	
~~	To: From:	Bland Blvd	• • • • • • • • • • • • • • • • • • • •	40/		201	00/	201		0.000		0.500	05000	
60) Warwick Blvd	City of Newport News	1.45 <b>33000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.088	F	0.529	35000	
~	To: From:	Oyster Point Rd												
60 Warwick Blvd	City of Newport News	2.39 <b>31000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.092	F	0.542	33000	
<del>~</del>	To: From:	Deep Creek Roa	ad											
60 Warwick Blvd	City of Newport News	0.89 <b>38000</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.092	F	0.571	40000	
~	To	J Clyde Morris Bl	lvd											
80 Warwick Blvd	City of Newport News	1.07 <b>27000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.1	F	0.599	28000	
	То	Harpersville Rd	4											
60 Warwick Blvd	City of Newport News	1.49 <b>27000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.098	F	0.639	28000	
50)					<del></del> 1	0,0	0,0	0,0	•	2.000	•	3.000		
60 Warwick Blvd	City of Newport News	1.08 <b>Main Street</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.110	F	0.711	24000	
Warwick Blvd	Oily of Newport News			170	1 70	U%	U%	U%	U	0.110	r	0.711	<b>24000</b>	
~	To: From:	Mercury Blvd			<u>_</u>	•		• • •						
Warwick Blvd	City of Newport News	0.61 <b>23000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.126	F	0.855	25000	
~	To:	Huntington Ave	e											

# 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
~~~	From:		Warwick Blv													_
(60) Huntington Ave	City of Newport		10000	G	98%	0%	1%	0%	0%	0%	F	0.201	F		11000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	98%	1%	1%	0%	0%	0%	F	NA			24000	G
~~~	To: From:		50th St													
(60) Huntington Ave	City of Newport		11000	G	98%	1%	1%	0%	0%	0%	С	0.162	F		12000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	1%	1%	0%	0%	0%	F	0.139	F	0.651	25000	G
60 Huntington Ave	City of Newport	t News 0.50	39th St 12000	G	98%	1%	1%	0%	0%	0%	F	0.195	F		12000	G
(00)	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	0.194	F	0.759	16000	G
	To	ricadinayo on tino ricato.			0070	1 70		0 70	070	070	•	0.101	•	0.700	10000	ŭ
60 Huntington Ave	City of Newport	t News 0.28	29th St <b>5500</b>	G	98%	1%	1%	0%	0%	0%	F	0.202	F		5800	G
60) Hantington 740	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	0.202	F	0.605	9700	G
	To:	Trodunayo orr timo riodio.	25th St		0070	1 /0		0 70	070	070	•	0.202	•	0.000	0,00	ŭ
~~~	From:		Iuntington A	ve												
60 25th St	City of Newport	t News 0.23	2200	N	95%	2%	2%	0%	0%	0%	N	0.171	N		2300	N
~~~	From:		I-664				<del> </del>						_			
(60) 25th St	City of Newport		2200	G	95%	2%	2%	0%	0%	0%	С	0.171	F		2300	G
~	Combined Traffic Estimates for Parallel											NA			NA	
OEth Ct	From		Jefferson Av		0E9/	20/		00/	00/	00/	F	0.000	F		2200	
60) 25th St	City of Newport		2000	G	95%	2%	2%	0%	0%	0%	F	0.099	г		2200	G
	Combined Traffic Estimates for 2 Parallel	-		G	95%	3%	2%	0%	0%	0%	F	NA			3700	G
OFth Ct	From		Roanoke Av		0E9/	2%	2%	0%	00/	00/	F	NIA			2200	
60 25th St	City of Newport		2100	G	95%				0%	0%	F	NA			2200	G
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:		G	96%	2%	2%	0%	0%	0%	F	NA			3400	G
60 25th St	City of Newport	t News 0.53	26th St 4300	G	95%	2%	2%	0%	0%	0%	F	0.088	F	0.581	4600	G
<u> </u>	To:		WCL Hampto	on												
~~ <u>-</u>	From:		L Newport N													
60 Kecoughtan Rd	City of Hamp	pton 1.18	4500	G	96%	3%	1%	0%	0%	0%	С	0.106	F	0.508	4800	G
~	To: From:		owhatan Pky													
60 Kecoughtan Rd	City of Hamp	pton 1.03	5700	G	97%	2%	1%	0%	0%	0%	F	0.103	F	0.522	6000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Lasalle Ave								_		_			
60 Kecoughtan Rd	City of Hamp		7500	G	97%	2%	1%	0%	0%	0%	С	0.1	F	0.505	8000	G
() () () () () () () () () ()	To:		143 Victoria		070/	20/	10/	00/	00/	00/		0.005	F	0.510	0000	
60 143 Kecoughtan Rd	City of Hamp		9300	G	97%	2%	1%	0%	0%	0%	F	0.095	г	0.512	9900	G
	From:		tlers Landing Kecoughtan R													
60 143 Settlers Landing	Rd City of Hamp		13000	G	97%	1%	1%	1%	0%	0%	С	0.098	F	0.526	14000	G
(ال ال ال ال	To:		34 Armistea													

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	QW
	From:	SR 1:	34 Armistea	d Ave												
60 143 Settlers Landing Rd	City of Hampton	0.46	11000	G	97%	1%	1%	1%	0%	0%	F	0.099	F	0.527	12000	G
\bigcirc	Too		Eaton St				_									
60 143 Settlers Landing Rd	City of Hampton	0.67	14000	G	97%	1%	1%	1%	0%	0%	F	0.100	F	0.591	15000	G
	To		I-64													
60 60 Ramp	City of Norfolk (Maint: 64)	0.13	6100	G	95%	0%	1%	1%	3%	0%	F	0.124	F		6200	G
(60) (60)	To:	I-64-E FROM RT								- , -						-
	From:		0 SR 143 Ty													
60 (64) Hampton Roads Beltway	City of Hampton (Maint: 99)	0.33			S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
Combined Traf	ffic Estimates for 2 Parallel Roadways	on this Route:	85000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	87000	G
	Too	SR	169 Mallor	v St			\neg \vdash									
60 (64) Hampton Roads Bridge Tunnel	City of Hampton (Maint: 99)	4.00		-	S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
	ffic Estimates for 2 Parallel Roadways	on this Route:	86000	Α	97%	1%	1%	0%	2%	0%	С	0.079	Α	0.526	88000	Α
	To:		WCL Norfol	k												
$\overline{\sim}$	From:		ECL Hampto	on												
(60) (64) Hampton Roads Bridge Tunnel	City of Norfolk (Maint: 64)	0.09			S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
Combined Traf	ffic Estimates for 2 Parallel Roadways	on this Route:	86000	Α	97%	1%	1%	0%	2%	0%	С	NA			88000	Α
	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.		
	ffic Estimates for 2 Parallel Roadways	on this Route:	86000	F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.525	88000	F
	To:		4th View St	t												
~~~-	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.		
	From:		I-64 W I-64				_									
60 4th View St	City of Norfolk (Maint: 64)	0.25	12000	G	98%	1%	1%	0%	0%	0%	С	0.081	F	0.628	13000	G
60 4th View St	To:		an View Ave		0070	1 70		0 70	0 /0	0 70	Ü	0.001	•	0.020	10000	ď
	From:		4th View St													
60 Ocean View Ave East	City of Norfolk	0.95	13000	G	98%	0%	1%	0%	0%	0%	С	0.12	F	0.525	14000	G
$\bigcirc$	To	IIS	460 Granby	v St												
60 Ocean View Ave East	City of Norfolk	0.47	16000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.598	18000	G
(60)	Ter	an 10														
60 Ocean View Ave East	City of Norfolk	SR 19- 1.41	4 Chesapeak 13000	G Blvd	98%	0%	1%	0%	0%	0%	F	0.095	F	0.587	14000	G
60 Ocean View Ave East	Oity of Noriolk				30 /o	U /0	1 /0	U /o	U /o	U /o	'	0.093	'	0.567	14000	G
~~~ o	From:		18 Cape Vie		0000	001		00.	001	061		0.655	_	0.50	10000	
(60) Ocean View Ave East	City of Norfolk	1.67	15000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.53	16000	G
~	To: From:		21st Street													
60 Shore Dr	City of Norfolk	0.88	21000	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.525	23000	G
<u> </u>	Too	SR 11	70 Little Cre	ek Rd												
60 Shore Dr	City of Norfolk	0.97	31000	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.729	33000	G
(00) = =================================	To:		L Virginia B		00,0	0,0		0,0	0,0	0,0	•	0.00	•	J = J	55556	_

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

	1					Tru	ck		-00	K	014	Dir	4 4 14/57	014
Route	Jurisdiction	Length AADT (QA 41ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
60 Shore Dr	City of Virginia Beach	ECL Norfolk	G 99%	00/	0%	09/	00/	00/	F	0.000	F	0 544	32000	C
60 Shore Dr	City of Virginia Beach			0%	0%	0%	0%	0%	Г	0.092	Г	0.544	32000	G
Shore Dr	City of Virginia Beach	SR 166 Diamond Sprin 1.81 25000	gs Rd G 99%	0%	0%	0%	0%	0%	F	0.089	F	0.518	26000	G
60 Shore Dr	Tre-			0 70	——————————————————————————————————————	0 /0	0 70	0 70	•	0.000	•	0.010	20000	ŭ
60 Shore Dr	City of Virginia Beach	SR 225 Independence 1.05 17000	G 99%	0%	0%	0%	0%	0%	F	0.088	F	0.599	18000	G
(60)	To.	US 13 Northampton E				* / *		-,-						-
60 Shore Dr	City of Virginia Beach	•	A 99%	0%	0%	0%	0%	0%	С	0.104	Α	0.627	37000	Α
<u></u>	т	Bay Lake Rd												
Shore Dr	City of Virginia Beach		G 99%	0%	0%	0%	0%	0%	F	0.095	F	0.593	34000	G
	To:	SR 279 Great Neck	Rd											
60 Shore Dr	City of Virginia Beach		G 99%	0%	0%	0%	0%	0%	F	0.083	F	0.514	14000	G
$\overline{}$	To	Seashore State Park En	trance		_									
Shore Dr	City of Virginia Beach	3.58 10000	G 99%	0%	0%	0%	0%	0%	F	0.087	F	0.531	11000	G
<u> </u>	To:	Atlantic Ave												
60 Atlantic Ave	City of Virginia Beach	83rd St 2.07 13000	G 99%	0%	0%	0%	0%	0%	F	0.081	F	0.527	14000	G
(60)	To.	50th St		0,0		0 70	0,0	0,70	•	0.00.	•	0.027		<u> </u>
60 Atlantic Ave	City of Virginia Beach		G 99%	0%	0%	0%	0%	0%	F	0.078	F	0.534	18000	G
	To:	Pacific Ave												
Pacific Ave	City of Virginia Beach	0.73 19000	G 99%	0%	0%	0%	0%	0%	F	0.078	F	0.556	20000	G
[60] Pacific Ave	Oity of Virginia Beach			0 /6	——————————————————————————————————————	0 /6	0 /6	0 /6	'	0.070	'	0.550	20000	u
Pacific Ave	City of Virginia Beach	US 58 Laskin Rd 0.65 15000	G 99%	0%	0%	0%	0%	0%	F	0.075	F	0.554	16000	G
(60) 1 dollo / Vo	Tu		G 0070	0 70		0 /0	0 70	0 / 0	•	0.070		0.004	10000	ŭ
60 Pacific Ave	City of Virginia Beach	22nd St 0.07 17000	G 99%	0%	0%	0%	0%	0%	F	0.076	F	0.637	18000	G
(iii) 1 mm 1 m 2	To.	21st St				* / *								-
Pacific Ave	City of Virginia Beach		G 99%	0%	0%	0%	0%	0%	F	0.072	F	0.5	17000	G
<u></u>	т	17th St												
60 Atlantic Ave	City of Virginia Beach		G 99%	0%	1%	0%	0%	0%	F	0.085	F	0.52	7100	G
	То:	5th St												
~~	From:	US 60 TO I-64 EAS												
60 Ramp	Alleghany County		G							NA			980	G
-	Econo	I-64-E FROM RT 60WEST & E												
60 60 Ramp	Alleghany County	US 60 TO I-64 WES	G ST							NA			470	G
(00) (00)p	Tre	I-64-W FROM RT 60WEST A												
	From:	US 60												
Ramp to I-64 W at Exit 16	Alleghany County	0.08 1800	G							NA			1800	G
<u> </u>	Τσ:	I-64 W												

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
60 (220) Ramp to I-64 E at Exit 16	Alleghany Coun	ty 0.28	US 60 E 4800 I-64 E	G								NA			4800	G
(60) Ramp	Rockbridge Cour		81-623 I-6 190	G								0.126	F		190	G
(60) Ramp	Rockbridge Cour	7US 60-I	OUS 60 I-64	4-E050A G								0.141	F		810	G
Ramp to I-81 S at Exit 188	Rockbridge Cour	Ramps US 60										0.100	F	0.65	1400	G
(60) Ramp to I-81 N at Exit 188	From Rockbridge Cour	Ramps US 60 nty 0.16	3200 I-81 N	S 60 W0	60B							0.092	F	0.851	3200	G
60 Ramp	City of Newport News (N		25th; 26th S 3900 I-664-E	St Split G								0.298	F		3900	G
60 Ramp	City of Newport News (N		P000B FRO 5000 23RD & 2	G	REETS							0.156	F		5000	G
60 Ramp	City of Norfolk (Mair		Settlers Land 6100 I-64 East	ding Rd G	95%	0%	1%	1%	3%	0%	F	0.124	F		6200	G
60 Ramp	City of Hampton (Mai		US 60-P I-6 8300 60 & 143S	G								NA			8300	G
60 Ramp	City of Norfolk (Mair	I-64-E273A U nt: 64) 0.17 I-64-E FROM	2500	G								0.12	F		2500	G
60 Ramp	City of Norfolk (Mair	US 60 I-64-W nt: 64) 0.18 I-64-W FROM 4	6800	G								0.136	F		6800	G
East 60 Ramp toward I-81 S at Exit 188	Rockbridge Cour	-	US 60 E 770 np US 60 6	G								0.118	F		770	G
East 60 Ramp toward I-81 N at Exit 188	Rockbridge Cour	,	US 60 E 530 mp US 60 6	G								0.113	F		530	G
East 60 Ramp	Henrico County		TO RT 295 800 X FROM R	G	90% ST	1%	2%	2%	5%	0%	С	0.104	F		800	G

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

Devite	Lord - Park		4457		4	D		Trι	ıck		00	K	OK	Dir	A A)A/DT	
Route	Jurisdictio	n Length	AADT	QA	411re	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
st	From:		RTS 295 W			00/	00/	00/	00/	00/	_	0.100	_		1100	(
0 Ramp	Henrico Cou	,	1100 8X FROM F	G	92%	0%	2%	2%	3%	0%	С	0.160	F		1100	,
	From:															
ast 0 Ramp	City of Newport News		O ROUTE 6	004 EAS	1							NA			NA	
) Hamp	To:	US 60- 267A; 4		0A FROI	M HUN							1471			1471	
ast	From:	· · · · · · · · · · · · · · · · · · ·	O ROUTE 6													
Ramp	City of Newport News		NA	OT WES								NA			NA	
9) "	To:		-P000B FRC	OM HUN	Ī											
est	From:		US 60 W													
Ramp toward I-81 S	at Exit 188 Rockbridge C	ounty 0.03	600	G			-					0.133	F		600	
رخ	Τα	Ra	mp US 60 6	60 A												
est	From:		US 60 W													
$\widetilde{60}$ Ramp toward I-81 N	I at Exit 188 Rockbridge C	ounty 0.07	2700	G								0.087	F		2700	
ر_	То:	Ra	mp US 60 6	60 B												
est	From:	US 60	TO RT 295													
Ramp	Henrico Cou	•	1600	G	93%	1%	1%	1%	4%	0%	С	0.115	F		1600	
	Τα	I-295-E028	X FROM R	T 60 WI	EST											
est _	From:		RTS 295 W													
Ramp	Henrico Cou		4900	G	94%	1%	1%	2%	3%	0%	С	0.142	F		4900	
	10.	I-295-W028			EST											
~ out ou	From:		nchester Br		000/	40/		00/	00/	00/	_	0.440	F		0000	
8th St	City of Richm		8300	G	98%	1%	0%	0%	0%	0%	-	0.142		0.044	8800	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	98%	1%	0%	0%	0%	0%	F	0.114	F	0.641	18000	
~	To: From:		Canal St													
8th St	City of Richm		8800	G	98%	1%	0%	0%	0%	0%	F	0.130	F		10000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	1%	0%	0%	0%	0%	F	NA			19000	
	From:		Main St 8th St													
Main St	City of Richm	nond 0.37	7900	G	98%	1%	0%	0%	0%	0%	F	0.106	F	0.575	9000	
9)	Combined Traffic Estimates for 2 Parallel		15000	G	98%	1%	0%	0%	0%	0%	F	NA			16000	
	Τσ:	.,,	14th St													
	From:	I-64-W FROM OCE	EAN VIEW	AVE60	PARALLI	EL										
[6] (60) Ramp	City of Norfolk (M		970	G								0.124	F		970	
9 (9)	To:		I-64 W													
Ocean View Ave	From: City of Norf	olk 1.96	6000	G	98%	1%	1%	0%	0%	0%	С	0.124	F	0.876	6400	
Ocean View Ave	To:		4th View S			. , •		- / 0	- / 0	- / •	_	- -	•	2.2. 3	00	
	From:	2US 60-P I-64			IEW A											
Ramp	City of Norfolk (M		970	G								0.124	F		970	
· .	To:	I-64-W FROM OCE			PARALLI	EL.	1								-	

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

					_		Tru	ck			K		Dir		
Jurisdictio	n Length	AADT	QA	41 ire	Bus					QC	Factor	QK	Factor	AAWDI	Q۱
From:		US 60								_					
												F			C
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	98%	1%	1%	0%	0%	0%	F	NA			24000	(
To:		50Th St													
, ,				98%	1%	1%	0%	0%	0%	F	0.177			13000	(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	G	98%	1%	1%	0%	0%	0%	F	0.139	F	0.651	25000	(
		38Th St													
City of Newpor	t News 0.77	3600	G	98%	1%	1%	0%	0%	0%	С	0.219	F		3800	(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	98%	1%	1%	0%	0%	0%	F	0.194	F	0.759	16000	(
To:		25Th St													
From:		US 60													
City of Newpor	t News 1.39	1500	G	95%			0%	0%	0%	С	0.083	F		1500	•
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3500	G	95%	3%	2%	0%	0%	0%	F	NA			3700	
	. (Chestnut Av	e												
City of Newpor	t News 0.49	1100	G	98%	1%	1%	0%	0%	0%	F	NA			1200	(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3200	G	96%	2%	2%	0%	0%	0%	F	NA			3400	
To:		25th St													
From:	4US 60-P 7	ΓO ROUTE	664 EA	ST											
, ,		NA									NA			NA	
To:	US 60-E.	267A FRO!	M HUNT	Γ											
From:			664 WE	EST											
City of Newport New											NA			NA	
10.	•														
From:				RT 159							NIA			470	
Allegnany Co											NA			470	
Alloghany Co				000/	10/	10/	09/	00/	09/	0	0.003	_	0.550	9000	
Allegiany Co				90%	1 70	1 70	0%	076	0%	C	0.093	Г	0.552	0900	
To:	WC	L Clifton F	orge												
Town of Clifton	n Forge 0.27	7800	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.524	8300	
To		6th St				<u> </u>									
Town of Clifton				000/	10/	10/	00/	00/	00/	0	0.00	_	0.500	0100	
Town of Ciliton	rorge 0.61	8500	Г	96%	170	1%	0%	0%	0%	C	0.09	Г	0.523	9100	
To:		Roxbury St		-											
	n Forge 0.14	7300	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.598	7800	
Town of Clifton					00/	40/	00/	00/	00/	_		_			
Town of Clifton Combined Traffic Estimates for 2 Parallel	· ·	8200	F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.531	8800	
	Roadways on this Route:			98%	0%	1%	0%	0%	0%	F	0.090	F	0.531	8800	
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	mmercial A	ive												
	Roadways on this Route: Co Forge 0.07			98% 97% 97%	1% 1%	2% 1%	0% 0% 0%	1% 1%	0% 0% 0%	C	0.090 0.09 NA	N	0.531	4900 9600	(
	City of Newport Combined Traffic Estimates for 2 Parallel City of Newport Combined Traffic Estimates for 2 Parallel City of Newport City of Newport Combined Traffic Estimates for 2 Parallel Tox City of Newport New City of Newport New Tox City of Newport New Tox Alleghany Cot From: Alleghany Cot From: Town of Clifton Town of Clifton	City of Newport News 1.21 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Newport News 0.59	City of Newport News 1.21 12000 G 98% 1% 1% 10000 G 98% 1% 1% 1% 1% 1% 1% 1%	Carry Carr	City of Newport News 1.21 12000 G 98% 1% 1% 0%	City of Newport News 1.21 12000 G 98% 1% 1% 0% 0% 0% 0% 0% 0	City of Newport News	City of Newport News 1.21 12000 C 80 1% 1% 1% 1% 0% 0% 0% 0	City of Newport News	City of Newport News 1.21 12000	City of Newport News 1.21 2000 6 98% 1% 1% 0% 0% 0% 0% 0% 0	Substitution Composition Composition			

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

Devite	London Monte		- AADT		4.77	Б		Tru	ick		-00	K	01/	Dir	A A \ A \ D T	
Route	Jurisdiction	n Lengti	h AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
is Bus	From:		US 220 Ridge													
) (220) Main St	Town of Clifton	Forge 0.26	6400	F	98%	0%	1%	0%	1%	0%	С	0.094	F	0.502	6900	
- Dua	T _C . From:		B St				\Box \vdash									
s Bus) (220 Main St	Town of Clifton	Forge 0.06	6500	F	98%	0%	1%	0%	1%	0%	F	0.092	F	0.501	6900	
220 Main St	To:	10190 0.00	Bus US 220	_	0070	0 70		0 70	1 /0	0 70	•	0.002	•	0.001	0000	
ıs	From:		US 220 Bus													
)	Town of Clifton	Forge 0.87	5600	F	98%	0%	1%	0%	0%	0%	С	0.097	F	0.533	6000	
ر 	T _C . From:	Е	CL Clifton Fo	orge			\Box \vdash									
us 0 Main St	Alleghany Co	unty 0.34	4900	F	98%	0%	1%	0%	1%	0%	С	0.102	F	0.512	5200	
oy main or	, mognary co					0 70		070	1 /0	0 70	Ŭ	0.102	•	0.012	0200	
is ~~	From:		S 220 Market													
(220) (42)	Alleghany Co	unty 0.47	7600	F	88%	1%	1%	1%	10%	0%	С	0.086	F	0.534	8100	
	To- From:	03-670	Longdale Fur	nace Ro	ad											
us 0 (220 Market Ave	Alleghany Co	unty 0.19	7500	F	88%	1%	1%	1%	10%	0%	F	0.08	F	0.503	8000	
220)	Tα	uy 00	I-64 US 60		0070	.,,		. , 0	.070	0,0	•	0.00	•	0.000	0000	
IS	From:	SR 384 (C1US 60 I-64	1-W024	A F											
Ramp	Alleghany Co			G								NA			3000	
٠ '	To:	I-64-W FROM I		EST AN	ND RT 384	ļ										
IS	From:	C1US 60 I-6	64-E024A FR	OM & T	го rt											
Ramp	Alleghany Co			G								NA			430	
	To:	I-64-E FROM E	BUS RT 60EA	AST AN	D RT 384											
IS	From:	C1US 60-E00	3A C1US 60	-W003A	FROM											
Ramp	Alleghany Co			G								NA			1000	
	To:	I-64-E FROM	1 BUS RT 60	WEST &	& EAST											
IS	From:	03-629 (C1US 60 I-64	I-W027 <i>A</i>	ΑF											
220 Ramp	Alleghany Co			G								NA			3100	
	To:	I-64-W FROM	BUS RT 60V	WEST &	RT 629E											
ıs	From:		60 Gap TO I-		T											
Ramp	Alleghany Co	-		G								NA			2000	
	10:	C1US 60-W	003A C1US		FROM											
us Bus	From:		Ridgeway S				<u></u>				_		_			
Roxbury St	Town of Clifton	-		F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.691	2400	
	Combined Traffic Estimates for Parallel I	Roadways on this Route		1.								NA			NA	
s Bus	From:		Kesswick S Roxbury St													
(220) Kesswick St	Town of Clifton	Forge 0.14		F	97%	0%	1%	1%	1%	0%	С	0.119	F		990	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	: 8200	F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.531	8800	
	To:	<u> </u>	Main St													
s Bus	From:		Kesswick S													
0 } { 220 }\ 188 /\ 188 <i> </i> Mair	n St Town of Clifton	Forge 0.07		G	97%	0%	1%	1%	1%	0%	F	NA			4700	
(220) (188) (188) Mair	Combined Traffic Estimates for 2 Parallel I		: 9400	G	97%	1%	1%	0%	1%	0%	F	NA			9600	

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

	Primary and intersta													
Jurisdiction	Length AADT	QA 4	4Tire	Rus					OC	K	OK	Dir	AAWDT	O/
Carloalotte	Longa AADI	Q.A.		Duo	2Axle	3+Axle	1Trail	2Trail	u o	Factor	Q. (Factor	701111	ω.
From:			RT											
Alleghany County		-								NA			130	(
To:	C1US 60-E003A C1US 6	0- 3A FRC	OM											
From:	SR 16 Tazewell	Ave												
Town of Tazewell	0.86 3800	F :	98%	0%	1%	0%	1%	0%	С	0.093	F	0.541	4000	
To	LIC 10 LIC 46	50												
Town of Tazewell			08%	Nº/-	10/-	0%	10/_	Nº/-	F	0.001	NI	0.505	6100	(
Town of Tazeweii	0.00 0100	ч .	JO 70	0 70	1 /0	0 70	1 /0	0 70		0.001	14	0.505	0100	
To: From:														
Town of Tazewell	0.63 5900	G :	98%	0%	1%	0%	1%	0%	F	0.091	Ν	0.505	6100	(
To:	NCL Tazewe	:11			\neg									
Town of Tazewell			98%	0%	1%	0%	1%	0%	С	0.091	F	0.505	6200	
				0 70		0,0	. , 0	0,0	•	0.00.	•	0.000	0200	
From:											_			
Iown of Tazewell	0.48 4300	F :	98%	0%	1%	0%	1%	0%	F	0.1	F	0.52	4500	ı
To:	SCL Tazewe	11			\neg									
Tazewell County	4.43 2800	F :	98%	0%	1%	0%	1%	0%	С	0.100	F	0.636	3000	
To	02 (22 P. 1. G	1 51												
From:			000/	00/	10/	00/	10/	00/		0.100		0.500	000	
razeweii County	7.31 590	г :	98%	0%	1%	0%	1%	0%	г	0.126	г	0.562	620	
To: From:	92-662 Cove Ct	reek												
Tazewell County	1.65 400	F S	98%	0%	1%	0%	1%	0%	F	0.141	F	0.554	430	- 1
To:	Bland County I	Line												
From:														
Bland County	10.53 420	G :	98%	0%	1%	0%	1%	0%	F	0.105	F	0.582	440	(
To:														
From:														
Bland County	0.06 480	N S	96%	0%	1%	2%	1%	0%	N	0.135	N	0.677	500	I
To	I-77 West of Rock	cy Gap			\neg \vdash									
Bland County			95%	1%	2%	1%	1%	0%	С	0.123	F	0.559	2000	(
To:	SR 61 Wolf Creek	k Hwy												
From:														
Bland County	7.42 360	G	97%	1%	0%	1%	1%	0%	С	0.109	F	0.581	380	(
To:	Giles County L	ine												
From:	Bland County I	Line												
Giles County	5.11 210	F S	98%	0%	1%	1%	0%	0%	F	0.108	F	0.546	230	
То:	35-724 Chapel, Old Wo	olf Creek R	Rd											
From:	35-724 Chape	el												
Giles County	4.60 480	F :	98%	0%	1%	1%	0%	0%	С	0.112	F	0.525	500	
To	35-724 Shumate, Old We		Rd											
														_
From:	35-724 Shuma													
Giles County	35-724 Shuma 2.49 1200		98%	0%	1%	1%	0%	0%	F	0.095	F	0.548	1300	ı
Giles County	2.49 1200	F :	98%	0%	1%	1%	0%	0%	F	0.095	F	0.548	1300	ļ
Giles County Town of Narrows (Maint: 35)		F !	98%	0% 1%	1%	1% 0%	0%	0%	F	0.095	F F	0.548	1300	-
	Town of Tazewell Town Tazewell County Town Tazewell County Town Tazewell County Town From Bland County	Surisdiction	Durisdiction Length AADT QA	Jurisdiction Length AADT QA 4Tire	Durisdiction	Jurisdiction	Jurisdiction	Jurisdiction	Durisdiction	Durisdiction	Durisdiction	Durisdiction	Durisdiction	Length AADT QA 4Tire Bus C1US 00 1-64-E027A FROM \$ TO RT Alleghany County 0.03 130 G

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

Б	1 1 1 1 1			4	_		Tru	ıck		00	K	014	Dir	A A14/57	۵.
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Park													
61) Monroe St	Town of Narrows (Maint: 35)	0.17 35 0	00 F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.55	3700	F
<u> </u>	To: From:	Kimber	ling St												
61) Monroe St	Town of Narrows (Maint: 35)	0.13 42 0	00 F	98%	1%	1%	0%	0%	0%	F	0.111	F	0.595	4500	
\smile	Tar	SR 100 l	Main St												
61 McArthur Ln	Town of Narrows (Maint: 35)	0.13 51 0		98%	1%	1%	0%	0%	0%	С	0.105	F	0.527	5300	
01)	Tec														
61) Fleshman St	Town of Narrows (Maint: 35)	S East of N 0.43 440		98%	1%	1%	0%	0%	0%	F	0.092	F	0.501	4600	
61) Fleshman St	Town of Narrows (Maint. 33)	US 460 Vii		30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	0.032	'	0.501	4000	
	Dittouturais County	North Carolin		93%	00/	10/	10/	F0/	00/	0	0.000	F	0.550	0000	
62)	Pittsylvania County	4.01 32 0		93%	0%	1%	1%	5%	0%	С	0.093	г	0.550	3300	•
		US 58 East													
	From:	ALT U		000/	00/	101	00/	40/	00/	_	0.000	_	0.505	5000	
63) Wise St	Town of Saint Paul (Maint: 97)	1.46 50 0	00 G	92%	0%	1%	3%	4%	0%	F	0.082	F	0.525	5200	
<u></u>	To: From:	NCL Sa	int Paul												
63	Wise County	0.14 50 0	00 N	92%	0%	1%	3%	4%	0%	Ν	0.082	Ν	0.525	5200	
<u> </u>	To:	Russell Co	unty Line												
63) Wise St	Castlewood (Maint: 83)	1.50 440		92%	0%	1%	3%	4%	0%	С	0.093	F	0.501	4600	
03) 1110 01	T-						-,-			_					
Dente Dd	From:	NCL Cas		87%	0%	10/	00/	20/	0%	F	0.001	F	0.550	1000	
63) Dante Rd	Russell County	4.11 18 0	JU F	87%	0%	1%	9%	3%	0%	Г	0.081	Г	0.550	1900	
	To: From:	83-608													
₆₃) Dante Rd	Russell County	3.22 12 0		87%	0%	1%	9%	3%	0%	С	0.095	F	0.602	1300	
<u> </u>	To:	Dickenson Coun													
Danta Marintain Rd	Dielegaag County	Russell County			00/	10/	00/	00/	00/	_	0.000	_	0.510	1000	
Dante Mountain Rd	Dickenson County	4.02 130	00 G	87%	0%	1%	9%	3%	0%	F	0.082	F	0.519	1300	(
	To: From:	25-656 Roar													
63 Dante Mountain Rd	Dickenson County	7.83 14 0	00 G								NA			1400	(
<u> </u>	To.	25-714 N, R	itter Circle												
63) Dante Mountain Rd	Dickenson County	2.05 25 0	00 G	72%	1%	1%	4%	22%	0%	С	0.088	F	0.510	2600	
	To:	SR 83 F	t												
63) (83) Dickenson Hwy	Dickenson County	4.94 29		89%	0%	2%	1%	7%	0%	С	0.104	F	0.538	3100	
63 Bickenson Hwy	To:	SR 83 CL		00 /0	0 70		1 /0	1 /0	0 70	J	0.104	•	0.550	3100	
	From:	SR 83 C													
63) Big Ridge Rd	Dickenson County	3.51 85		96%	1%	3%	1%	1%	0%	F	0.092	F	0.506	890	(
	To	25-616 The				<u> </u>									
63) Big Ridge Rd	Dickenson County	25-616 1hc		96%	1%	3%	1%	1%	0%	С	0.097	F	0.575	470	
Big Ridge Rd	Tro	25-614 Flann	-		I /0	3 /0	1 /0	1 /0	U /o	O	0.037	'	0.573	470	,
	From	25-614 Flanna													
63) Big Ridge Rd	Dickenson County	3.01 11 (96%	1%	3%	1%	1%	0%	F	0.103	F	0.619	1200	(
3 131 1	Tor	WCL							- / -						

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		_	-		QC	Factor	QK	Factor	AAWDT	Q
$\overline{}$	From:		_	000/	40/	20/	40/	40/	00/	N.	0.400		0.010	1000	
<i>:</i>)	Town of Haysi (Maint: 25)			96%	1%	3%	1%	1%	0%	N	0.103	N	0.619	1200	
	From			DT (+									
Ramp	Augusta County			KI 6							NA			NA	
4) Hamp	To:			EST							1471			14/1	
	From:														
Ramp	Henrico County										0.156	F		3000	
'	To:		aples Mill Rd												
	From:	I-64 E243A . I-64	W243A To U	S 60											
Ramp	York County										NA			NA	
	To	TOR	RT 60			— —									
Ramp	York County										NA			NA	
	Too	FROM	RT 60												
Ramp	York County										NA			NA	
'	To:	99-99025	5-N000A												
	From:	No. No.													
Ramp	York County	0.13 N	A								NA			NA	
<i></i>	Τα:	SR 143 Gap F	FROM RT 64												
st ~~	From:														
4) (60)										F	0.081	F		4200	
<i>></i> ~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 90	00 F	77%	1%	1%	1%	20%	0%	F	0.079	F	0.506	8500	
st	To- From:	FR-198 Jer	rys Run Rd			⊒⊢									
(4) (60)	Alleghany County	5.33 45	00 F	78%	1%	1%	1%	20%	0%	F	0.082	F		4200	
, 00	9 , ,	on this Route: 91	00 F	77%	1%	1%	1%	20%	0%	F	0.079	F	0.514	8500	
	To		la Craale Dd												
st	From:									_		_			
4) (60)										F		F		3900	
	Combined Traffic Estimates for 2 Parallel Roadways			77%	1%	1%	1%	20%	0%	F	0.08	F	0.510	8000	
st	From:			il											
ast 4	Alleghany County	4.62 54	00 F	78%	1%	1%	1%	20%	0%	F	0.077	F		5000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 110	000 F	77%	1%	1%	1%	20%	0%	F	0.077	F	0.516	10000	
	To	WCL Co	ovington												
st 1	City of Covington (Maint: 02)			78%	10/-	1%	10/-	20%	Nº/-	F	0.077	F		5000	
4)	,									F		'		10000	
	Johnshed Hame Estillates for 2 Farallet hoddways			11/0	1 /0	1 /0	1 /0	۷ /٥	U /0	'	14/4			10000	
st	To: From:	SR 154 D	Ourant Rd												
$\overline{4}$,			78%	1%	1%	1%	20%	0%	F	0.080	F		6500	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 140	000 F	77%	1%	1%	1%	20%	0%	F	0.081	F	0.517	13000	
	To	ECL Co	ovington												

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

Devite	Lord and add and	l th-	4407		4.7.	D		Trι	ıck		-00	K	014	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
ast 64	Alle share County		CL Covingtor		78%	10/	10/	10/	000/	00/	_	0.000	_		0500	r
64)	Alleghany County	0.65	7000	F		1%	1%	1%	20%	0%	-	0.080	F		6500	F
	Combined Traffic Estimates for 2 Parallel Road			F	77%	1%	1%	1%	20%	0%	F	NA			13000	- 1
ast	To: From:	U	S 60, US 220)												
60 (220)	Alleghany County	4.81	9200	F	78%	1%	1%	1%	20%	0%	F	0.076	F		8500	
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	18000	F	77%	1%	1%	1%	20%	0%	F	0.079	F	0.527	17000	
	To:	03-696 S	Selma Low M	loor Rd	l											
st 4) [60] [220]	Alleghany County	2.37	9000	F	78%	1%	1%	1%	20%	0%	F	0.091	F		8400	
4) [60] [220]	Combined Traffic Estimates for 2 Parallel Road	_		F	77%	1%	1%	1%	20%	0%	F	0.085	F	0.527	17000	
	Tarille Estimates for 21 drailer fload	-		-	1170	1 /0	1 70	1 /0	2070	0 70		0.005	'	0.527	17000	
st ~~~	From:		S 60, Bus US													
(60) (220)	Alleghany County	1.11	6300	F	78%	1%	1%	1%	20%	0%	F	0.088	F		5800	
<i>></i>	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	13000	F	77%	1%	1%	1%	20%	0%	F	0.083	F	0.505	12000	
st	To: From:	WC	L Clifton For	rge			\Box									
4) (60) (220)	Town of Clifton Forge (Mai	int: 03) 1.55	6300	F	78%	1%	1%	1%	20%	0%	F	0.088	F		5800	
, 60 (20)	Combined Traffic Estimates for 2 Parallel Road	•	13000	F	77%	1%	1%	1%	20%	0%	F	NA			12000	
	То	FC	L Clifton For	ge.												
st ~~~	From:			<u></u>	700/	10/	10/	10/	000/	00/	_	0.000	_		F000	
4) (60) (220)	Alleghany County	0.97	6300	-	78%	1%	1%	1%	20%	0%	-	0.088	F		5800	
	Combined Traffic Estimates for 2 Parallel Road			F	77%	1%	1%	1%	20%	0%	F	NA			12000	
st	To: From:	US	220, Bus US	60												_
4) (60)	Alleghany County	1.78	5000	F	78%	1%	1%	1%	20%	0%	F	0.087	F		4600	
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	10000	F	77%	1%	1%	1%	20%	0%	F	0.086	F	0.528	9600	
	To:		R 42; SR 269													
1st 4 60	Alleghany County	6.38	R 42, SR 269 4100	F	78%	1%	1%	1%	20%	0%	F	0.086	F		3800	
4) (60)	Combined Traffic Estimates for 2 Parallel Road			F	77%	1%	1%	1%	20%	0%	, E	0.086	F	0.571	7800	
	Tame Estimates for 21 araner road	•		-		1 /0	1 /0	1 /0	2070	0 70	'	0.000	'	0.571	7000	
ıst ~~	From:		3-850, N Mou	untain I												
4) (60)	Alleghany County	5.34	3700	G	78%	1%	1%	1%	20%	0%	F	0.084	F		3400	
<i>></i> ~	Combined Traffic Estimates for 2 Parallel Road	_ ·	7500	G	77%	1%	1%	1%	20%	0%	F	NA			7000	
Nt	To: From:		ridge County hany County													_
st 4) (60)	Rockbridge County		3700	G	78%	1%	1%	1%	20%	0%	F	0.084	F		3400	
, 00	Combined Traffic Estimates for 2 Parallel Road			G	77%	1%	1%	1%	20%	0%	F	0.08	F	0.503	7000	
	Tα	-														
ast	From:		780 Scenic I								_					
4 (60)	Rockbridge County		4100	Α	78%	1%	1%	1%	20%	0%	С	0.152	Α		3800	
	Combined Traffic Estimates for 2 Parallel Road		8300	Α	77%	1%	1%	1%	20%	0%	С	0.131	Α	0.594	7800	

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
ast	From:	US 60; 81-6														
64)	Rockbridge Cou	•	4000	G	78%	1%	1%	1%	20%	0%	F	0.077	F		3700	(
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	8700	G	77%	1%	1%	1%	20%	0%	F	0.081	F	0.571	8200	(
ast	To: From:	US	11 Lee Hv	vy												
East 64)	Rockbridge Coul	nty 0.98	6100	G	78%	1%	1%	1%	20%	0%	F	0.091	F		5700	(
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	12000	G	77%	1%	1%	1%	20%	0%	F	0.082	F	0.532	11000	
	To:	I-81 S	outh Interch	hange												
ast Roma from L64 F Fy	it FC to Q1 N at Evit 101 Pool/bridge Cou	nty 0.57	I-64 East 3700		78%	1%	1%	10/	20%	00/	_	0.09	_		3400	
Ramp from I-64 E Ex	it 56 to 81 N at Exit 191 Rockbridge Coul	,		G				1%		0% 0%	F	0.09	F	0.554		
	Combined Traffic Estimates for 2 Parallel Ro	•	7300 I-81 North	G	77%	1%	1%	1%	20%	0%	Г	0.082	Г	0.554	6800	
ast North	From:		Vest Interch	nange												
81 81	Rockbridge Coul	nty 3.30	22000	Α	70%	1%	1%	1%	26%	2%	F	0.127	Α		20000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	43000	Α	70%	1%	1%	1%	25%	2%	F	0.115	Α	0.519	41000	
Ni . ii	To		US 11				<u> </u>									
North 81	Rockbridge Cou	nty 5.57	21000	Α	70%	1%	1%	1%	26%	2%	F	0.127	Α		20000	
04) (01)	Combined Traffic Estimates for 2 Parallel Ro	•	43000	A	70%	1%	1%	1%	25%	2%	F	0.115	Α	0.59	40000	
	To To				7070	170	170	1 /0	2070	270	•	0.110	,,	0.00	40000	
ast North	From:		81-710													
<u>84) (81)</u>	Rockbridge Cou	•	22000	Α	70%	1%	1%	1%	26%	2%	F	0.126	Α		21000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	43000	Α	70%	1%	1%	1%	25%	2%	F	0.114	Α	0.603	41000	
ast North	To: From:		81-606													
84 81	Rockbridge Coul	nty 0.59	22000	Α	70%	1%	1%	1%	26%	2%	С	0.130	Α		20000	
	Combined Traffic Estimates for 2 Parallel Ro		43000	Α	70%	1%	1%	1%	25%	2%	С	0.116	Α	0.576	40000	
	To:		sta County													
ast North	Augusta Count		ridge Count		70%	1%	1%	1%	26%	00/	0	0.100	Α		20000	
81	Augusta Count Combined Traffic Estimates for 2 Parallel Ro	•		A	70% 70%	1%	1%	1%	25%	2% 2%	C	0.130 NA	А		20000 40000	
	Combined Trainic Estimates for 2 Parallel Ro	badways on this Houte.		Α	70%	170	1%	170	25%	270	C	INA			40000	
ast North	To: From:		US 11													
64) (81)	Augusta Count	,	22000	Α	70%	1%	1%	1%	26%	2%	F	0.126	Α		20000	
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	44000	Α	70%	1%	1%	1%	25%	2%	F	0.113	Α	0.566	41000	
NI	Too From:		07-654													
ast North 84 81	Augusta Count	ty 2.47	24000	Α	70%	1%	1%	1%	26%	2%	F	0.123	Α		23000	
01)	Combined Traffic Estimates for 2 Parallel Ro	•		Ā	70%	1%	1%	1%	25%	2%	F	0.108	Α	0.563	45000	
	To-	,			/ •	. , •		. , •								
ast North	From:		SR 262													
64) (81)	Augusta Count	•	31000	G	70%	1%	1%	1%	26%	2%	F	0.074	F		29000	
~ ~	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	60000	G	70%	1%	1%	1%	25%	2%	F	0.084	F	0.588	56000	

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

Route	Jurisdiction	n Length	VVDT	~ .		_		Tru	CIN			K		Dir		
Fact		- 3-	AADI	QA	4Tire	Bus	2ΔνΙρ	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		I-81 North				1	OTTIAL	TTTGII	ZIIGII		1 40101		1 40101		
(64) Ramp from I-81 N Exit	t 221 to 64 E at Exit 87 Augusta Cou	inty 0.31	6800	Α	88%	1%	1%	1%	9%	0%	F	0.150	Α		6800	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	17000	Α	88%	1%	1%	1%	9%	0%	F	0.124	Α	0.568	17000	Α
	To:		I-64 East													
East 64	From:		North Interch		000/	40/	10/	40/	00/	00/	_	0.400			40000	
(64)	Augusta Cou	•	13000	Α	88%	1%	1%	1%	9%	0%	-	0.139	A	0.007	13000	A
~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	34000	Α	88%	1%	1%	1%	9%	0%	F	0.115	Α	0.687	34000	Α
East	To: From:	SR 285	Tinkling Sp	ring Rd												
East 64	Augusta Cou	inty 3.11	18000	G	88%	1%	1%	1%	9%	0%	F	0.084	F		18000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	37000	G	88%	1%	1%	1%	9%	0%	F	0.087	F	0.523	36000	G
	To	WC	L Waynesb	oro			_									
East 64	City of Waynesboro	(Maint: 07) 0.23	18000	G	88%	1%	1%	1%	9%	0%	F	0.084	F		18000	G
64)	Combined Traffic Estimates for 2 Parallel F	` '		G	88%	1%	1%	1%	9%	0%	F	NA	•		36000	G
	To The state of th	<u> </u>			0070	1 70		1 70	0 70	070	•	14/1			00000	ŭ
East	From:		Stuarts Dra	ift Hwy												
East 64	City of Waynesboro	(Maint: 07) 1.95	19000	Α	88%	1%	1%	1%	9%	0%	С	0.107	Α		18000	Α
\smile	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	38000	Α	88%	1%	1%	1%	9%	0%	С	0.109	Α	0.539	37000	Α
Fact	To- From:	Delphi	ne Ave, To 0	07-624												
East 64	City of Waynesboro	(Maint: 07) 0.70	17000	Α	88%	1%	1%	1%	9%	0%	F	0.111	Α		16000	Α
04)	Combined Traffic Estimates for 2 Parallel F			Α	88%	1%	1%	1%	9%	0%	F	NA			33000	Α
	то.		L Waynesbo	200												
East 64)	From: L				200/	40/		40/	00/	00/	_	0.111			40000	
64	Augusta Cou	,	17000	Α	88%	1%	1%	1%	9%	0%	F _	0.111	A		16000	A
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	34000	Α	88%	1%	1%	1%	9%	0%	F	0.111	Α	0.526	33000	Α
East	To: From:	US 250	Rockfish Ga	ap Tpke												
East 64	Augusta Cou	inty 0.38	17000	В	88%	1%	1%	1%	9%	0%	F	0.105	Α		16000	В
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	33000	В	88%	1%	1%	1%	9%	0%	F	NA			32000	В
	To:		son County I													
East (64)	Noloon County (M		usta County		000/	10/	10/	10/	00/	00/	_	0.105	٨		16000	D
(64)	Nelson County (M		17000	В	88%	1%	1%	1%	9%	0%		0.105	Α		16000	В
	Combined Traffic Estimates for 2 Parallel For		narle County	B _{/ Line}	88%	1%	1%	1%	9%	0%	F	NA			32000	В
East	From:		son County I													
East (64)	Albemarle Co	unty 5.90	17000	В	88%	1%	1%	1%	9%	0%	F	0.105	Α		16000	В
\smile	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	33000	В	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.52	32000	В
	To	US 250	Rockfish Ga	ap Tpke			\neg \vdash									
East 64	Albemarle Co		19000	G	88%	1%	1%	1%	9%	0%	F	0.122	F		19000	G
(64)	Combined Traffic Estimates for 2 Parallel F	•		G		1%			9% 9%	0% 0%		0.122	F	0.654	37000	G
~	COMDINED HAMC ESIMAIES IOF / PARAMELE	nuauways un triis muute:	30UUU	G	88%	170	1%	1%	3%	U 70	Г	0.094	г	0.654	3/000	G

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

	111	mary an	id intersta	alc Ho	1103			Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
East	From:	02.633	7 Dick Woo	de Dd			ZAXIE	3+Axie	TITALI	ZIIali		racioi		Facioi		
East 64	Albemarle County	4.25	20000	A	88%	1%	1%	1%	9%	0%	F	0.128	Α		20000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.621	40000	Α
	To		Monacan Ti													
East 64	Albemarle County				000/	10/	10/	10/	00/	00/	_	0.115			05000	٨
(64)	•	1.49	24000	A	89%	1%	1%	1%	9%	0%	F	0.115	A	0.514	25000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	89%	1%	1%	1%	9%	0%	Г	0.112	Α	0.514	50000	Α
East	To: From:	0	2-631 5th S	t												
64	Albemarle County	1.73	22000	Α	89%	1%	1%	1%	9%	0%	F	0.125	Α		23000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	44000	Α	89%	1%	1%	1%	9%	0%	F	0.118	Α	0.534	47000	Α
Fast	To: From:	SR 2	20 Scottsville	e Rd												
East 64	Albemarle County	0.55	17000	Α	89%	1%	1%	1%	9%	0%	F	0.127	Α		17000	Α
6 4)	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	37000	Α	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.567	38000	Α
	To:	WCI	L Charlottes	ville												
East 64	City of Charlettenville (Maint: 02)	0.17	17000	A	89%	1%	1%	1%	9%	0%	_	0.127	Α		17000	Α
64)	City of Charlottesville (Maint: 02) Combined Traffic Estimates for 2 Parallel Roadways on this			A	89%	1%	1%	1%	9% 9%	0%		0.127 NA	A		38000	A
	Combined Trainic Estimates for 2 Farallel Hoadways off this				0976	1 70	1 70	1 70	970	0%	Г	INA			36000	А
East	To: From:		. Charlottesy	ville												
East 64	Albemarle County	2.00	17000	Α	89%	1%	1%	1%	9%	0%	F	0.127	Α		17000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	37000	Α	89%	1%	1%	1%	9%	0%	F	NA			38000	Α
Fast	To: From:	US 2:	50 Richmon	d Rd												
East 64	Albemarle County	5.42	18000	Α	89%	1%	1%	1%	9%	0%	F	0.133	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	38000	Α	89%	1%	1%	1%	9%	0%	F	0.109	Α	0.52	38000	Α
	To	02-6	16 Black Ca	ıt Rd			\neg \vdash									
East 64	Albemarle County	1.42	17000	G	89%	1%	1%	1%	9%	0%	F	0.114	F		15000	G
64	Combined Traffic Estimates for 2 Parallel Roadways on this			G	89%	1%	1%	1%	9%	0%	F	0.089	F	0.626	32000	G
	To:		nna County		0070	170		170	0 70	0,0	•	0.000	•	0.020	02000	ŭ
East 64	From:		narle County										_			
64	Fluvanna County (Maint: 54)	1.51	17000	G	89%	1%	1%	1%	9%	0%	F	0.114	F		15000	G
~	Combined Traffic Estimates for 2 Parallel Roadways on this			G	89%	1%	1%	1%	9%	0%	F	NA			32000	G
East	From:		isa County I inna County													
East 64	Louisa County	4.06	17000	G	89%	1%	1%	1%	9%	0%	F	0.114	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	34000	G	89%	1%	1%	1%	9%	0%	F	NA			32000	G
	To	US 15 Ja	ames Madis	on Hwv			\neg \vdash									
East 64	Louisa County	6.32	16000	A	89%	1%	1%	1%	9%	0%	С	0.129	Α		15000	Α
64)	Combined Traffic Estimates for 2 Parallel Roadways on this		32000	A	89%	1%	1%	1%	9% 9%	0%	С	0.129	A	0.551	30000	A
	COMPINED HAME ESTIMATES TO A FAIRITE MORUWAYS ON THIS															

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

							Tru	ıok			K		Dir		
Route	Jurisdiction Len	gth AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	R 208 Courtho	ouse Rd			2,000	01717110	TTTGII	Ziian		- aotor		1 40101		
East 64	Louisa County 4.6		Α	89%	1%	1%	1%	9%	0%	F	0.134	Α		13000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: 29000	Α	89%	1%	1%	1%	9%	0%	F	NA			26000	Α
	·	faintenance Bo													
East 64	100.			909/	10/	10/	10/	00/	00/	_	0.104	Α		12000	۸
(64)	Goochland County 1.			89%	1%	1%	1%	9%	0%	_	0.134		0.547	13000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: 29000	Α	89%	1%	1%	1%	9%	0%	F	0.119	Α	0.517	26000	Α
East	To. From:	7-605 Shannon	Hill Rd												
East 64	Goochland County 3.9	2 14000	Α	89%	1%	1%	1%	9%	0%	F	0.132	Α		13000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: 29000	Α	89%	1%	1%	1%	9%	0%	F	0.118	Α	0.503	27000	Α
Foot	To: From: 37-6	29 Old Frederi	cksburg R	Rd											
East 64	Goochland County 5.2	.0 15000	Α	89%	1%	1%	1%	9%	0%	F	0.128	Α		14000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways			89%	1%	1%	1%	9%	0%	F	0.117	Α	0.514	28000	Α
	To:	Louisa County		0070	.,,		. , ,	0 / 0	0 / 0	•	0	•	0.0		•
East		oochland Cou	•												
East 64	Louisa County (Maint: 37) 1.4	9 15000	Α	89%	1%	1%	1%	9%	0%	F	0.128	Α		14000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: 30000	Α	89%	1%	1%	1%	9%	0%	F	NA			28000	Α
Fact	To: From:	5 522 Cross Co	ounty Rd												
East 64	Louisa County (Maint: 37) 3.0	7 17000	Α	89%	1%	1%	1%	9%	0%	F	0.119	Α		16000	Α
0 4)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: 33000	Α	89%	1%	1%	1%	9%	0%	F	NA			31000	Α
		oochland Cou													
East 64	From:	Louisa County								_					
(64)	Goochland County 4.8			89%	1%	1%	1%	9%	0%	F -	0.119	Α		16000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: 33000	Α	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.579	31000	Α
East	To: From:	37-617 Oilvil	le Rd												
East 64	Goochland County 6.8	6 21000	Α	89%	1%	1%	1%	9%	0%	F	0.114	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: 42000	Α	89%	1%	1%	1%	9%	0%	F	0.108	Α	0.532	41000	Α
	To.	37-623 Ashlar	nd Rd			<u> </u>									
East 64	Goochland County 1.	9 25000	Α	89%	1%	1%	1%	9%	0%	E	0.119	Α		25000	Α
64	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways			89%	1%	1%	1%	9%	0%		0.113	Α	0.574	50000	A
	Combined Trainic Estimates for 2 Faraller hoadways of this hold		А	09%	1 70	1 70	1 70	970	076	Г	0.107	А	0.574	30000	A
East	To: From:	SR 288													
East 64	Goochland County 0.6			89%	1%	1%	1%	9%	0%	F	0.148	Α		36000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: 65000	Α	89%	1%	1%	1%	9%	0%	F	NA			72000	Α
		Henrico Count													
East 64	Henrico County 2.3	oochland Cou	nty Line A	89%	1%	1%	1%	9%	0%	F	0.148	Α		36000	Δ
64	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			89%	1%		1%	9% 9%	0%	' -	0.146	A	0.55	72000	A
	Combined Trainic Estimates for 2 Farallet hodoways off this Rot	I-295	А	0370	1 70	1%	1 70	370	U 70	Г	0.128	А	0.55	12000	А

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

							Tru	ck			K		Dir		
Route	Jurisdiction Le	ngth AADT	QA	4Tire	Bus	2Axle	_	-		QC	Factor	QK	Factor	AAWDT	QW
East 64	From:	I-295													
64)	,	67 32000	Α	97%	0%	0%	1%	1%	0%	F	0.146	Α		35000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 64000	Α	97%	0%	0%	1%	1%	0%	F	0.131	Α	0.552	72000	Α
East	Tro- From:	JS 250 Near Sho	rt Pump												
East 64	Henrico County 1.	43 38000	В	97%	0%	0%	1%	1%	0%	F	0.127	Α		42000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 77000	В	97%	0%	0%	1%	1%	0%	F	0.117	Α	0.544	85000	В
Foot	To- Fron:	Gaskins R	1												
East 64	Henrico County 1.	39 48000	Α	97%	0%	0%	1%	1%	0%	С	0.126	Α		54000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		В	97%	0%	0%	1%	1%	0%	С	0.118	Α	0.553	103000	В
	To:	Parham Ro	1												
East 64	Henrico County 2	03 51000	Α	97%	0%	0%	1%	1%	0%	_	0.127	Α		56000	۸
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			97%	0%	0%	1%	1%	0%	F	0.127	Α	0.559	113000	A
	Talle Traile Estimates for 21 arailer floadways of this fid			31 /6	0 76		1 /0	1 /0	0 /6	•	0.114	^	0.559	113000	
East 64	From:	US 250; Glensi													
64	•	03 53000	Α	97%	0%	0%	1%	1%	0%	F -	0.107	Α		59000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 110000	Α	97%	0%	0%	1%	1%	0%	F	0.112	Α	0.546	123000	Α
East	To: From:	US 33 Staples M	Iill Rd												
East 64	Henrico County 1	19 67000	Α	97%	0%	0%	1%	1%	0%	F	0.112	Α		75000	Α
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			97%	0%	0%	1%	1%	0%	F	0.109	Α	0.57	155000	Α
F	Τα: From:	WCL Richmo Henrico County													
East 64	City of Richmond (Maint: 43) 0	15 67000	A	97%	0%	0%	1%	1%	0%	F	0.112	Α		75000	Α
(64)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			97%	0%	0%	1%	1%	0%	F	NA			155000	
	Tσ	I-95; I-195					.,.	.,.							
East	From:	Ramp to I-195		070/	00/		40/	40/	00/	_		_		E4000	_
64 I-64 E Ramp	,	24 45000	G	97%	0%	0%	1%	1%	0%	F	0.088	F	0.501	51000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		G	97%	0%	0%	1%	1%	0%	F	0.091	F	0.591	108000	G
East	Tr.: From:	Ramp To I-195	North												
(64) I-64 E Ramp	City of Richmond (Maint: 43)	15 34000	G	97%	0%	0%	1%	1%	0%	F	0.088	F		38000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 74000	G	97%	0%	0%	1%	1%	0%	F	NA			83000	G
East	To: From:	Ramp From I-19:	5 North												
East 64 I-64 E Ramp	City of Richmond (Maint: 43) 0	20 36000	G	97%	0%	0%	1%	1%	0%	F	0.087	F		41000	G
'	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		G	97%	0%	0%	1%	1%	0%	F	0.088	F	0.524	85000	G
	Τα:	I-95 South													
East South	City of Dishmond (Maint: 42)	I-95; I-195 48 74000		020/	10/	10/	10/	E0/	00/	_	0.000	Α		77000	٨
64 95	City of Richmond (Maint: 43) 0 Combined Traffic Estimates for 2 Parallel Roadways on this Ro		A A	93%	1% 1%	1%	1%	5% 5%	0% 0%	F	0.093	A	0.532	77000 152000	A A
	Complined Trainic Estimates for 2 Parallel Hoadways on this Ro	นเ ฮ. 146000	Α	93%	1%	1%	1%	5%	0%	г	0.089	Α	0.532	152000	Α

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

		Filliary and	· morotate		100			Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	24vla	3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
East South	From:	SR 10	61 Boulevard	d			ZANIC	JTAXIC	TITALI	ZIIali		i actor		1 actor		
(64) (95)	City of Richmond (Maint: 43)		69000	A	93%	1%	1%	1%	5%	0%	F	0.090	Α		72000	Α
04) 00	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1	136000	Α	93%	1%	1%	1%	5%	0%	F	0.088	Α	0.513	141000	Α
	To		St, Gilmer S	2+												
East South	From:				000/	40/		40/	5 0/	00/	_				00000	
64 95	City of Richmond (Maint: 43)		61000	Α	93%	1%	1%	1%	5%	0%	-	0.089	A		63000	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1	119000	Α	93%	1%	1%	1%	5%	0%	F	0.09	Α	0.514	123000	Α
East South	To: From:	US 1, US	301 Belvide	ere St												
(64) (95)	City of Richmond (Maint: 43)	0.25	75000	Α	93%	1%	1%	1%	5%	0%	F	0.088	Α		78000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1	144000	Α	93%	1%	1%	1%	5%	0%	F	0.088	Α	0.508	151000	Α
	To:	I-95 Ea	ast Interchan	ige												
East	From:	0.45	I-95 S									NIA			NIA	
64 I-64 E Ramp	City of Richmond (Maint: 43)	0.15	NA									NA			NA	
Fast	To: From:	Rar	mp to 3rd St													
$\underbrace{64}^{\text{East}}$ I-64 E Ramp	City of Richmond (Maint: 43)	0.38	22000	G	93%	1%	1%	1%	5%	0%	F	0.101	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	22000	G								NA			NA	
	To:		p from I-95 N	V												
East 64	From:		ast Interchan		2221						_					_
64)	City of Richmond (Maint: 43)		46000	Α	96%	1%	1%	1%	2%	0%	F _	0.113	A		50000	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	94000	Α	96%	1%	1%	0%	2%	0%	F	0.093	Α	0.599	100000	Α
Fast	To- From:	US 360 M	echanicsville	e Tpke												
East 64	City of Richmond (Maint: 43)	0.25	36000	Α	96%	1%	1%	1%	2%	0%	F	0.110	Α		39000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	74000	Α	96%	1%	1%	0%	2%	0%	F	0.092	Α	0.581	79000	Α
	Too.	MEC	CL Richmond	1												
East 64	From:				000/	40/	40/	40/	00/	00/	_	0.440			00000	•
(64)	Henrico County	_	36000	A	96%	1%	1%	1%	2%	0%	-	0.110	Α		39000	A
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	74000	Α	96%	1%	1%	0%	2%	0%	F	NA			79000	Α
East	To: From:	MWO	CL Richmon	d												
East 64	City of Richmond (Maint: 43)	0.24	36000	Α	96%	1%	1%	1%	2%	0%	F	0.110	Α		39000	Α
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	74000	Α	96%	1%	1%	0%	2%	0%	F	NA			79000	Α
	To	FCI	L Richmond													
East 64	From:			_	0001	461	401	467	061	001	_	0.440			00000	
(64)	Henrico County		36000	Α	96%	1%	1%	1%	2%	0%	F	0.110	Α		39000	A
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	74000	Α	96%	1%	1%	0%	2%	0%	F	NA			79000	Α
Fast	To: From:	SR 33	Nine Mile R	Rd												
East (64)	Henrico County	2.14	30000	Α	96%	1%	1%	1%	2%	0%	F	0.113	Α		31000	Α
3 7	Combined Traffic Estimates for 2 Parallel Roadways			Α	96%	1%	1%	0%	2%	0%	F	0.093	Α	0.61	63000	Α
	To:		ournum 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	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
ast (4)		burnum Ave								_					
4)	Henrico County 1.88	23000	Α	96%	1%	1%	1%	2%	0%	С	0.119	Α		24000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	46000	Α	96%	1%	1%	0%	2%	0%	С	0.094	Α	0.629	48000	
st	From: SR 1	56 Airport D)r												
st 1	Henrico County 4.07	17000	Α	96%	1%	1%	1%	2%	0%	F	0.121	Α		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	33000	Α	96%	1%	1%	0%	2%	0%	F	0.095	Α	0.642	34000	
+	Toe From:	I-295				\Box									
et ·	Henrico County 2.84	35000	G	91%	1%	1%	1%	7%	0%	F	NA			31000	
.)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	91%	1%	1%	1%	7%	0%	F	NA			63000	
	Toc New K	Cent County L													
t A		co County Li 35000		91%	1%	1%	1%	7%	00/	F	NA			21000	
t)	New Kent County 1.30 Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G G	91%	1%	1%	1%	7% 7%	0% 0%	F	NA NA			31000 63000	
	<u> </u>		<u>u</u>	91/0	1 /0	1 /0	1 /0	1 /0	0 /6	'	INA			03000	
t	1000	33, SR 249													
(33)	New Kent County 5.32	31000	Α	91%	1%	1%	1%	7%	0%	С	0.108	Α		28000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	62000	Α	91%	1%	1%	1%	7%	0%	С	0.103	Α	0.518	55000	
·	To: From:	SR 106													
t) (33)	New Kent County 3.47	31000	Α	91%	1%	1%	1%	7%	0%	F	0.108	Α		28000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	63000	Α	91%	1%	1%	1%	7%	0%	F	0.103	Α	0.501	56000	
	To- From	SR 155													
t) (33)	New Kent County 5.69	31000	Α	91%	1%	1%	1%	7%	0%	F	0.109	Α		27000	
33	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	91%	1%	1%	1%	7%	0%	F	0.104	Α	0.533	54000	
	<u>·</u>	33 Eltham Ro													
t)	Pion.			040/	40/	40/	40/	00/	00/	_	0.440			0.4000	
)	New Kent County 4.29 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	27000	A	91% 92%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F	0.112 NA	Α		24000 47000	
		City County I	A Line	92%	170	1%	1%	0%	0%	Г	NA			47000	
t	From: New K	Cent County L													
st D	James City County 2.45	27000	Α	91%	1%	1%	1%	6%	0%	F	0.112	Α		24000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	54000	Α	92%	1%	1%	1%	6%	0%	F	0.109	Α	0.515	47000	
t	From: SR 30	Old Stage F	Rd												
<u>t</u>	James City County 4.28	30000	Α	91%	1%	1%	1%	6%	0%	F	0.108	Α		27000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	60000	Α	92%	1%	1%	1%	6%	0%	F	0.104	Α	0.521	53000	
	та 47-6	07 Croaker R	Rd												
st L	James City County 1.97	34000	A	91%	1%	1%	1%	6%	0%	F	0.103	Α		31000	
4)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	92%	1%	1%	1%	6%	0%	F	0.103	A	0.511	60000	
		k County Line		JL /0	1 /0	1 /0	1 /0	0 /0	U /0	'	0.000	^	0.011	00000	

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	. QI
ast 64)	From:		City Count													
64)	York County		34000	Α	91%	1%	1%	1%	6%	0%	F	0.103	Α		31000	A
~	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	66000	Α	92%	1%	1%	1%	6%	0%	F	NA			60000	/
ast	To- From:	SR 199 W, Humels	ine Pkwy; 9	9-646 N	lewman R	d										
East 64)	York County	4.71	31000	Α	91%	1%	1%	1%	6%	0%	С	0.103	Α		28000	,
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	62000	Α	92%	1%	1%	1%	6%	0%	С	0.097	Α	0.552	57000	
ast	To- From:	SR 14	3 Camp Pea	ary Rd												
64)	York County	3.44	32000	G	91%	1%	1%	1%	6%	0%	F	0.076	F		29000	(
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	60000	G	92%	1%	1%	1%	6%	0%	F	NA			58000	
	To- Boar-	SR 199	E, Humelsii	ne Pkwy												
East 64)	York County	1.62	41000	G	91%	1%	1%	1%	6%	0%	F	0.08	F		38000	
64)	Combined Traffic Estimates for 2 Parallel Ro			G	93%	1%	1%	1%	5%	0%	F	0.076	F	0.543	76000	
	To:	US 60 Pocahontas														
ast 64)	From: L						10/	10/	00/	00/	_	0.071	_		40000	
64)	York County Combined Traffic Estimates for 2 Parallel Ro		39000	G	95%	0% 0%	1%	1%	3%	0% 0%	F	0.071 NA	F		40000	
	Combined Trainic Estimates for 2 Parallel Ro		City Count	V Line	95%	0%	1%	1%	3%	0%	Г	INA			81000	
ast	From:		rk County L	_												_
East 64)	James City County (N	,	39000	G	95%	0%	1%	1%	3%	0%	F	0.071	F		40000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	80000	G	95%	0%	1%	1%	3%	0%	F	NA			81000	
ast	To- From:	SR 14	13 Merrimac	Trail												
64)	James City County (N	Maint: 99) 0.30	39000	G	95%	0%	1%	1%	3%	0%	F	0.079	F		40000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	80000	G	95%	0%	1%	1%	3%	0%	F	NA			81000	
	To- Boar-	WCI	L Newport N	News												
East 64)	City of Newport News ((Maint: 99) 1.32	39000	G	95%	0%	1%	1%	3%	0%	F	0.079	F		40000	
64)	Combined Traffic Estimates for 2 Parallel Ro	•		G	95%	0%	1%	1%	3%	0%	F	0.070	F	0.516	81000	
	To-	<u> </u>	38 Yorktow													
East 64	From: L				050/	00/	10/	10/	00/	00/	_	0.000	_		40000	
64)	City of Newport News (Combined Traffic Estimates for 2 Parallel Ro		42000	G	95%	0% 0%	1%	1%	3% 3%	0% 0%	F	0.080	F F	0.507	43000	
	Combined Trainic Estimates for 2 Parallel Ro			G	95%	0%	1%	1%	3%	0%	Г	0.070	Г	0.507	87000	
ast	To: From:	SR 10	05 Ft Eustis	Blvd												
ast 64	City of Newport News (` '	51000	G	95%	0%	1%	1%	3%	0%	F	0.076	F		52000	
\smile	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	98000	G	95%	0%	1%	1%	3%	0%	F	NA			99000	
ast	To- From:	SR 1	43 Jeffersor	1 Ave												
East 64)	City of Newport News ((Maint: 99) 1.41	58000	G	95%	0%	1%	1%	3%	0%	F	0.077	F		59000	
	Combined Traffic Estimates for 2 Parallel Ro		101000	G	95%	0%	1%	1%	3%	0%	F	0.073	F	0.581	102000)
	To:		1 Oyster Po	int Rd												

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

Sk 71 Option Factor Sk 72 Option Factor Sk 73 Option Factor Sk 74 Option Factor									Tru	ck			K	011	Dir		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 128000 A 95% 0% 19% 19% 3% 0% C 0.088 A 0.543 13 East Clity of Newport News (Maint: 99) 1.06 77000 G 95% 0% 19% 11% 3% 0% F 0.074 F 7500 F 0.088 F 0.074 F 7500 F 10.088 F	e	Jurisdictio	on Length	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 128000 A 95% 0% 1% 1% 3% 0% C 0.088 A 0.543 13 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 154000 G 95% 0% 1% 1% 3% 0% F 0.074 F 75		From:										_		_			
St. 1.5 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 154000												_				66000	Α
City of Newport News (Maint: 99) 1.06 77000 G 95% 0% 1% 1% 3% 0% F 0.074 F 77600 G 95% 0% 1% 1% 3% 0% F NA 15	C	combined Traffic Estimates for 2 Parallel	Roadways on this Route:	129000	Α	95%	0%	1%	1%	3%	0%	С	0.088	Α	0.543	131000	Δ
City of Newport News (Maint: 99) 1.06 77000 G 95% 0% 1% 1% 3% 0% F 0.074 F 776		To: From:	US 17	J Clyde Mor	ris Blvd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 154000		City of Newport New	rs (Maint: 99) 1.06	77000	G	95%	0%	1%	1%	3%	0%	F	0.074	F		78000	C
ECL Newport News	C	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	154000	G	95%	0%	1%	1%	3%	0%	F	NA			156000	(
City of Hampton (Maint: 99) 1.97 77000		To:															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 154000		City of Hampton (0E9/	00/	10/	10/	20/	09/	_	0.074	_		78000	(
Hampton Roads Beltway City of Hampton (Maint: 99) 1.33 68000 G 95% 0% 1% 1% 3% 0% F NA 13	0													•	0.500	156000	
City of Hampton (Maint: 99) 1.33 68000 G 95% 0% 1% 1% 3% 0% F NA 13	C	Joinbined Trainic Estimates for 2 Parallel					0%	1%	170	3%	0%	Г	0.076	Г	0.526	156000	,
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 136000		To:	Hampton	Roads Cente	er Parkw	ay											
SR 134 Magnader Bivd		, ,	,		G	95%	0%	1%	1%	3%	0%	F	NA			70000	
City of Hampton (Maint: 99) 0.52 81000 G 95% 0% 1% 1% 3% 0% F 0.076 F 0.537 16 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 163000 G 95% 0% 1% 1% 3% 0% F 0.078 F 0.537 16 US 258, SR 134 Mercury Blvd City of Hampton (Maint: 99) 1.19 73000 G 95% 0% 1% 1% 1% 3% 0% F 0.081 F 74 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 146000 G 95% 0% 1% 1% 3% 0% F 0.079 F 0.578 14 Hampton Roads Beltway City of Hampton (Maint: 99) 0.77 56000 G 96% 1% 1% 0% 2% 0% F 0.070 F 0.524 11 SR 167 LaSalte Ave Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96000 G 96% 1% 1% 0% 2% 0% F 0.078 F 0.524 11 SR 167 LaSalte Ave Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96000 G 96% 1% 1% 0% 2% 0% F 0.075 F 0.524 11 SR 167 LaSalte Ave Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96000 G 96% 1% 1% 0% 2% 0% F 0.075 F 0.524 11 SR 167 LaSalte Ave Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96000 G 96% 1% 1% 0% 2% 0% F 0.075 F 0.524 11 SR 167 LaSalte Ave Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96000 G 96% 1% 1% 0% 2% 0% F 0.075 F 0.524 11 SR 167 LaSalte Ave Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96000 G 96% 1% 1% 0% 2% 0% F 0.075 F 0.524 11 SR 167 LaSalte Ave SR 167 LaSalte Ave Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96000 G 96% 1% 1% 0% 2% 0% F 0.075 F 0.524 11 SR 167 LaSalte Ave C	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	136000	G	95%	0%	1%	1%	3%	0%	F	NA			139000		
City of Hampton (Maint: 99) 0.52 81000 G 95% 0% 1% 1% 3% 0% F 0.076 F 0.537 16 US 258, SR 134 Mercury Blvd US 258, SR 134		To: From:	SR 1	34 Magrude	r Blvd												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 163000 G 95% 0% 1% 1% 3% 0% F 0.078 F 0.537 16 US 258, SR 134 Mercury Blvd US 258, SR		City of Hampton (Maint: 99) 0.52	81000	G	95%	0%	1%	1%	3%	0%	F	0.076	F		83000	
US 258, SR 134 Mercury Blvd US 2	/	, , ,	,				0%					F	0.078	F	0.537	166000	
City of Hampton (Maint: 99) 1.19 73000 G 95% 0% 1% 1% 3% 0% F 0.081 F 74 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 146000 G 95% 0% 1% 1% 3% 0% F 0.079 F 0.578 14 The Lo64 Hampton Roads Beltway Lo64 Hampton Roads Beltway City of Hampton (Maint: 99) 0.77 56000 G 96% 1% 1% 0% 2% 0% F 0.072 F 0.524 11 SR 167 La5alle Ave Combined Traffic Estimates for 2 Parallel Roadways on this Route: 146000 G 96% 1% 1% 0% 2% 0% F 0.070 F 0.524 11 SR 167 La5alle Ave Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96000 G 96% 1% 1% 0% 2% 0% F 0.078 F 0.524 11 Ripago Roads Beltway City of Hampton (Maint: 99) 0.68 47000 G 96% 1% 1% 0% 2% 0% F 0.078 F		To							.,.								
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 146000		From:															
Town 1-664 Hampton Roads Beltway City of Hampton (Maint: 99) 0.77 56000 G 96% 1% 1% 0% 2% 0% F 0.072 F 558 167 LaSalle Ave 184 Hampton Roads Beltway City of Hampton (Maint: 99) 0.68 47000 G 96% 1% 1% 0% 2% 0% F 0.070 F 0.524 11 185 Hampton Roads Beltway City of Hampton (Maint: 99) 0.68 47000 G 96% 1% 1% 0% 2% 0% F 0.078 F 0.524 11 185 Hampton Roads Beltway City of Hampton (Maint: 99) 0.68 47000 G 96% 1% 1% 0% 2% 0% F 0.078 F 0.0			,									F		F		74000	
Hampton Roads Beltway City of Hampton (Maint: 99) 0.77 56000 G 96% 1% 1% 0% 2% 0% F 0.072 F 55 55	C	combined Traffic Estimates for 2 Parallel					0%	1%	1%	3%	0%	F	0.079	F	0.578	149000	
Hampton Roads Beltway City of Hampton (Maint: 99) O.77 56000 G 96% 1% 1% 0% 2% 0% F 0.072 F 558 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 114000 G 96% 1% 1% 0% 2% 0% F 0.070 F 0.524 111 SR 167 LaSalle Ave SR 167 LaSalle Ave SR 167 LaSalle Ave Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96000 G 96% 1% 1% 0% 2% 0% F 0.078 F 458 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96000 G 96% 1% 1% 0% 2% 0% F NA 958 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 89000 G 96% 1% 1% 0% 2% 0% F 0.075 F 418 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 89000 G 96% 1% 1% 0% 2% 0% F 0.075 F 418 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 89000 G 96% 1% 1% 0% 2% 0% F 0.075 F 418 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 89000 G 96% 1% 1% 0% 2% 0% F 0.075 F 418 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 85000 G 96% 1% 1% 0% 2% 0% F 0.075 F 418 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 85000 G 96% 1% 1% 0% 2% 0% F 0.075 F 418 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 85000 G 96% 1% 1% 0% 2% 0% F 0.075 F 418 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 85000 G 96% 1% 1% 0% 2% 0% F 0.072 F 0.527 878 169 Mallory St SR 169 Mallory St SR 169 Mallory St		From:	I-004 Ha		s Beltwa	ıy											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 114000 G 96% 1% 1% 0% 2% 0% F 0.070 F 0.524 111 SR 167 LaSalle Ave SR 169 Mallory St	pton Roads Beltway	City of Hampton (Maint: 99) 0.77		G	96%	1%	1%	0%	2%	0%	F	0.072	F		58000	
Hampton Roads Beltway City of Hampton (Maint: 99) Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Es	C	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	114000	G	96%	1%	1%	0%	2%	0%	F	0.070	F	0.524	116000	
Hampton Roads Beltway City of Hampton (Maint: 99) Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route: Rip Rap Rd Combined Traffic Es		To	SR	167 LaSalle	Ave												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 96000 G 96% 1% 1% 0% 2% 0% F NA 98 Rip Rap Rd	unton Poads Boltway	City of Hampton (06%	10/	10/	00/	20/	09/	_	0.079	_		49000	
Rip Rap Rd Hampton Roads Beltway City of Hampton (Maint: 99) 1.83 40000 G 96% 1% 1% 0% 2% 0% F 0.075 F 41 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 89000 G 96% 1% 1% 0% 2% 0% F NA 91 1 1 1 1 1 1 1 1	•	, , ,	,											Г		98000	
Hampton Roads Beltway City of Hampton (Maint: 99) 1.83 40000 G 96% 1% 1% 0% 2% 0% F 0.075 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 89000 G 96% 1% 1% 0% 2% 0% F NA St 60 Hampton Roads Beltway City of Hampton (Maint: 99) Combined Traffic Estimates for 2 Parallel Roadways on this Route: 85000 G 96% 1% 1% 0% 2% 0% F 0.075 F Combined Traffic Estimates for 2 Parallel Roadways on this Route: 85000 G 96% 1% 1% 0% 2% 0% F 0.072 F 0.527 87 SR 169 Mallory St SR 169 Mallory St To SR 169 Mallory St SR 169 Mallory St To SR 169 Mallory St	O	John Dilled Hamic Estimates for 2 Faraner	noadways on this noute.			90 /6	1 /0	1 /0	0 /6	2/0	0 /6	1	INA			90000	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 89000 G 96% 1% 1% 0% 2% 0% F NA 91 St		From:		Rip Rap Rd	ļ												
SR 169 Mallory St SR 1	pton Roads Beltway	City of Hampton (I	Maint: 99) 1.83	40000	G	96%	1%	1%	0%	2%	0%	F	0.075	F		41000	
St Go Hampton Roads Beltway City of Hampton (Maint: 99) 0.33 40000 G 96% 1% 1% 0% 2% 0% F 0.075 F 41 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 85000 G 96% 1% 1% 0% 2% 0% F 0.072 F 0.527 87 1	C	combined Traffic Estimates for 2 Parallel	Roadways on this Route:	89000	G	96%	1%	1%	0%	2%	0%	F	NA			91000	
Hampton Roads Beltway		To: From:	US 60, SR	143 Settlers	Landing	Rd											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 85000 G 96% 1% 1% 0% 2% 0% F 0.072 F 0.527 87 SR 169 Mallory St	Hampton Roads Beli	itway City of Hampton (Maint: 99) 0.33	40000	G	96%	1%	1%	0%	2%	0%	F	0.075	F		41000	
SR 169 Mallory St SR 169 Mallo	, .	• • • • • • • • • • • • • • • • • • • •	,									F		F	0.527	87000	
$\frac{1}{4}$ $\frac{1}{60}$ Hampton Roads Bridge Tunnel City of Hampton (Maint: 99) 4.00 43000 A 96% 1% 1% 0% 2% 0% C 0.084 A 45		To															
·/ (00)		From:														4500-	
Combined Trattic Estimates for 2 Parallel Boadways on this Boute: 86000 A 97% 1% 1% 0% 2% 0% C 0.079 A 0.526 88	, .	• • • • • • • • • • • • • • • • • • • •	,									•		Α		45000	
Tax WCL Norfolk	C	Combined Traffic Estimates for 2 Parallel			Α	97%	1%	1%	0%	2%	0%	С	0.079	Α	0.526	88000	

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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ast	From:		CL Hampto							2-1					45000	
60 Hampton Roads	, ,	•	43000	Α	96%	1%	1%	0%	2%	0%	С	0.084	Α		45000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	Α	97%	1%	1%	0%	2%	0%	С	NA			88000	ŀ
ast	To: From:		Bayville St													
64) (60) Hampton Roads	Beltway City of Norfolk (N	Maint: 64) 1.74	43000	F	96%	1%	1%	0%	2%	0%	F	0.087	F		45000	- 1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.525	88000	
act	Ta: From:		4th View St													
ast 64	City of Norfolk (N	Maint: 64) 1.30	41000	F	96%	1%	1%	0%	2%	0%	F	0.086	F		42000	
	Combined Traffic Estimates for 2 Parallel	,	81000	F	96%	1%	1%	0%	2%	0%	F	0.08	F	0.539	82000	
	To:	•	Bay Ave													
ast $\overline{64}$	City of Norfolk (M	Maint: 64) 1.09	46000	F	96%	1%	1%	0%	2%	0%	F	0.089	F		48000	
54)	Combined Traffic Estimates for 2 Parallel	•		F	96%	1%	1%	0%	2%	0%	F	0.003	F	0.56	91000	
	To				0070	170		0 / 0	270	0 70	•	0.077	•	0.00	01000	
ast 64)	From:		New Gate Ro							221						
34)	City of Norfolk (M	,	51000	F	96%	1%	1%	0%	2%	0%	F	0.094	F	0.500	53000	
	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	92000	
ast	To: From:	I-564,	US 460 Gra	nby St												_
ast $\overline{64}$	City of Norfolk (N	,	55000	Α	96%	0%	1%	1%	2%	0%	С	0.11	Α		59000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	124000	G	98%	0%	1%	0%	1%	0%	F	NA			134000	
ast	Too: From:	SR 1	68 Tidewate	er Dr												
64	City of Norfolk (M	Maint: 64) 1.04	86000	F	97%	0%	1%	0%	2%	0%	F	0.1	F		92000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	161000	F	98%	0%	0%	0%	1%	0%	F	NA			173000	
	To	SR 194	4 Chesapeak	e Blvd			\neg \vdash									
ast 64)	City of Norfolk (N	Maint: 64) 1.00	60000	F	97%	0%	1%	0%	2%	0%	F	0.097	F		62000	
04)	Combined Traffic Estimates for 3 Parallel	•		F	98%	0%	0%	0%	1%	0%	F	NA	•		151000	
	To		47 Norview													
64)	From:	•		7110	070/	00/	10/	00/	00/	00/	_	0.005	_		71000	
64)	City of Norfolk (M	,	68000	F	97%	0% 0%	1%	0%	2% 1%	0% 0%	F	0.085 NA	F		71000	
	Combined Traffic Estimates for 3 Parallel	-		F	97%	0%	0%	0%	170	0%	Г	INA			164000	
ast	To: From:	•	65 Military	Hwy												_
ast 4	City of Norfolk (M	•	58000	F	97%	0%	1%	0%	2%	0%	F	0.096	F		60000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	144000	F	97%	0%	0%	0%	1%	0%	F	NA			153000	
ast	Too: From:	US 13, SR	166 Northar	npton B	lvd											
64)	City of Norfolk (M	Maint: 64) 1.74	71000	G	97%	0%	1%	0%	2%	0%	F	0.084	F		77000	
	Combined Traffic Estimates for 3 Parallel		172000	G	97%	0%	0%	0%	1%	0%	F	NA			184000	(
	To:	·	I-264													

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

								Truck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		Axle 1Tra		QC	Factor	QK	Factor	AAWDT	QW
East	From:		I-264												
64)	City of Norfolk (N	Maint: 64) 1.34	70000	Α	97%	0%	1% ()% 2%	0%	С	0.107	Α		76000	Α
\smile	Combined Traffic Estimates for 2 Parallel			Α	97%	0%	1%	% 2%	0%	С	0.087	Α	0.616	149000	Α
	To:		L Virginia B ECL Norfoll												
East (64)	City of Virginia Beac		70000	Α	97%	0%	1% ()% 2%	0%	С	0.107	Α		76000	Α
64)	Combined Traffic Estimates for 2 Parallel	,		A	97%	0%		% 2%	0%	C	NA			149000	Α
	To To				0.70	0,0		,,,	0 / 0	Ū					
East	From:		ndian River I												
64)	City of Virginia Beac	,	65000	G	97%	0%)% 2%	0%	F	0.088	F		70000	G
	Combined Traffic Estimates for 2 Parallel				98%	0%	0% ()% 1%	0%	F	NA			138000	G
East	From:		CL Chesapea L Virginia B												
64)	City of Chesapeake		65000	G	97%	0%	1% ()% 2%	0%	F	0.088	F		70000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	128000	G	98%	0%	0% ()% 1%	0%	F	NA			138000	G
	To:		enbrier Park	way											
East 64	From:				070/	00/	10/ /	00/	00/	F	0.000	F		40000	_
64)	City of Chesapeake	` '	44000	G	97%	0%)% 2%	0%	F	0.089	F		48000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	G	97%	0%	1% ·	% 2%	0%	F	NA			94000	G
East	To: From:	SR 16	68 Battlefiel	d Blvd											
East (64)	City of Chesapeake	e (Maint: 64) 0.58	56000	G	97%	0%	1% ()% 2%	0%	F	0.084	F		62000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	111000	G	97%	0%	1%	% 2%	0%	F	NA			120000	G
-	To		I-464												
East (64) (17)	City of Chesapeake	(Maint: 64) 4.31	44000	F	92%	1%	1%	% 5%	0%	F	0.085	F		47000	F
64 (17)	Combined Traffic Estimates for 2 Parallel	,		F	93%	1%		% 5%	0%	· F	0.086	F	0.510	94000	F
	Combined Traine Estimates for 2 Taraffer					1 70	170	70 070	070	•	0.000	•	0.010	04000	•
East	From:	US 17 Ge	orge Washii	ngton Hv											
64	City of Chesapeake	'	40000	F	92%	1%	1%	% 5%	0%	F	0.102	F		42000	F
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	79000	F	93%	1%	1%	% 5%	0%	F	0.090	F	0.574	83000	F
Fact	To: From:	US 13, US	460 Militar	y Highw	ay										
East 64	City of Chesapeake	e (Maint: 64) 2.31	41000	Α	92%	1%	1%	% 5%	0%	С	0.091	Α		43000	Α
04)	Combined Traffic Estimates for 2 Parallel	'		Α	93%	1%	1%	% 5%	0%	С	0.090	Α	0.504	85000	Α
	To:		I-264, I-664												
East	From:		I-64 East												
East (64) Ramp	Alleghany Co	ounty 0.13	47	F							0.148	F		47	F
	To:	FR-1	98 Jerrys Ru	un Rd											
East	From:	I-64 Eas	t to Welcon	ne Cente	•										
(64) Jerrys Run Welcome Ce	enter Alleghany Co	ounty 0.10	410	N	96%	0%	1% ()% 2%	0%	Ν	0.207	Ν		330	Ν
	To:		ome Center												
East 64 Jerrys Run Welcome Ce	enter Alleghany Co		ome Center l	Parking 1	Lot 96%	0%	 1% ()% 2%	0%	С	0.207	Α		330	Α
64) Jenys Hun Welcone Ce	To:		from Welco			U /0	1/0	1/0 6/0	U /0	C	0.201	^		550	~
		1-04 East	HOIII W CICO	ine Celli	CI		1								

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	s 2Axle 3+Axle 1Trail 2Trail		AAWDT QW
East	From:	I-64-E TO RT 661 EAST AND WEST		NIA	100 0
Ramp	Alleghany County	0.14 190 G		NA	190 G
	100	03-661 FROM I-64 EAST			
East 60 Ramp	From:	I-64 East		_	_
(64) (60) Ramp	Alleghany County	0.22 470 F		0.113 F	470 F
\bigcirc	To:	SR 159 Dunlap Creek Rd			
East	From:	I-64 East			
(64) Ramp	City of Covington (Maint: 03)	0.18 1100 F		0.093 F	1100 F
$\overline{}$	To:	SR 154 S Durant Rd/S Craig Ave			
East	From:	I-64 East			
East (64) Ramp	Alleghany County	0.28 1500 F	<u></u>	0.101 F	1500 F
	To:	US 60; 03-648 Horse Mountain View			
Fact	From:	I-64-E TO RT 696 WEST & EAST			
East (64) Ramp	Alleghany County	0.10 2300 G		NA	2300 G
64)	Tα	03-696; 03-696- B FROM & TO I-64			2000 0
F	Franc				
East	Alleghany County	I-64 East 0.15 3000 F		0.102 F	3000 F
Ramp	Alleghany County	Bus US 60, Bus US 220		0.102 F	3000 F
	100				
East	From:	I-64 East		_	_
(64) Ramp	Alleghany County	0.27 2200 F		0.11 F	2200 F
	To:	Bus US 60, Bus US 220			
East	From:	I-64 East			
East (64) Ramp	Alleghany County	0.24 1000 F		0.114 F	1000 F
$\overline{}$	To:	SR 42 Forty Two Rd			
East	From:	I-64 East			
(64) Ramp	Alleghany County	0.04 270 F	<u></u>	0.093 F	270 F
	To:	Truck Parking Area			
East	From:	TO TRUCK PARKING AREA			
(64) Ramp	Alleghany County	0.08 NA		NA	NA
\smile	To:	Gap WEST END REST AREA			
East	From:	Gap EAST END REST AREA			
(64) Ramp	Alleghany County	0.18 NA		NA	NA
	Tor	FROM TRUCK PARKING AREA			
East (64) Ramp	Alleghany County	0.03 NA		NIA	NA
64) namp	Allegrary County			NA	INA
	***	I-64-E FROM TRUCK REST AREA	<u> </u>		
East	From	I-64-E TO RT 269WEST & EAST			
(64) Ramp	Alleghany County	0.23 30 G		NA	30 G
	To	SR 269 RAMP FROM I-64 & 60 FROM RT 6			
East	From:	I-64 East			
East (64) Ramp	Rockbridge County	0.20 NA	_	NA	NA
\smile	To:	Scenic Dr			

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	From:			I-64 East													
64 60 Ramp	Rockbridge Co	ounty	0.18	200	F								0.113	F		200	F
	TV.		US 60 I	Fredericksb	urg Ka												
East (64) Ramp	Rockbridge Co	Ounty	0.19	I-64 East 1200	F								0.126	F		1200	F
64) Hamp	To:	Curity		N Lee Hig									0.120	'		1200	'
East	From:		6511	I-64 East	nway												
East 64 Ramp from I-64 E Exit 56 to I-81 S at Exit 1	91 Rockbridge C	ountv	0.37	2400	G	78%	1%	1%	1%	20%	0%	F	0.106	F		2200	G
04)b	To:			I-81 South							- , -	-		•			-
East	From:			I-64 East													
Ramp	Augusta Cou	unty	0.24	6000	F	94%	0%	1%	1%	3%	1%	С	0.1	F		6000	F
	To:		SR 285	Tinkling Sp	ring Rd												
East	From:			I-64 East													
64) Ramp	Augusta Cou	unty	0.22	4900	F								0.090	F		4900	F
\smile	To:		I-64 East Exit 9														
East	Augusta Cou	Linty.	I-64-E094E	REPORTED IN STREET STRE	Γ 64 EAS	ST							NA			NA	
Ramp	Augusta Cot		S 340 US 340-)M & T() RT 64		_					INA			INA	
Foot	From:		I-64-E094														
East 64 Ramp	ا Augusta Cou	untv	0.04	NA	04 EAS	0.1							NA			NA	
64) Tamp	To:			FROM I-64	4 EAST								101				
East	From:	l		I-64 East													
Ramp	City of Waynesboro	(Maint: 07)	0.22	3300	F								0.097	F		3300	F
	To:		136-51	118 Delphin	e Ave												
East	From:			I-64 East													
Ramp	Augusta Cou	unty	0.32	2600	F								0.099	F		2600	F
\smile	To:		I-64 We	est Exit 99A	Ramp												
East	From:			I-64 East													
Ramp	Nelson County (M	/laint: 02)	0.02	NA									NA			NA	
	To:			of Parking													
East 64 Ramp	Nelson County (N	Agint: 02)	0.04	of Parking l	Lot; Gap)							NA			NA	
64) Hamp	To:	naiii. 02)		OM SCENI	IC VIEV	v							INA			INA	
East	From:			I-64 East													
Ramp	Albemarle Co	ountv	0.07	NA									NA			NA	
	Tor	T		End Parking	Area												
East	From:		East I	End Parking													
Ramp	Albemarle Co	ounty	0.05	NA									NA			NA	
<u> </u>	To	<u> </u>	I-64-E FR	OM SCENI	IC VIEV	V											
East	From:			East to Rest								_					_
64 Charlottesville Rest Area Ramp	Albemarle Co		0.19	740	G	96%	0%	1%	0%	2%	0%	F	NA			740	G
<u>~</u>	To:		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 Bus	Truck 2Axle 3+Axle 1Trail 2Trail		QK Dir Factor	AAWDT	QW
East (64) Charlottesville Rest Area Ramp	From: Albemarle County	Exit Rest Area Parking Lot 0.06	1% 0% 2% 0%	F 0.131		1200	G
	To:	I-64 East from Rest Area					
East (64) I-64 East Exit 107	Albemarle County	I-64 East 0.14 NA		NA		NA	
64) 1-04 Last Exit 107	To:	US 250 Rockfish Gap Trnpk		IVA		INA	
East	From:	I-64 East					
(64) Ramp	Albemarle County	0.17 540 G		0.396	F	540	G
\smile	To:	02-637 Dick Woods Rd					
East 64) Ramp	Albemarle County	I-64 East 0.21 490 G		0.107	F	490	G
64) hamp	Albernarie County	US 29 S, Monacan Trail Rd	\neg	0.107	Г	490	G
East	From:	I-64 East					
Ramp	Albemarle County	0.19 6200 G		0.165	F	6200	G
$\mathcal{C}_{\mathcal{C}}}}}}}}}}$	То:	US 29 N, Monacan Trail Rd					
East 64) Ramp	From:	I-64 East					
64 Ramp	Albemarle County	0.16 5300 G		0.109	F	5300	G
	From:	5th Street Ext					
East 64) Ramp	Albemarle County	I-64 East 0.20 5800 G		0.144	F	5800	G
04)	To:	SR 20 Scottsville Rd					
East	From:	I-64-E TO RT 20NORTH					
Ramp	Albemarle County	0.21 NA		NA		NA	
<u> </u>	To:	SR 20 FROM I-64 EAST					
East	From:	I-64 East		0.000	^	4400	
64 I-64 E Exit 124	Albemarle County	0.21 3700 A US 250 Richmond Rd	$\overline{}$	0.229	Α	4400	Α
East	From:	I-64 East					
64) I-64 East Exit 129	Albemarle County	0.22 2800 G		0.176	F	2800	G
\bigcup	To:	02-616 Black Cat Rd					
East	From:	I-64 East					
Ramp	Louisa County	0.27 4000 G		0.139	F	4000	G
	10.	US 15 James Madison Hwy					
East 64) Ramp	Louisa County	I-64 East 0.31 2400 G		0.146	F	2400	G
64) (1011)	Tor	SR 208 Courthouse Rd	$\overline{}$	0.140	'	2400	ď
East	From:	I-64-E TO RT 605WEST & EAST					
64) Ramp	Goochland County	0.19 590 G		0.141	F	590	G
\smile	То:	37-605; 37-605- 7A FROM & TO I-64					
East	From	I-64-E TO RT 629WEST & EAST			_		
64 Ramp	Goochland County	0.18 370 G 37-629; 37-629- 1A FROM & TO I-64	_	0.161	F	370	G
-		31-029; 31-029- 1A FKUM & 1U 1-04					

4/20/2015

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

Route	Jurisdiction	Length AADT QA 4	Tire Bus		Truck		QC	K	QK	Dir	AAWDT	QW
F	From	I-64-E TO US 522SOUTH & NORT		2Axle 3+	Axle 1Tra	ı 21rail		Factor		Factor		
East Ramp	Goochland County	0.26 880 G	H					0.118	F		880	G
Ramp	To:	US 522 US 522- 18A FROM & TO I-	-64					0.110	•		000	a
- ·	From			1								
East (64) Ramp	Goochland County	I-64-E TO RT 617SOUTH & NORT 0.13 520 G	Н					0.108	F		520	G
64 hallip	To:	37-617; 37-617- A FROM & TO I-6	- 4	_				0.106	Г		320	G
			14									
East	From:	I-64 East to Rest Area						NIA			NIA	
Goochland Rest Area Ramp	Goochland County	0.09 NA		_				NA			NA	
East	From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot										
Goochland Rest Area Ramp	Goochland County		77% 1%	 1% ⁻	1% 20%	0%	С	0.099	F		1200	G
64) Goodinand Hest Alica Hamp	To:	I-64 East from Rest Area	770 170		170 2070	0 70	J	0.000	•		1200	G
_	From:											
East 64 Ramp		I-64 Eastbound 0.21 2700 G 9	91% 1%	 2% 2	2% 4%	00/	0	0.1	F		2700	G
Ramp	Goochland County		91% 1%	2% 2	2% 4%	0%	С	0.1	г		2700	G
		37-623 Ashland Rd										
East	From:	I-64 East		<u></u>			_					
Ramp From I-64 E to SR 288	Goochland County		36% 1%	1% 2	2% 9%	0%	С	0.161	Α		6300	Α
\sim	To:	SR 288										
East	From:	I-64 East										
64) Ramp from I-64 E Exit 178A to US 250	Henrico County	0.17 5100 G 9	99% 0%	0% (0%	0%	F	NA			5500	G
\smile	To:	US 250 Broad St										
East	From:	I-64 East										
64) Ramp from I-64 E Exit 178B to US 250	Henrico County	0.21 3200 G 9	99% 0%	1% (0%	0%	F	NA			3300	G
\mathcal{O}	To:	US 250 Broad St										
East	From:	I-64 East										
Ramp	Henrico County	0.31 4300 G		 !				0.109	F		4300	G
94)	To:	43-7514 S, Gaskins Rd										
East East	From:	I-64 East										
Ramp	Henrico County	0.24 3400 G						0.128	F		3400	G
64) . Iamp	To:	43-7514 N, Gaskins Rd						0.120	•		0.100	<u> </u>
1	From:			_								
East	Henrico County	I-64 East 0.19 8400 G						0.099	F		8400	G
Ramp	Terrico County	Parham Rd		_				0.099	Г		0400	G
_												
East	From:	I-64 East Collector Rd						0.455	_		0500	_
Ramp	Henrico County	0.18 8500 G						0.126	F		8500	G
<u> </u>	To:	43-7536 S, Glenside Dr										
East	From:	I-64 East Collector Rd				· · · · · ·		·				
(64) Ramp	Henrico County	0.17 4300 G						0.172	F		4300	G
\smile	To	US 250 E, Broad St										
East	From:	I-64-E COLLECTOR RD TO GLENSIDE	DR & R									
64) Ramp	Henrico County	0.16 10000 A						0.161	Α		12000	Α
	To:	I-64-E183A TO GLENSIDE DRIVESOUT	ΓΗ & N									
	· · · · · · · · · · · · · · · · · · ·			•								

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

		Filliary an	a microit	ato Hout										
Route	Jurisdiction	Length	AADT	QA -	4Tire Bus		Truc 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW
East (64) Ramp	Henrico County	I-64-E183A TO GL y 0.13	ENSIDE D	RIVESOU	TH & N					NA			NA	
East (64) Ramp	Henrico County	43-7536-S001A FRC	M GLENS	SIDE DRIV	ESOUTH					NA			NA	
\smile	To: From:	43-7536-N001A FRC		SIDE DRIV	ENORTH									
East 64 Ramp	Henrico County		NA							NA			NA	
East (64) Ramp	Henrico County	I-64-E183B TO RT y 0.24	1 250-BRO NA	AD STREE	ETEAST					NA			NA	
East	Honrice County	US 250-W159B FROM		BROAD S	TREETWE					NIA			NΙΔ	
64 Ramp	Henrico County	y 0.07 I-64-E COLLECT		ENSIDE D	r & RT					NA			NA	
East 64 Ramp	Henrico County	•	I-64 East 2900 546 Dicken	G		 				0.112	F		2900	G
East 64 Ramp from I-64 E Exit 185B to SR 33	Henrico County	-	I-64 East 1800 Staples M	A						0.193	Α		2300	Α
East (64) Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Ma	•	I-64 East 26000							0.12	F		26000	G
East 64 Exit 186 Ramp I-64 E to I-195 S	City of Richmond (Ma	aint: 43) 0.08	21000 [-195 South	G						0.126	F		21000	G
East 64 Ramp	City of Richmond (Ma	aint: 43) 0.16	East Exit 1: 4600 55 Laburnu	G						0.097	F		4600	G
East 64 Ramp	City of Richmond (Ma	aint: 43) 0.14	I-64 East 11000 I-195 North	G						0.157	F		11000	G
East 64 Ramp	City of Richmond (Ma	I-64 E aint: 43) 0.17	2300 , Mechanics	or Rd G						0.087	F		2300	G
East 64 Ramp	Henrico Count	y 0.17	ast Collecte 13000 Mechanics	G						0.12	F		13000	G
East 64 Ramp	City of Richmond (Ma	I-64-E BEGII aint: 43) 0.10 I-64-E192A TO RT	15000	G						0.109	F		15000	G
		1-04-E192A TO K	SOUWEST	i-IVIECHA	MCSVI									

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

Route	Jurisdiction	Length A	AADT QA	4Tire	Ruc	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 64) Ramp	City of Richmond (Maint: 43)	0.08 1	60WEST-MEC 3000 G	HANICSVI						0.117	F		13000	G
\smile	From: US	360-W143A FROM	RT 360WEST-	MECHANIC	S									
East 64 Ramp	City of Richmond (Maint: 43)	0.07	NA			<u> </u>				NA			NA	
East	From:	JB-127 EC	L RICHMONE)										
Ramp	Henrico County		NA							NA			NA	
East	To- From:	I-64-E192B TO RT 3	60EAST-MECI	HANICSVI										
Ramp	Henrico County		NA			_				NA			NA	
East	From: US	S 360-E143A FROM 1	RT 360EAST-N	MECHANICS	S									
Ramp	Henrico County	0.04 1		DT 260		_				0.109	N		15000	Ν
	10.	I-64-E END COLL		D-RT 360										
East Ramp	Henrico County		64 East 1700 G							0.084	F		1700	G
64) (1411)	To:		, Nine Mile Rd							0.004	•		1700	
ast	From:		64 East											_
Ramp	Henrico County		Nine Mile Rd							0.099	F		8300	G
ast	From:	I-(64 East											
Ramp	Henrico County		1000 G							0.091	F		11000	G
<u> </u>	To:		Laburnum Ave											
ast 64) Ramp from I-64 E Exit 197A to SR 156 S	From:		64 East 5600 G	0.49/	10/	10/ 10	% 3%	00/	F	0.000	F		6000	G
64) Ramp from 1-64 E Exit 197A to SR 156 S	Henrico County		S, Airport Dr	94%	1%	1% 19	% 3%	0%	F	0.092	Г		6000	G
ast	From:		64 East											
(54) Ramp from I-64 E Exit 197B to SR 156 N	Henrico County		4000 G	95%	1%	 1% 1%	% 3%	0%	F	0.116	F		4200	G
	To:		N, Airport Dr											
ast	From:	I-64 East	t Collector Rd											
Ramp from I-64 E Exit 200A to I-295 E	Henrico County		3200 G	78%	1%	<u>1</u> % 19	6 19%	0%	F	0.133	F		3100	G
<u> </u>	To:	I-295 Eas	st Collector Rd											
ast	From:		t Collector Rd											
Ramp from I-64 E Exit 200B to I-295 W	Henrico County		670 G st Collector Rd	91%	1%	1% 19	% 7%	0%	F	0.119	F		660	G
	From													
ast 64) Ramp	Henrico County		64 East 3700 G	91%	1%	 1% 1%	% 7%	0%	F	0.13	F		3600	G
<i>J</i>	To:	I-64-E200A TO			1,3		- 170	J /0	'	0.10	•			
East 64) Ramp	Henrico County		650 G	~ 00						0.124	F		650	G
04) (1011)		I-295-E028E FROM				_				0.124	'		000	u

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

		Filliary and inter	state Houtes											
Pouto	lurindiation	Longth AADT	OA 4T	iro Buc		Trι	ıck		QC	K	OK	Dir	AAWDT	014/
Route	Jurisdiction	Length AADT	QA 41	ire BUS	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
East	From:	I-295-E028E FROM RT 29	5 EASTOLD LO	OOP										
(64) Ramp	Henrico County	0.23 1000	G							0.125	F		1000	G
	To:	I-64-E200B TO RT	205 WEST											
East	From:													
(64) Ramp	Henrico County	0.23 340	G							0.136	F		340	G
\smile	To	I-295-E028C I-295-W02	8C FROM RT	2										
East (64) Ramp	From:									NIA			NIA	
(64) Ramp	Henrico County	0.33 NA								NA			NA	
		I-64-E COLLECTOR ROAD		95 & 6										
East	From:	I-64-E TO SO	ALES											
East (64) Ramp	Henrico County	0.10 NA								NA			NA	
$\overline{}$	To:	Gap WEST ENI												
East (64) Ramp	From:	Gap EAST END	SCALE							NIA			NIA	
(64) Ramp	Henrico County	0.11 NA								NA			NA	
<u>~</u>	10:	I-64-E FROM S	CALES											
East	From:	I-64 Eas												
(64) Ramp	New Kent County	0.25 5900	G 97	% 0%	1%	0%	1%	0%	С	NA			5900	G
$\overline{}$	To:	Ramp Split prior to R	t 33 & Rt 249											
East	From:	Ramp Sp	lit											
(64) Ramp	New Kent County	0.05 NA								NA			NA	
<u> </u>	To:	SR 33 New Kent	Hwy East											
East	From:	Ramp Sp												
(64) Ramp	New Kent County	0.08 2600	G 96	% 0%	1%	0%	2%	0%	С	NA			2600	G
$\overline{}$	To:	SR 33 New Kent	Hwy West											
East	From:	I-64 Eas	t											
(64) Ramp	New Kent County	0.19 1000	G							NA			1000	G
	To:	SR 106 Emmaus	Church Rd											
East	From:	I-64 East to Re	st Area											
(64) New Kent Welcome Center	New Kent County	0.09 2300	A 91	% 1%	1%	1%	7%	0%	F	0.147	Α		1900	Α
104) Total Total	To:	Enter Rest Area F		,3 1/0		. ,0	. ,0	0 / 0	•	J., ,,			. 300	
East	From:	Exit Rest Area P												
(64) New Kent Welcome Center	New Kent County	0.18 2500	G 76	% 1%	1%	0%	21%	0%	С	NA			2500	G
	To:	I-64 East from I												
Fast	From:	I-64 Eas			i									
East (64) Ramp	New Kent County	0.22 1900	G							NA			1900	G
04)	To:	SR 155								14/7			1000	J
	Econo													
East	Now Kent County	I-64 Eas								NIA			4000	0
64 33 Ramp	New Kent County	0.49 4000	G							NA			4000	G
	10.	SR 33												
East	From:	I-64 Eas						·						
(64) Ramp	James City County	0.33 1500	G							0.102	F		1500	G
$\overline{}$	To:	I-64 East Exit 227B	o SR 30 East											

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 Pactor	QK Dir Factor	AAWDT	QW
East 64 Ramp	James City County Te-	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 Tec	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 G SR 30 W, Croaker Rd	0.102	F	610	G
East 64 Ramp	James City County	I-64 East 0.20 450 G SR 30 E, Croaker Rd	0.104	F	450	G
East 64 Ramp	York County To:	I-64 East 0.19 6900 G SR 199	0.097	F	6900	G
East 64 Ramp	York County Tre	I-64 East 0.16 3000 G SR 143 Merrimac Trail	0.109	F	3000	G
East 64 Ramp	York County Tec	I-64 East 0.31 1800 G SR 199 West	0.134	F	1800	G
East 64 Ramp	York County Tec	I-64 East 0.21 1100 G SR 199 East	0.11	F	1100	G
East 64 Ramp	York County Te:	I-64 East 0.30 1500 G US 60	0.091	F	1500	G
East 64 Ramp	York County Te:	I-64 East 0.11 210 G I-64 West Exit 243B to SR 143 North	0.307	F	210	G
East 64 Ramp	James City County	I-64 East 0.25 2200 G SR 143 Merrimac Trail	0.093	F	2200	G
East 64 Ramp	City of Newport News (Maint:	I-64 East : 99) 0.29 4000 G SR 105 W, Ft Eustis Blvd	0.114	F	4000	G
East 64 Ramp	City of Newport News (Maint:	I-64 East : 99) 0.19 4600 G SR 105 E, Ft Eustis Blvd	0.088	F	4600	G
East 64 Ramp	City of Newport News (Maint:	I-64 East Collector Rd : 99) 0.35 6500 G SR 143 S, Jefferson Ave	0.077	F	6500	G

4/20/2015

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

Route	Jurisdiction	Length AADT QA 4Tire	Ruc	xle 3+Axle 1Trail 2Trail	QC K	gK r	Dir Factor	AAWDT	QW
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East Collector Rd 0.12 2400 G SR 143 N, Jefferson Ave			0.085	F		2400	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.27 9200 G			0.075	F F		9200	G
East 64 Collector Rd	City of Newport News (Maint: 99)	I-64 East Exit 255A to SR 143 South 0.07 2700 G			0.079	F		2700	G
East 64 Collector Rd	City of Newport News (Maint: 99)	Ramp from SR 143 South 0.21 18000 G			0.084	· F		18000	G
East 64 Collector Rd	City of Newport News (Maint: 99)	I-64 East Exit 255B to SR 143 North 0.07 16000 G			0.084	· F		16000	G
East 64 Collector Rd	City of Newport News (Maint: 99)	Ramp from SR 143 North 0.33 19000 G I-64 East			NA			19000	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.36 2000 G SR 171 W, Victory Blvd		1	0.108	F		2000	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.25 4400 G SR 171 E, Victory Blvd		1	0.110	F		4400	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.30 5900 G US 17 S, J Clyde Morris Blvd			0.097	' F		5900	G
East 64 Ramp	City of Newport News (Maint: 99)	I-64 East 0.15 1900 G US 17 N, J Clyde Morris Blvd			0.111	F		1900	G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.21 5500 G 114-7026 W, Hampton Rds Ctr Pkwy]	0.107	' F		5500	G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East 0.33 9500 G 114-7026 E, Hampton Rds Ctr Pkwy		<u> </u>	0.119	F		9500	G
East 64 134 Ramp	City of Hampton (Maint: 99)	I-64 East 0.10 17000 G			0.102	! F		17000	G
East 64 Ramp	City of Hampton (Maint: 99)	I-64 East Exit 263B 0.13 8500 G US 258 W, Mercury Blvd		1	0.100	F		8500	G

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

-		Fillidity and interstate noutes	Truck	IZ.	D:-		
Route	Jurisdiction	Longth AADT OA ATiro Dug	2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
East	From:	I-64 East Exit 263A	ZANIC OTANIC TITAII ZITAII	1 actor	1 40101		
(64) (134) Ramp	City of Hampton (Maint: 99)	0.32 8900 G		0.11	F	8900	G
	To:	US 258 E, Mercury Blvd					
East	From:	I-64 East					
East (64) Ramp	City of Hampton (Maint: 99)	0.24 6300 G		0.101	F	6300	G
	To:	114-7035 Lasalle Ave					
East	From:	I-64 East					
(64) Ramp	City of Hampton (Maint: 99)	0.11 8100 G		0.116	F	8100	G
	To:	Rip Rap Rd					
East	From:	I-64 East					
(64) Ramp	City of Hampton (Maint: 99)	0.07 6600 G		0.113	F	6600	G
	To:	US 60 Settlers Landing Rd					
East	From:	I-64 East					
(64) Ramp	City of Hampton (Maint: 99)	0.13 3000 G		0.091	F	3000	G
	To:	114-7057 Mallory St					
East	From:	I-64-E TO INSPECTION STATION					
(64) Ramp	City of Hampton (Maint: 99)	0.04 NA		NA		NA	
	To: From:	114-7057- T INSPECTION BOOTH AREA					
East (64) Ramp	City of Hampton (Maint: 99)	0.04 NA		NA		NA	
(64) Hamp	To:	114-7057- A TO RT 64 EAST	\neg	INA		INA	
F4	From	I-64-E TO BAYVILLE STREET					
East (64) Ramp	City of Norfolk (Maint: 64)	0.03 1600 G 98% 1%		F 0.133	F	1700	G
(64) Tump		122-99001- A BAYVILLE STREET FROM &	770 070 070 070	1 0.100	•	1700	G
East	From:	I-64-E TO 4TH VIEW ST					
(64) (60) Ramp	City of Norfolk (Maint: 64)	0.17 5500 G	_	0.13	F	5500	G
04) (00) 1 1 1 1 1	To:	US 60 US 60- 281A FROM & TO I-64					-
Fact	From:	-64-E TO US 460-GRANDBY ST & RT 564 N					
East (64) Ramp	City of Norfolk (Maint: 64)	0.14 14000 G		0.1	F	14000	G
04)	To						
East	From:	I-64-E276B TO RT 460 GRANDBY ST					
(64) Ramp	City of Norfolk (Maint: 64)	0.15 8300 G	_	0.109	F	8300	G
	To:	I-564-N FROM RT 64 EAST					
East (64) Ramp	From:	I-64-E276A TO US 460 GRANDBY ST					
64 Ramp	City of Norfolk (Maint: 64)	0.06 NA	_	NA		NA	
	To	US 460 FROM I-64 EAST					
East	From:	I-64-E TO H.O.V. LANE			_		
(64) Ramp	City of Norfolk (Maint: 64)	0.04 6300 G	_	0.282	F	6300	G
	10:	I-64-R I-64-R000A FROM 64 EAST					
East	From:	I-64-E RAMP TO RT 168 TO RT 16800- T		c -	_	0000	_
64 Ramp	City of Norfolk (Maint: 64)	0.35 8000 G	\neg	0.117	F	8000	G
	ur	SR 168 FROM I-64 EAST					

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

		Filliary and intersi	tate Houtes										
Route	Jurisdiction	Length AADT	QA 4Tire Bus		Tru e 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
East 64 Ramp	City of Norfolk (Maint: 6-	I-64-E TO RT 168 NORTH-TO 4) 0.13 1800 SR 168 FROM I-6	G						0.090	F		1800	G
East 64 Ramp	City of Norfolk (Maint: 6-	I-64-E TO RT 194 SOUTH-CF 4) 0.18 2900 SR 194 FROM I-6	G						0.094	F		2900	G
East 64 Ramp	City of Norfolk (Maint: 6-	I-64-E TO RT 247 EAST-NO 4) 0.17 3500 SR 247 FROM I-6	G 98% 0%	1%	0%	1%	0%	С	0.082	F		3500	G
East 64 Ramp	City of Norfolk (Maint: 6-	1-64-E TO ROBIN HO 4) 0.16 2800 122-8636 ALMEDA AVE F	G						0.115	F		2800	G
East 64 Ramp	City of Norfolk (Maint: 6-	I-64-E TO RT 16500- MILIT 4) 0.17 7700 SR 165 FROM RT	G						0.086	F		7700	G
East 64 Ramp	City of Norfolk (Maint: 6-	I-64-E TO RT 13 4) 0.19 11000 US 13 FROM I-6	G						0.094	F		11000	G
East 64 Ramp	City of Norfolk (Maint: 6	I-64-E TO I- 4) 0.16 38000 I-64-E284C TO RT 264 E.	G						0.073	F		38000	G
East 64 Ramp	City of Norfolk (Maint: 6-		G						0.097	F		4500	G
East 64 Ramp	City of Norfolk (Maint: 6	I-64-E TO I-264 I 4) 0.17 NA I-264-E013X FROM							NA			NA	
East 64 Ramp	City of Norfolk (Maint: 6-	I-64-E284A TO RT 264 E 4) 0.45 26000 I-264-E From RT	G						0.08	F		26000	G
East 64 Ramp	City of Virginia Beach (Main	I-64-E TO RT t: 64) 0.21 7300 SR 407 FROM I-6	G						0.109	F		7300	G
East 64 Ramp	City of Virginia Beach (Main	I-64-E TO RT 40 t: 64) 0.20 17000 SR 407 SR 407-W004A F	G						0.106	F		17000	G
East 64 Ramp	City of Chesapeake (Maint	I-64-E289X TO GREENBE : 64) 0.26 6500 131-8665 FROM RT	G 95% 1%	1%	1%	2%	0%	С	0.129	F		6500	G
East 64 Ramp	City of Chesapeake (Maint	I-64-E289X TO GREENBE : 64) 0.25 15000 131-8665 FROM RT	G						0.099	F		15000	G

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

	Primary an	id interstate	Routes											
Jurisdiction	Length	AADT Q	A 4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW
City of Chesapeake (Mair				'A						0.101	F		25000	G
City of Chesapeake (Mair	nt: 64) 0.13	19000	G							0.092	F		19000	G
City of Chesapeake (Mair				AY W						0.082	F		29000	G
City of Chesapeake (Mair										0.087	F		13000	G
City of Chesapeake (Mair		M GREENBRIE NA	ER PARKWA	Y EA						NA			NA	-
City of Chesapeake (Mair	nt: 64) 0.40	NA		AR.						NA			NA	
City of Chesapeake (Mair	I-64-E TO RT 168 Int: 64) 0.27	NORTH-BATT	LEFIELD PAI G 94%		1%	2%	3%	0%	С	0.092	F		4100	G
City of Chesapeake (Mair	I-64-E TO RT 168 nt: 64) 0.23	SOUTH-BATT	LEFIELD PAI G 98%	0%	0%	0%	1%	0%	С	0.102	F		11000	G
· · · · · · · · · · · · · · · · · · ·	nt: 64) 0.60	I-64 East 20000 (0.104	F		20000	G
11011.	nt: 64) 0.10	16000								0.107	F		16000	G
City of Chesapeake (Mair	nt: 64) 0.20	25000								0.096	F		25000	G
City of Chesapeake (Mair	nt: 64) 0.12	14000								0.097	F		14000	G
City of Chesapeake (Mair		NA I-64 E	neld Blvd S							NA			NA	
City of Chesapeake (Mair			G							0.084	F		9700	G
From:			T 161											
	City of Chesapeake (Main Toc From: City of Chesapeake (Main Toc City of Chesapeake (Main Toc City of Chesapeake (Main Troc From: From: City of Chesapeake (Main Troc Tr	Jurisdiction Length From I-64-E BEG. COLL	Durisdiction Length AADT Color	City of Chesapeake (Maint: 64) 0.14 25000 G	Jurisdiction	Jurisdiction	Durisdiction	Durisdiction	Durisdiction	Durisdiction	Superior Superior	Length AADT QA 4Tire Bus Truck CAxis 3+Axis 1Trail 2Trail Color Color	Superior Length AADT QA 4Tire Bus Coll Col	Jurisdiction Length AADT QA 4Thr Bus AADT QA 4Thr AADT A

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

		1 milary ar	iu iiileisiaie	3 1 100								17		D:		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
East	Prom:		TO RT 17 NO									0.074	_		0000	_
(64) (17) Ramp	City of Chesapeake	,	6200	G								0.074	F		6200	G
<u> </u>	10.	US 17	FROM I-64 E.	AST												
East (64) Ramp	From:		TO RT 17 SO										_			_
(64) Ramp	City of Chesapeake		5000	G								0.100	F		5000	G
$\overline{}$	Τα	US 17 US 17-	N014B FROM	I I-64 l	EAST											
East	From:	I-64-E TO RT 13	00- MILITAR	Y HIC	SHWAY											
(64) Ramp	City of Chesapeake	(Maint: 64) 0.31	4600	G								0.142	F		4600	G
$\overline{}$	То:	US 13; 131-	8599 FROM I-	-64 E	AST											
Rev	From:	Begin Rev	versible Lane A	At I-56	4											
Rev 64	City of Norfolk (M	laint: 64) 5.99	19000	Α	100%	0%	0%	0%	0%	0%	С	0.213	Α		22000	Α
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	154000	F	97%	0%	0%	0%	1%	0%	F	NA			164000	F
	To:		mp To I-64 EE	,												
Rev	From:															
Rev (64)	City of Norfolk (M	,		G	100%	0%	0%	0%	0%	0%	F	NA			21000	G
\smile	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	172000	G	97%	0%	0%	0%	1%	0%	F	NA			184000	G
	То:	Temp F	and Reversible	Lane												
Rev	From:	I-64-E276C	I-64-R FROM	64 E	AST											
(64) Ramp	City of Norfolk (M	laint: 64) 0.24	3300	G								0.301	F		3300	G
\bigcirc	Τo:	I-64-W FR	OM H.O.V. L	ANEP	M											
Rev	From:	I-64-I	R TO IS 64 EA	AST												
(64) Ramp	City of Norfolk (M	laint: 64) 0.02	2100	G								0.193	F		2100	G
	To:	I-64-E I	FROM HOV L	ANE												
Rev	From:	I-64-R I-64-V	W285A TO & 1	FRON	1 RT											
(64) Ramp	City of Norfolk (M		6300	G								0.259	F		6300	G
04)	To:	<u>'</u>	I H.O.V.LANI	EMED	IAN											
West	From:	West	Virginia State I	I ina												
~~~	Alleghany Co		4500	F	76%	1%	1%	1%	21%	0%	F	0.081	F		4300	F
64 (60)	Combined Traffic Estimates for 2 Parallel	-		F	77%	1%	1%	1%	20%	0%		0.079	F	0.506	8500	F
	Combined Trainic Estimates for 21 drailer			•	11/0	1 /0	1 /0	1 /0	20 /6	0 /6	•	0.073	'	0.500	0300	'
West	To: From:	FR-1	98 Jerrys Run	Rd												
( <del>64</del> ) ( <del>60</del> )	Alleghany Co	ounty 5.06	4500	F	76%	1%	1%	1%	21%	0%	F	0.080	F		4300	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9100	F	77%	1%	1%	1%	20%	0%	F	0.079	F	0.514	8500	F
	Tecl			D.1												
West	From:		ol Ogle Creek	Kd												
( <del>64</del> ) ( <del>60</del> )	Alleghany Co	ounty 3.23	4300	F	76%	1%	1%	1%	21%	0%	F	0.079	F		4100	F
$\vee \vee$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8500	F	77%	1%	1%	1%	20%	0%	F	0.08	F	0.510	8000	F
	Tα		59 Midland Tr													
West 64	From:	,	R 159 Midland								_		_			_
(64)	Alleghany Co	•	5700	F	76%	1%	1%	1%	21%	0%	F	0.092	F		5400	F
$\smile$	Combined Traffic Estimates for 2 Parallel			F	77%	1%	1%	1%	20%	0%	F	0.077	F	0.516	10000	F
	Tor	W	CL Covington													

# 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
est	From:		CL Covingt	ton												
<del>4</del>	City of Covington (Maint: 03)		5700	F	76%	1%	1%	1%	21%	0%	F	0.092	F		5400	ا
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	11000	F	77%	1%	1%	1%	20%	0%	F	NA			10000	
est	To: From:	SR	154 Durant	Rd												
4)	City of Covington (Maint: 03)	1.08	6800	F	76%	1%	1%	1%	21%	0%	F	0.085	F		6400	
9	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	14000	F	77%	1%	1%	1%	20%	0%	F	0.081	F	0.517	13000	
	To	E	CL Covingte	on												
st I	Alleghany County	0.64	6800	F	76%	1%	1%	1%	21%	0%	_	0.085	F		6400	
•)	Combined Traffic Estimates for 2 Parallel Roadways			F	70%	1%	1%	1%	20%	0%		0.065 NA	Г		13000	
	Combined Trainc Estimates for 2 Faraller Hoadways				11/0	1 /0	1 /0	1 /0	20 /0	0 /6	'	INA			13000	
st	To: From:	Uı	ban Bounda	ary												
4	Alleghany County	0.13	6800	F	76%	1%	1%	1%	21%	0%	F	0.085	F		6400	
	To: From:	U	S 60, US 22	20												
est 4) (60) (220)	Alleghany County	4.98	9100	F	76%	1%	1%	1%	21%	0%	F	0.083	F		8600	
, (00) (220)	Combined Traffic Estimates for 2 Parallel Roadways			F	77%	1%	1%	1%	20%	0%	F	0.079	F	0.527	17000	
	To:		03-696													
st ~~~	From:		Selma Low 1			40/		40/	040/	00/	_		_		2000	
4 60 220	Alleghany County	2.34	9300	F	76%	1%	1%	1%	21%	0%	-	0.082	-	0.507	8800	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Houte:	18000	F	77%	1%	1%	1%	20%	0%	F	0.085	F	0.527	17000	
st	To: From:	Bus U	S 60, Bus U	JS 220												
4) (60) (220)	Alleghany County	0.86	6900	F	76%	1%	1%	1%	21%	0%	F	0.080	F		6600	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	13000	F	77%	1%	1%	1%	20%	0%	F	NA			12000	
-1	To: From:	WC	L Clifton F	orge												
st 60 (220)	Town of Clifton Forge (Maint: 0	03) 1.55	6900	F	76%	1%	1%	1%	21%	0%	F	0.080	F		6600	
1) (60) (220)	Combined Traffic Estimates for 2 Parallel Roadways	,		F	77%	1%	1%	1%	20%	0%	F	NA	•		12000	
	To		L Clifton Fo					.,,			-					
est ~~~	From:				700/	40/	101	10/	040/	201	_		_		2222	
4) [60] [220]	Alleghany County	1.06	6900	F	76%	1%	1%	1%	21%	0%	F _	0.080	F		6600	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Houte:	13000	F	77%	1%	1%	1%	20%	0%	F	NA			12000	
est	To: From:	US	220, Bus U	S 60												
(60)	Alleghany County	2.19	5200	F	76%	1%	1%	1%	21%	0%	F	0.09	F		4900	
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	10000	F	77%	1%	1%	1%	20%	0%	F	0.086	F	0.528	9600	
	To	S	R 42, SR 26	59			<u> </u>									
est	Alleghany County	6.52	4200	F	76%	1%	1%	1%	21%	0%	F	0.097	F		4000	
<del>[4]</del> <del>[60]</del>	Combined Traffic Estimates for 2 Parallel Roadways		8300	F	77%	1%	1%	1%	20%	0%	F	0.037	, E	0.571	7800	
	Tax		3-850, N M			1 /0	1 /0	1 /0	ZU /0	U /0	1	0.000	1	0.57 1	7000	

# 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		2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
West	From:		-850, N Mo								_		_			
64 (60)	Alleghany Co	•	3800	G	76%	1%	1%	1%	21%	0%	F _	0.078	F		3600	G
~	Combined Traffic Estimates for 2 Parallel I		7500	G	77%	1%	1%	1%	20%	0%	F	NA			7000	G
loot	To: From:		ridge County													
Vest 60 60	ا Rockbridge Co		3800	G	76%	1%	1%	1%	21%	0%	F	0.078	F		3600	(
64) (60)	Combined Traffic Estimates for 2 Parallel I	•	7500	G	77%	1%	1%	1%	20%	0%	F	0.08	F	0.503	7000	(
	Tollowing Traine Estimates for 21 arailer	<u> </u>	780 Scenic 1		11 /0	1 /0	1 /0	1 /0	2070	0 70		0.00	'	0.500	7000	
est	From:				700/	40/	40/	40/	040/	00/		0.405	^		4000	
60	Rockbridge Co	-	4200	Α	76%	1%	1%	1%	21%	0%	С	0.135	A		4000	,
	Combined Traffic Estimates for 2 Parallel I	-	8300	Α	77%	1%	1%	1%	20%	0%	С	0.131	Α	0.594	7800	
est	From:		Fredericksb 523 Frederic		Dal											
4)	د Rockbridge Co		4700	G	76%	1%	1%	1%	21%	0%	F	0.083	F		4400	
14)	Combined Traffic Estimates for 2 Parallel I	,	8700	G	77%	1%	1%	1%	20%	0%	F	0.081	F	0.571	8200	
	Tol				1170	1 70		1 /0	2070	0 /0	•	0.001	•	0.071	0200	
est	From:		3 11 Lee Hw	*	700/	40/	40/	40/	0.10/	00/	_		_		F700	
4	Rockbridge Co	•	6000	G	76%	1%	1%	1%	21%	0%	F _	0.083	F		5700	
	Combined Traffic Estimates for 2 Parallel I	•	12000	G	77%	1%	1%	1%	20%	0%	F	0.082	F	0.532	11000	
at	To: From:		outh Interch I-64 West	nange												
est A Ramp from I-81 S Exit	u t 191 to I-64 W at Exit 56  Rockbridge Co		3600	Α	76%	1%	1%	1%	21%	0%	F	0.133	Α		3400	
Tramp nom 1010 C Exil	Combined Traffic Estimates for 2 Parallel I	•	7300	G	77%	1%	1%	1%	20%	0%	' 	NA			6800	
	Tax		I-81 South	u	11/6	1 /0	1 /8	1 /0	20 /0	0 78	'	INA			0000	
st South	From:		Vest Interch	ange												
4) (81)	Rockbridge Co	ounty 3.66	21000	Α	71%	1%	1%	1%	25%	2%	F	0.116	Α		20000	
9 69	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	43000	Α	70%	1%	1%	1%	25%	2%	F	0.115	Α	0.519	41000	
	To		US 11													
est South	Rockbridge Co	ounty 5.59	21000	Α	71%	1%	1%	1%	25%	2%	E	0.118	Α		20000	
4) (81)	Combined Traffic Estimates for 2 Parallel I	•		Ā	70%	1%	1%	1%	25%	2%		0.115	Α	0.59	40000	
	Combined Trainic Estimates for 2 Faraneri	noadways on this noute.		A	70 /6	1 /0	1 /0	1 /0	25/0	2/0	'	0.113	٨	0.59	40000	
est South	To: From:		81-710													
4) (81)	Rockbridge Co	ounty 4.41	21000	Α	71%	1%	1%	1%	25%	2%	F	0.119	Α		20000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	43000	Α	70%	1%	1%	1%	25%	2%	F	0.114	Α	0.603	41000	
	To		81-606													
est South	From:											•	_			_
4) (81)	Rockbridge Co	•	21000	Α	71%	1%	1%	1%	25%	2%	С	0.119	Α		20000	
	Combined Traffic Estimates for 2 Parallel I	•		Α	70%	1%	1%	1%	25%	2%	С	NA			40000	
not Courth	To:		sta County l													
est South	Augusta Cou		ridge County 21000	y Line A	71%	1%	1%	1%	25%	2%	С	0.119	Α		20000	
64 81	Combined Traffic Estimates for 2 Parallel I	• •	43000	Ā	70%	1%	1%	1%	25%	2%	С	NA	$\sim$		40000	
	Combined Trainic Estimates for 2 Parallel I	nuauways un inis nuule.	US 11	А	1070	I 70	170	1 70	25%	∠70	C	INA			40000	,

# 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		2Trail	QC	Factor	QK	Factor	AAWDT	QW
West South	From:		US 11													
64 (81)	Augusta Cou	= -	22000	Α	71%	1%	1%	1%	25%	2%	F	0.120	Α		20000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000	Α	70%	1%	1%	1%	25%	2%	F	0.113	Α	0.566	41000	Α
West South	To: From:		07-654													
(64) (81)	Augusta Cou	unty 2.56	24000	Α	71%	1%	1%	1%	25%	2%	F	0.114	Α		22000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	Α	70%	1%	1%	1%	25%	2%	F	0.108	Α	0.563	45000	Α
West South	To: From:		SR 262				$\Box$ $\vdash$									
64) (81)	Augusta Coo	unty 0.51	29000	G	71%	1%	1%	1%	25%	2%	F	0.106	F		27000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	G	70%	1%	1%	1%	25%	2%	F	0.084	F	0.588	56000	G
	To:	I-81	East Interch													
West 64 Ramp from I-64 W Exit	87 to I-81 S at Exit 221 Augusta Cou	untv 0.68	I-81 South	Α	88%	1%	1%	1%	9%	0%	E	0.123	Α		10000	Α
64 Hamp Hom 1-04 W Exit	Combined Traffic Estimates for 2 Parallel			A	88%	1%	1%	1%	9%	0%	F	0.123	A	0.568	17000	A
	To:	rioadways on this riodic.	I-64 West		00 70	1 /0		1 /0	3 70	0 /0	'	0.124	^	0.500	17000	
West	From:		North Interc													
64)	Augusta Cou		21000	Α	88%	1%	1%	1%	9%	0%	F	0.111	Α	0.568	21000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	Α	88%	1%	1%	1%	9%	0%	F	0.115	Α	0.687	34000	Α
West	To: From:	SR 285	Tinkling Sp	oring Rd												
64)	Augusta Cou	unty 3.08	19000	G	88%	1%	1%	1%	9%	0%	F	0.09	F		18000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	G	88%	1%	1%	1%	9%	0%	F	0.087	F	0.523	36000	G
Most	Tec. From:	WC	L Waynest	oro												
West 64	City of Waynesboro	(Maint: 07) 0.43	19000	G	88%	1%	1%	1%	9%	0%	F	0.09	F		18000	G
<u>0</u>	Combined Traffic Estimates for 2 Parallel	,	37000	G	88%	1%	1%	1%	9%	0%	F	NA			36000	G
	To:	US 340	Stuarts Dra	aft Hwy												
West 64	City of Waynesboro		19000	A	88%	1%	1%	1%	9%	0%	С	0.118	Α		19000	Α
64)	Combined Traffic Estimates for 2 Parallel	,		A	88%	1%	1%	1%	9%	0%	С	0.110	Α	0.539	37000	A
	To	<u> </u>				1 /0		1 /0	0 70	0 70	Ü	0.100	,,	0.000	07000	,,
West	From:	•	ne Ave, To	07-624												
64)	City of Waynesboro	,	17000	Α	88%	1%	1%	1%	9%	0%	F	0.122	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	Α	88%	1%	1%	1%	9%	0%	F	NA			33000	Α
West	To: From:	EC	L Waynesb	oro												
64)	Augusta Cou	unty 2.47	17000	Α	88%	1%	1%	1%	9%	0%	F	0.122	Α		17000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	Α	88%	1%	1%	1%	9%	0%	F	0.111	Α	0.526	33000	Α
West	T _C . From:	US 250	Rockfish G	ap Tpke												
(64)	Augusta Cou	unty 0.18	16000	В	88%	1%	1%	1%	9%	0%	F	0.125	Α		16000	В
<u></u>	Combined Traffic Estimates for 2 Parallel			В	88%	1%	1%	1%	9%	0%	F	NA			32000	В
	To:		son County													

# 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		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West	From:	-	ta County Li													
64	, , , , , , , , , , , , , , , , , , ,		16000	В	88%	1%	1%	1%	9%	0%	F	0.125	Α		16000	В -
~	Combined Traffic Estimates for 2 Parallel Roadways on this F			В	88%	1%	1%	1%	9%	0%	F	NA			32000	В
West	From:		rle County L n County Lin				-									
<del>(64)</del>	Albemarle County		16000	В	88%	1%	1%	1%	9%	0%	F	0.125	Α		16000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 3	33000	В	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.52	32000	В
West	To- From:	US 250 R	ockfish Gap	Tpke												
( <del>64</del> )	Albemarle County	7.01	19000	G	88%	1%	1%	1%	9%	0%	F	0.123	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: :	38000	G	88%	1%	1%	1%	9%	0%	F	0.094	F	0.654	37000	G
West	To- Front	02-637 I	Dick Woods	Rd												
( <del>64</del> )	Albemarle County	3.76	20000	Α	88%	1%	1%	1%	9%	0%	F	0.131	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: :	39000	Α	88%	1%	1%	1%	9%	0%	F	0.109	Α	0.621	40000	Α
West	To: From:	US 29 M	Ionacan Trai	il Rd												
64	Albemarle County	1.84	24000	Α	89%	1%	1%	1%	9%	0%	F	0.112	Α		25000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 4	48000	Α	89%	1%	1%	1%	9%	0%	F	0.112	Α	0.514	50000	Α
West	T _O . From:	02-	-631 5th St				_									
West 64	Albemarle County	1.52	22000	Α	89%	1%	1%	1%	9%	0%	F	0.120	Α		23000	Α
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route: 4	44000	Α	89%	1%	1%	1%	9%	0%	F	0.118	Α	0.534	47000	Α
West	T _O . From:	SR 20	Scottsville F	Rd			_									
West 64	Albemarle County	0.41	21000	Α	89%	1%	1%	1%	9%	0%	F	0.112	Α		21000	Α
<del>04</del>	Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	37000	Α	89%	1%	1%	1%	9%	0%	F	NA			38000	Α
West	T.o. From:	WCL (	Charlottesvil	lle			_									
West 64	City of Charlottesville (Maint: 02)	0.20	21000	Α	89%	1%	1%	1%	9%	0%	F	0.112	Α		21000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on this R			Α	89%	1%	1%	1%	9%	0%	F	NA			38000	Α
	To:		Charlottesvill	le.												
West	Albemarle County				89%	1%	10/	10/	00/	00/	_	0.110	Α		01000	۸
64	,		21000	A	89% 89%	1%	1% 1%	1% 1%	9% 9%	0% 0%	F	0.112 NA	А		21000	A A
	Combined Traffic Estimates for 2 Parallel Roadways on this F			Α	09%	170	176	170	9%	0%	Г	NA			38000	А
West	From:		Richmond I													
64	,		20000	Α	89%	1%	1%	1%	9%	0%	F	0.134	Α		20000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways on this F			Α	89%	1%	1%	1%	9%	0%	F	0.109	Α	0.52	38000	Α
West	Toe From:	02-616	Black Cat F	Rd			}									
<del>64</del>	,			G	89%	1%	1%	1%	9%	0%	F	0.116	F		16000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this R	Route:	34000	G	89%	1%	1%	1%	9%	0%	F	0.089	F	0.626	32000	G
	To:	Fluvanr	na County Li	ine												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Len	gth <b>AAD</b>	ΓQA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West		lbemarle Co	_												
64)	Fluvanna County (Maint: 54) 1.4			89%	1%	1%	1%	9%	0%	F	0.116	F		16000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou			89%	1%	1%	1%	9%	0%	F	NA			32000	G
1A/ +	To:	Louisa Cour Iuvanna Cou	-												
West 64	Louisa County 4.6			89%	1%	1%	1%	9%	0%	F	0.116	F		16000	G
64	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		-	89%	1%	1%	1%	9%	0%	F	NA	•		32000	G
					1 70		170	0 70	0 /0	•	1471			02000	ŭ
West	rion:	15 James Ma												.=	
64)	Louisa County 6.3		-	89%	1%	1%	1%	9%	0%	С	0.115	Α		15000	Α
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>3200</b>	) A	89%	1%	1%	1%	9%	0%	С	0.115	Α	0.551	30000	Α
West	To: From:	R 208 Court	nouse Rd												
64)	Louisa County 4.3	6 <b>1500</b>	) А	89%	1%	1%	1%	9%	0%	F	0.121	Α		13000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>2900</b>	) А	89%	1%	1%	1%	9%	0%	F	NA			26000	Α
		Iaintenance l													
West	rion:			909/	1%	10/	10/	00/	00/	_	0.121	Α		12000	٨
64	Goochland County 1.5		_	89%		1%	1%	9%	0%				0.517	13000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: <b>2900</b>	) A	89%	1%	1%	1%	9%	0%	Г	0.119	Α	0.517	26000	Α
West	From: 3'	-605 Shanno	n Hill Rd												
<del>64</del> )	Goochland County 3.9	2 <b>1500</b>	О А	89%	1%	1%	1%	9%	0%	F	0.121	Α		14000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>2900</b>	) A	89%	1%	1%	1%	9%	0%	F	0.118	Α	0.503	27000	Α
\A/ t	Tro- From: 37-6	9 Old Frede	ricksburg F	Rd		<u> </u>									
West 64	Goochland County 4.7	5 <b>1500</b>	) A	89%	1%	1%	1%	9%	0%	F	0.120	Α		14000	Α
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou			89%	1%	1%	1%	9%	0%	F	0.117	Α	0.514	28000	Α
	To:	Louisa Cour		0070	. , 0		. , 0	0,0	0,0	•	01.1.7	•	0.0		
West		oochland Co													
64)	Louisa County (Maint: 37) 2.0			89%	1%	1%	1%	9%	0%	F	0.120	Α		14000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>3000</b>	О А	89%	1%	1%	1%	9%	0%	F	NA			28000	Α
West	To- From:	522 Cross (	County Rd												
(64)	Louisa County (Maint: 37) 2.6	1 <b>1700</b>	) А	89%	1%	1%	1%	9%	0%	F	0.122	Α		16000	Α
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Rou			89%	1%	1%	1%	9%	0%	F	NA			31000	Α
		oochland Co			.,,		.,.			-					
West	From:	Louisa Cour													
64	Goochland County 5.0			89%	1%	1%	1%	9%	0%	F	0.122	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>3300</b>	) A	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.579	31000	Α
West	To: From:	37-617 Oilv	ille Rd												
(64)	Goochland County 6.5	6 <b>2100</b>	) А	89%	1%	1%	1%	9%	0%	F	0.124	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>4200</b>	) А	89%	1%	1%	1%	9%	0%	F	0.108	Α	0.532	41000	Α
	Τα	37-623 Ashl													

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

							Trı.	ıck			K		Dir		
Route	Jurisdiction Len	gth <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	37-623 Ashlar	nd Rd												
<del>64</del>	Goochland County 0.7	1 <b>25000</b>	Α	89%	1%	1%	1%	9%	0%	F	0.123	Α		25000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>49000</b>	Α	89%	1%	1%	1%	9%	0%	F	0.107	Α	0.574	50000	Α
West	To- Front	SR 288													
64	Goochland County 0.7	4 33000	Α	89%	1%	1%	1%	9%	0%	F	0.143	Α		36000	Α
<b>64</b> )	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		Α	89%	1%	1%	1%	9%	0%	F	NA			72000	Α
		Henrico Count													
West	Henrico County 2.5	oochland Cour 7 33000	nty Line	89%	1%	1%	1%	9%	0%	_	0.143	Α		36000	۸
64	Combined Traffic Estimates for 2 Parallel Roadways on this Ro.		A	89%	1%	1%	1%	9% 9%	0%		0.143	A	0.55	72000	A
	Combined Trainic Estimates for 2 Faraller hoadways off this hold		А	09%	I 70	1 70	1 70	970	076	Г	0.120	A	0.55	72000	А
West	To- From:	I-295													
64)	Henrico County 0.7		Α	97%	0%	0%	1%	1%	0%	F	0.146	Α		36000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>64000</b>	Α	97%	0%	0%	1%	1%	0%	F	0.131	Α	0.552	72000	Α
West	From: Us	S 250 Near Sho	ort Pump												
West 64	Henrico County 1.6	7 <b>39000</b>	Α	97%	0%	0%	1%	1%	0%	F	0.128	Α		43000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>77000</b>	В	97%	0%	0%	1%	1%	0%	F	0.117	Α	0.544	85000	В
	To	Gaskins R	d												
West	Henrico County 1.3		В	97%	0%	0%	1%	1%	0%	С	0.133	Α		50000	В
64	Combined Traffic Estimates for 2 Parallel Roadways on this Ro.		В	97%	0%	0%	1%	1%	0%	С	0.133	Α	0.553	103000	_
	Tallic Little Li			31 /0	0 70	——————————————————————————————————————	1 70	1 /0	0 70	O	0.110	^	0.555	100000	
West	From:	Parham R	d												
64	Henrico County 2.3		Α	97%	0%	0%	1%	1%	0%	F	0.127	Α		57000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>101000</b>	Α	97%	0%	0%	1%	1%	0%	F	0.114	Α	0.559	113000	Α
West	To From:	US 250; Glens	ide Dr												
( <del>64</del> )	Henrico County 1.5	<b>56000</b>	Α	97%	0%	0%	1%	1%	0%	F	0.12	Α		63000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>110000</b>	Α .	97%	0%	0%	1%	1%	0%	F	0.112	Α	0.546	123000	Α
	To- Econo	JS 33 Staples N	Aill Rd			_									
West 64	Henrico County 0.7		Α	97%	0%	0%	1%	1%	0%	F	0.12	Α		80000	Α
64	Combined Traffic Estimates for 2 Parallel Roadways on this Rou			97%	0%	0%	1%	1%	0%	F	0.109	A	0.57	155000	
	Ta	WCL Richm		07 70	0 70		1 70	1 /0	070	•	0.100	, ·	0.07	100000	,,
West		Henrico Count	y Line												
(64)	City of Richmond (Maint: 43) 0.0		Α	97%	0%	0%	1%	1%	0%	F	0.12	Α		80000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Rou			97%	0%	0%	1%	1%	0%	F	NA			155000	Α
West	From: R	I-95; I-19 amp From I-19				_									
64 I-64 W Ramp	City of Richmond (Maint: 43) 0.1		G	97%	0%	0%	1%	1%	0%	F	0.101	F		57000	G
'	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	te: <b>96000</b>	G	97%	0%	0%	1%	1%	0%	F	0.091	F	0.591	108000	G
		amp From I-19	5 South			]									

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

			na intersta	210 110				Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	. QI
Vest	From:	Ramp	From I-195	South												
64) I-64 W Ramp	City of Richmond (	(Maint: 43) 0.16	40000	G	97%	0%	0%	1%	1%	0%	F	0.099	F		45000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	74000	G	97%	0%	0%	1%	1%	0%	F	NA			83000	C
Vest	Tor From:	Ramp From	SR 197 Lab	ournum .	Ave											
64) I-64 W Ramp	City of Richmond (	(Maint: 43) 0.04	36000	G	97%	0%	0%	1%	1%	0%	F	0.096	F		40000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	70000	G	97%	0%	0%	1%	1%	0%	F	NA			78000	(
loot	To: From:	Ram	p To I-195 S	South			⊒⊢									
/est 64) I-64 W Ramp	City of Richmond (	(Maint: 43) 0.45	39000	G	97%	0%	0%	1%	1%	0%	F	0.097	F		44000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000	G	97%	0%	0%	1%	1%	0%	F	0.088	F	0.524	85000	(
	To:		I-95 North													
est North (95)	City of Richmond (	(Maint: 43) 0.78	I-95; I-195 <b>72000</b>	Α	93%	1%	1%	1%	5%	0%	F	0.094	Α		75000	
95)	Combined Traffic Estimates for 2 Parallel	,		A	93%	1%	1%	1%	5%	0%	F	0.089	Α	0.532	152000	-
	To		161 Boulev													
est North	City of Richmond (		67000	A	93%	1%	1%	1%	5%	0%	С	0.088	Α		69000	
95	Combined Traffic Estimates for 2 Parallel	,		A	93%	1%	1%	1%	5% 5%	0%	F	0.088	A	0.513	141000	
	To	·			30 /0	1 /0	1 70	1 /0	370	0 70	•	0.000		0.515	141000	
est North	From:		JS 301 Belvi		2221											
95	City of Richmond (	'	58000	A	93%	1%	1%	1%	5%	0%	F	0.092	A	0.54.4	60000	
	Combined Traffic Estimates for 2 Parallel	-		Α	93%	1%	1%	1%	5%	0%	F	0.09	Α	0.514	123000	
est North	To: From:	Cha	ımberlayne A	Ave												
4 (95)	City of Richmond (	,	69000	Α	93%	1%	1%	1%	5%	0%	F	0.093	Α		72000	
	Combined Traffic Estimates for 2 Parallel			Α	93%	1%	1%	1%	5%	0%	F	0.088	Α	0.508	151000	
est	From:	1-95	East Interch I-95 N	ange												
(54) I-64 W Ramp	City of Richmond (	(Maint: 43) 0.23	NA									NA			NA	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
/est		Rai	mp From 4th	n St												
1-64 W Ramp	City of Richmond (	(Maint: 43) 0.03	NA									NA			NA	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		to I-95 S; 5													
est	City of Richmond (		East Interch 47000	ange A	96%	1%	1%	0%	2%	0%	F	0.104	Α		50000	
14)	Combined Traffic Estimates for 2 Parallel	,		A	96%	1%	1%	0%	2%	0%	F	0.093	Α	0.599	100000	
	To	·	ECL Richmo													
est	Henrico Cou		47000	A	96%	1%	1%	0%	2%	0%	F	0.104	Α		50000	
64	Combined Traffic Estimates for 2 Parallel	•	94000	A	96%	1%	1%	0%	2%	0%	F	0.104 NA	^		100000	
	Tombined Traine Estimates for 2 Faidher		Mechanicsvi			1 /0	1 /0	U /0	£ /0	U /0	'	INA			100000	,

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

	· · · · · · · · · · · · · · · · · · ·	nd Intersta	110 110	atoo			Tru	.al.			IZ.		Dir		
Route	Jurisdiction Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	Q
Vest	From: LIC 260 N	Mechanicsvi	llo Tek			ZAXIE	3+Axie	TITAII	ZITAII		Factor		Factor		—
64)	Henrico County 0.71	38000	<u>пе трке</u> <b>А</b>	96%	1%	1%	0%	2%	0%	F	0.111	Α		40000	A
04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	96%	1%	1%	0%	2%	0%	F	0.092	Α	0.581	79000	
		VCL Richmo								-					
Vest	From:														
64	City of Richmond (Maint: 43) 0.24	38000	Α	96%	1%	1%	0%	2%	0%	F _	0.111	Α		40000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	74000	Α	96%	1%	1%	0%	2%	0%	F	NA			79000	
/est	From: EC	CL Richmon	d												
<u>/est</u>	Henrico County 0.43	38000	Α	96%	1%	1%	0%	2%	0%	F	0.111	Α		40000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	74000	Α	96%	1%	1%	0%	2%	0%	F	NA			79000	
, .	To Grove SR 33	3 Nine Mile I	Road			_									
<u>/est</u>	Henrico County 2.18	30000	Α	96%	1%	1%	0%	2%	0%	F	0.113	Α		32000	
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	96%	1%	1%	0%	2%	0%	F	0.093	Α	0.61	63000	
	· · · · · · · · · · · · · · · · · · ·			0070	1 /0		070	270	070	•	0.000	,,	0.01	00000	
/est	From:	aburnum Av													
64)	Henrico County 1.99	23000	Α	96%	1%	1%	0%	2%	0%	С	0.122	Α		24000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	46000	Α	96%	1%	1%	0%	2%	0%	С	0.094	Α	0.629	48000	
/est	From: SR	156 Airport	Dr												_
64)	Henrico County 3.62	17000	Α	96%	1%	1%	0%	2%	0%	F	0.123	Α		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	33000	Α	96%	1%	1%	0%	2%	0%	F	0.095	Α	0.642	34000	
	То	I-295													
Vest	Henrico County 1.06	35000	Α	91%	1%	1%	0%	7%	0%	E	0.098	Α		32000	
64)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	91%	1%	1%	1%	7% 7%	0%	, E	0.098	A	0.506	63000	
	· · · · · · · · · · · · · · · · · · ·			3176	1 /0	1 /0	1 /0	1 /0	0 70	'	0.000	^	0.500	00000	
/est	roit	rban Boundar													_
Vest 64	Henrico County 1.65	36000	G	91%	1%	1%	0%	7%	0%	F	NA			32000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	91%	1%	1%	1%	7%	0%	F	NA			63000	
/est		Kent County rico County I													_
64)	New Kent County 1.36	36000	G	91%	1%	1%	0%	7%	0%	F	NA			32000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	71000	G	91%	1%	1%	1%	7%	0%	F	NA			63000	
	To SI	R 33, SR 249	9												
/est	New Kent County 5.79	31000	A	91%	1%	1%	0%	7%	0%	С	0.107	Α		28000	
33	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	91%	1% 1%	1% 1%	0% 1%	7% 7%	0% 0%	C	0.107	A	0.518	55000	
	Combined Trainic Estimates for 2 Faratilet hoadways of this houte.		A	J 1 70	1 70	1 70	1 70	1 70	U 70	C	0.103	А	0.516	55000	
/est	To- From:	SR 106													_
64) (33)	New Kent County 3.44	31000	Α	91%	1%	1%	0%	7%	0%	F	0.107	Α		28000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	63000	Α	91%	1%	1%	1%	7%	0%	F	0.103	Α	0.501	56000	
	Tα	SR 155													

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

		Primary and						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
West	From:		SR 155				27/16	JTAXIC	IIIaii	ZIIali		i actor		1 actor		
64 (33)	New Kent County		31000	Α	91%	1%	1%	0%	7%	0%	F	0.110	Α		27000	Α
04) 00)	Combined Traffic Estimates for 2 Parallel Roadways of			Α	91%	1%	1%	1%	7%	0%	F	0.104	Α	0.533	54000	Α
	To		33 Eltham	Rd												
West	New Kent County		27000	A	92%	1%	1%	1%	6%	0%	F	0.115	Α		23000	А
64	Combined Traffic Estimates for 2 Parallel Roadways of		54000	A	92%	1%	1%	1%	6%	0%	F	NA	^		47000	A
	Tax		City Count		<i>32</i> /6	1 /0	1 /0	1 /0	0 /0	0 /6	•	INA			47000	^
West	From:		Cent County	_												
64)	James City County	2.89	27000	Α	92%	1%	1%	1%	6%	0%	F	0.115	Α		23000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	54000	Α	92%	1%	1%	1%	6%	0%	F	0.109	Α	0.515	47000	A
Moot	To: From:	SR 30	0 Old Stage	e Rd												
West 64	James City County	4.35	30000	Α	92%	1%	1%	1%	6%	0%	F	0.11	Α		26000	A
04)	Combined Traffic Estimates for 2 Parallel Roadways of			Α	92%	1%	1%	1%	6%	0%	F	0.104	Α	0.521	53000	A
	To		07 Croaker													
West	From:				2221						_					
64	James City County		33000	Α	92%	1%	1%	1%	6%	0%	F _	0.105	Α		30000	-
•	Combined Traffic Estimates for 2 Parallel Roadways o			<u>A</u>	92%	1%	1%	1%	6%	0%	F	0.099	Α	0.511	60000	,
West	From:		k County L City Count													
64)	York County		33000	A	92%	1%	1%	1%	6%	0%	F	0.105	Α		30000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	66000	Α	92%	1%	1%	1%	6%	0%	F	NA			60000	,
	To S	R 199 W, Humelsin	ne Pkwy; 9	9-646 N	lewman R	d										
West 64	York County	4.97	31000	Α	92%	1%	1%	1%	6%	0%	С	0.103	Α		28000	ļ
64)	Combined Traffic Estimates for 2 Parallel Roadways of	-		A	92%	1%	1%	1%	6%	0%	С	0.097	Α	0.552	57000	,
	To To				0270	170		170	0,0	070	Ū	0.007	,,	0.002	0,000	•
West	From:		Camp Pea								_		_			
64)	York County		28000	G	92%	1%	1%	1%	6%	0%	F	0.093	F		29000	(
~	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	60000	G	92%	1%	1%	1%	6%	0%	F	NA			58000	(
West	To- From:	SR 199 E	E, Humelsir	ne Pkwy												
64)	York County	1.41	37000	G	95%	1%	1%	1%	3%	0%	F	0.083	F		38000	(
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	79000	G	93%	1%	1%	1%	5%	0%	F	0.076	F	0.543	76000	(
	To:	US 60 Pocahontas T	Trail: SR 1	43 Merr	imac Trail											
West	rion:						10/	10/	00/	00/	_	0.000	F		44000	,
64	York County		40000	G	95%	1%	1%	1%	3%	0%	r	0.082	Г		41000	(
	Combined Traffic Estimates for 2 Parallel Roadways of		City Count	G	95%	0%	1%	1%	3%	0%	F	NA			81000	(
West	From:		k County L	_			-									
West 64	James City County (Maint: 99)		40000	G	95%	1%	1%	1%	3%	0%	F	0.082	F		41000	(
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	80000	G	95%	0%	1%	1%	3%	0%	F	NA			81000	(
	Tα		Newport N													_

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

		- Filliary a	ina interst	ale no	ules			Т						D:-		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	Q'
	E						2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
est	City of Newport News		L Newport 1 40000	News <b>G</b>	95%	1%	1%	1%	3%	0%	_	0.082	F		41000	(
54	· · · · · · · · · · · · · · · · · · ·	, ,		-									Г			
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	80000	G	95%	0%	1%	1%	3%	0%	F	NA			81000	(
/est	To: From:	SR	143 Jefferson	n Ave												
64)	City of Newport News	s (Maint: 99) 1.28	40000	G	95%	1%	1%	1%	3%	0%	F	0.074	F		41000	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	80000	G	95%	0%	1%	1%	3%	0%	F	0.070	F	0.516	81000	(
	Τα	SR	238 Yorktow	vn Rd												
est	City of Newport News		44000	G	95%	1%	1%	1%	3%	0%	_	0.077	F		44000	(
54	Combined Traffic Estimates for 2 Parallel I			-	95%	0%	1%	1%	3%	0%		0.077	F	0.507	87000	·
	Combined Trainic Estimates for 2 Parallel I	-		G	95%	0%	170	176	3%	0%	Г	0.070	Г	0.507	87000	,
est	To: From:	SR 1	05 Fort Eusti	is Blvd												
34)	City of Newport News	s (Maint: 99) 5.22	47000	G	95%	1%	1%	1%	3%	0%	F	0.077	F		48000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	98000	G	95%	0%	1%	1%	3%	0%	F	NA			99000	
	Toc	SR	143 Jefferson	n Ave												
est	City of Newport News				OE9/	1%	10/	10/	20/	00/	_	0.075	F		42000	
4	· · · · · · · · · · · · · · · · · · ·	, ,	42000	G	95%		1%	1%	3%	0%		0.075	F	0.504	43000	
	Combined Traffic Estimates for 2 Parallel I	Hoadways on this Houte:	101000	G	95%	0%	1%	1%	3%	0%	г	0.073	г	0.581	102000	
est	To: From:	SR 1	71 Oyster Po	oint Rd												
4)	City of Newport News	s (Maint: 99) 1.50	64000	Α	95%	1%	1%	1%	3%	0%	С	0.096	Α		65000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	129000	Α	95%	0%	1%	1%	3%	0%	С	0.088	Α	0.543	131000	
	Tα	US 17	J Clyde Moi	rris Blvd			<u> </u>									
est	From: L					10/	10/	10/	00/	00/	_	0.000	F		70000	
4	City of Newport News		77000	G	95%	1%	1%	1%	3%	0%		0.083	г		78000	
	Combined Traffic Estimates for 2 Parallel I		WCL Hampte	G	95%	0%	1%	1%	3%	0%	г	NA			156000	
est	From:		L Newport N													
34)	City of Hampton (N	Maint: 99) 2.41	77000	G	95%	1%	1%	1%	3%	0%	F	0.083	F		78000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	154000	G	95%	0%	1%	1%	3%	0%	F	0.076	F	0.528	156000	
	Tα	Hampton	Roads Cente	er Parkw	av		<u> </u>									
est	From: L					10/	10/	10/	00/	00/	_	0.000	F		70000	
54	City of Hampton (N	,	69000	G	95%	1%	1%	1%	3%	0%		0.082	г		70000	
	Combined Traffic Estimates for 2 Parallel I	Hoadways on this Houte:	136000	G	95%	0%	1%	1%	3%	0%	F	NA			139000	
	To: From:	SR 1	34 Magrude	r Blvd												
est			82000	G	95%	1%	1%	1%	3%	0%	F	0.082	F		83000	
$\neg$	City of Hampton (M	Maint: 99) 0.79	02000													
$\neg$	City of Hampton (N Combined Traffic Estimates for 2 Parallel I	,		G	95%	0%	1%	1%	3%	0%	F	0.078	F	0.537	166000	
134	, , ,	Roadways on this Route:	163000	G		0%	1%	1%	3%	0%	F	0.078	F 	0.537	166000	
est	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route: US 258,	SR 134 Mer	G cury Blv	/d						F		F —	0.537		
134	, , ,	Roadways on this Route: US 258, Maint: 99) 0.92	SR 134 Mer 73000	G		0% 1% 0%	1%  1% 1%	1% 1% 1%	3% 3% 3%	0% 0% 0%	F F	0.078 0.092 0.079	F F F	0.537	74000 149000	

# 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	Q
est	From	(Maintroo) 1.05	I-664		OE0/	10/	10/	10/	20/	00/	_	0.074	_		E0000	G
Hampton Roads Beltway	•		58000	G	95%	1%	1%	1%	3%	0%	-	0.074	-	0.504	59000	
	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	0%	2%	0%	F	0.070	F	0.524	116000	
est	To From	SR	167 LaSalle	Ave												_
Hampton Roads Beltway	•	,	49000	G	95%	1%	1%	1%	3%	0%	F	0.071	F		49000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	89000	G	96%	1%	1%	0%	2%	0%	F	NA			91000	
est	T: From	US 60, SR	143 Settlers	Landing	Rd											_
(60) Hampton Roads E	Beltway City of Hampton (	(Maint: 99) 0.38	45000	G	95%	1%	1%	1%	3%	0%	F	0.075	F		46000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	85000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.527	87000	
	T. Green	SR	169 Mallor	y St												
$\frac{1}{4}$ $\frac{1}{60}$ Hampton Roads E	Bridge Tunnel City of Hampton (		42000	Α	97%	0%	1%	0%	2%	0%	С	0.079	Α		43000	
4) (60) Hampton Hoddo 2	Combined Traffic Estimates for 2 Parallel	·		A	97%	1%	1%	0%	2%	0%	C	NA	,,		88000	
	Te		WCL Norfol		0.70	. , ,		0 70	_,,	0,70					00000	
est	Fron		ECL Hampto													
Hampton Roads B	-	,	42000	Α	97%	0%	1%	0%	2%	0%	С	0.079	Α		43000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	Α	97%	1%	1%	0%	2%	0%	С	NA			88000	
est	Te From	US 60	Ocean Vie	w Ave												
(60) Hampton Roads E	,	,	42000	F	95%	1%	1%	1%	3%	0%	F	0.082	F		43000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	86000	F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.525	88000	
est	To From	x E	4th View St	t												
4	City of Norfolk (N	Maint: 64) 0.80	40000	F	95%	1%	1%	1%	3%	0%	F	0.082	F		40000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	81000	F	96%	1%	1%	0%	2%	0%	F	0.08	F	0.539	82000	
	Tr		Bay Ave				<b>—</b> —									
est 4	City of Norfolk (N	Maint: 64) 0.90	43000	F	95%	1%	1%	1%	3%	0%	F	0.079	F		43000	
54)	Combined Traffic Estimates for 2 Parallel	,		F	96%	1%	1%	0%	2%	0%	F	0.077	F	0.56	91000	
	To	i <del>e</del>	New Gate R			. , ,		0 70	_,,	0,70	•	0.07.7		0.00	0.000	
est	From	11			2501					221						
54	City of Norfolk (N	•	39000	G	95%	1%	1%	1%	3%	0%	F	0.078	F		39000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	90000	G	96%	1%	1%	0%	2%	0%	F	0.072	F	0.538	92000	
est	Te From	I-564,	US 460 Gra	anby St												_
4)	City of Norfolk (M	Maint: 64) 0.92	50000	G	99%	0%	0%	0%	0%	0%	F	0.114	F		53000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	124000	G	98%	0%	1%	0%	1%	0%	F	NA			134000	
est	T. Fron	SR 1	168 Tidewat	er Dr												_
i4)	City of Norfolk (N	Maint: 64) 0.98	55000	Α	99%	0%	0%	0%	0%	0%	С	0.111	Α		59000	
	Combined Traffic Estimates for 3 Parallel			F	98%	0%	0%	0%	1%	0%	F	NA			173000	
	To		4 Chesapeal	ce Blvd												

# 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 Facto	AAWDT or	ΓQ
/est	From:		4 Chesapeak												
64)	City of Norfolk (Ma	•	63000	F	99%	0%	0%	0%	0%	0%	F	0.094	F	66000	
	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	141000	F	98%	0%	0%	0%	1%	0%	F	NA		151000	) F
'est	To: From:	SR 2	47 Norview	Ave											
64)	City of Norfolk (Ma	aint: 64) 1.24	67000	F	97%	0%	1%	1%	1%	0%	F	0.09	F	70000	F
	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	154000	F	97%	0%	0%	0%	1%	0%	F	NA		164000	) [
	Tα	SR 1	65 Military	Hwv			<u> </u>								
est	City of Norfolk (Ma		67000	F	97%	0%	1%	1%	1%	0%	E	0.091	F	70000	
54)	Combined Traffic Estimates for 3 Parallel F			F	97%	0%	0%	0%	1%	0%	F	NA	Ī	153000	
	Combined Traine Estimates for 31 arailer					0 78	0 /6	0 /6	1 /0	0 /6	'	INA		133000	,
est	From:	,	166 Northan	mpton B	vd										
54)	City of Norfolk (Ma	•	81000	F	97%	0%	1%	1%	1%	0%	F	0.094	F	86000	
	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	172000	G	97%	0%	0%	0%	1%	0%	F	NA		184000	)
oct	To: Fron:		I-264												
est 64	City of Norfolk (Ma	aint: 64) 0.83	69000	Α	97%	0%	1%	1%	1%	0%	С	0.095	Α	73000	
<del>'</del> )	Combined Traffic Estimates for 2 Parallel F			Α	97%	0%	1%	1%	2%	0%	C	NA		149000	
	To:		L Virginia B					.,.	_,-						
est	From:		ECL Norfolk										_		
<del>4</del>	City of Virginia Beach	,	69000	Α	97%	0%	1%	1%	1%	0%	С	0.095	Α	73000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	140000	Α	97%	0%	1%	1%	2%	0%	С	NA		149000	)
est	To: From:	In	dian River R	Rd											
54	City of Virginia Beach	(Maint: 64) 1.17	64000	Α	100%	0%	0%	0%	0%	0%	С	0.093	Α	68000	
9	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	128000	G	98%	0%	0%	0%	1%	0%	F	NA		138000	)
	Тох		CL Chesapea												
est	From:		L Virginia B		1000/	00/	00/	00/	00/	00/	0	0.000	^	60000	
54	City of Chesapeake (	,	64000	A	100%	0%	0%	0%	0%	0%	С	0.093	Α	68000	
	Combined Traffic Estimates for 2 Parallel F	•		G	98%	0%	0%	0%	1%	0%	Г	NA		138000	)
est	To: From:	Gre	enbrier Park	way											
<del>34</del> )	City of Chesapeake (	(Maint: 64) 2.10	43000	G	97%	0%	1%	1%	1%	0%	F	0.094	F	46000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	87000	G	97%	0%	1%	1%	2%	0%	F	NA		94000	
	T _O . From:	SR 16	8 Battlefield	d Blvd			<u> </u>								
est 4 (168)	City of Chesapeake (	(Maint: 64) 0.50	54000	N	97%	0%	1%	1%	1%	0%	N	NA		58000	
168	Combined Traffic Estimates for 2 Parallel F	,		N	97%	0%	1%	1%	2%	0%	N	NA		120000	
	To To	iodanayo on tino riodio.	US 17	.,	31 /0	0 /0		1 /0	270	0 /0		14/1		120000	
est	From:		8 Battlefield												
<del>\$\frac{1}{34}</del>	City of Chesapeake (		54000	G	97%	0%	1%	1%	1%	0%	F	NA		58000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route.	111000	G	97%	0%	1%	1%	2%	0%	F	NA		120000	) (

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

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus  Truck	AAWDT	
West From: I-464	, ,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ΩW
City of Charanaska (Maint: 64) 0.41 21000 E 030/ 00/ 10/ 10/ 50/ 00/ E 0.007 E		
	33000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>76000 F</b> 93% 1% 1% 1% 5% 0% F NA	81000	F
SR 190 Great Bridge Blvd		
West (64) (17) City of Chesapeake (Maint: 64) 3.86 <b>45000 F</b> 93% 0% 1% 1% 5% 0% F 0.086 F	47000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>89000 F</b> 93% 1% 1% 1% 5% 0% F 0.086 F 0.510	94000	F
,	34000	'
West US 17 George Washington Hwy		
West City of Chesapeake (Maint: 64) 1.86 <b>39000 F</b> 93% 0% 1% 1% 5% 0% F 0.089 F	40000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>79000 F</b> 93% 1% 1% 1% 5% 0% F 0.090 F 0.574	83000	F
US 13, US 460 Military Hwy		
West City of Chesapeake (Maint: 64) 1.65 <b>40000 A</b> 93% 0% 1% 1% 5% 0% C 0.092 A	41000	Α
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>81000</b> A 93% 1% 1% 1% 5% 0% C 0.090 A 0.504	85000	Α
To: I-264, I-664	00000	, ,
West From: I-64 West		
Ramp Alleghany County 0.15 90 G NA	90	G
Tα FR-198 Jerrys Run Rd		<u> </u>
West I-64-W TO RT 60 EAST & WEST AND RT 159		
Ramp Alleghany County 0.15 <b>1100 G</b> NA	1100	G
US 60 FROM I-64 WEST		
West I-64-W TO RT 154NORTH & SOUTH		
Ramp City of Covington (Maint: 03) 0.12 2500 G NA	2500	G
To: SR 154 SR 154- B TO & FROM I-64		
West From: I-64 West		
Ramp Alleghany County 0.05 3300 F 0.088 F	3300	F
To: US 60 Madison St		
West From: I-64 West		
(64) (220) Ramp Alleghany County 0.05 1100 F 0.099 F	1100	F
To: 03-1104 Valley Ridge Rd		
West I-64 West		
Ramp Alleghany County 0.12 <b>1800 F</b> 0.119 F	1800	F
Tα 03-696 Selma Low Moor Rd		
West I-64 West		
Ramp Alleghany County 0.18 <b>370 F</b> 0.105 F	370	F
SR 384 Dabney S Lancaster Community College Road S		
West I-64 West		
Ramp Alleghany County 0.14 1100 F 0.092 F	1100	F
Tα 03-629 Douthat Rd, Bus US 60		
West I-64 West		
Ramp Alleghany County 0.24 130 F 0.132 F	130	F
SR 42 Forty Two Rd		

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

		1 mmary and												
Route	Jurisdiction	Length	AADT QA	4Tire Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	I-64-W TO MAINTEN	NANCE AREAAU	JTHORIZED										
(64) Ramp	Alleghany County	0.03	NA							NA			NA	
	To	POA	AD UNUSED											
West	From:													
(64) Ramp	Alleghany County	0.18	NA							NA			NA	
W	To:		ND PARKING A ND PARKING A											
West (64) Ramp	Alleghany County	0.14	NA	KEA						NA			NA	
64) 1141119	Allogramy County									1471			1471	
West	To: From:	ROA	AD UNUSED											
64) Ramp	Alleghany County	0.07	NA							NA			NA	
	To:	I-64-W FROM MAINT	ΓENANCE AREA	AUTHORIZ										
West	From:	I-64-W TO R	T 269WEST & E	AST										
64 Ramp	Alleghany County	0.25	90 G							NA			90	G
	To:	SR 269 SR 269	- 6B FROM & T	O I-64										
West	From:	ĭ	-64 West											
64 Ramp	Rockbridge County	0.29	230 F							0.143	F		230	F
04)	To:		80 Scenic Dr		1									
West	From:	ĭ	-64 West											
64) Ramp	Rockbridge County	0.20	680 F							0.112	F		680	F
04) · · · · · · · · · · · · · ·	To:		redericksburg Rd							••••	-			-
West	From:		-64 West											
64) Ramp	Rockbridge County	0.24	NA							NA			NA	
(94) . Kamp	To:	-	N Lee Highway											
West	From:		-64 West		1									
64) Ramp from I-64 W Exit 87A to I-81 N	Augusta County		10000 A	88% 1%	1%	1%	9%	0%	F	0.105	Α		11000	Α
64) Hamp Hom For W Exit 6774 to For N	To:		-81 North	0070 170		1 /0	370	0 70		0.100	,,		11000	,,
M 1	From				-									
West 64 Ramp from I-64 W Exit 91A to SR 285	Augusta County		3000 F	97% 0%	1%	1%	1%	0%	F	0.103	F		3200	F
14 Hamp from 1-04 W Exit 91A to 311 203	Augusta County		inkling Spring Rd		1 /0	1 /0	1 /0	0 /6	'	0.103	•		3200	'
	Home			•										
West	Augusta County		6000 F							0.112	_		6000	F
Ramp	Augusta County		40 Rosser Ave		i					0.112	Г		6000	Г
	TI													
West	City of Mayrachar (Mais		1500 F							0.162	_		1500	F
64 Ramp	City of Waynesboro (Main									0.162	Г		1500	Г
	10.		18 Delphine Ave											
West	From		-64 West							0.440	_		1000	_
64 Ramp	Augusta County		1900 F	250	1					0.146	F		1900	F
	10'		99A Ramp to US	250										
West	From:		-64 West								_			_
64 Ramp	Albemarle County	0.15	3700 G							0.14	F		3700	G
<u> </u>	To:	US 250 Ro	ockfish Gap Trnp	k										

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

Route	Jurisdiction	Length AADT QA 4Tire		le 3+Axle			QC	K Factor		Dir actor	AWDT	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>9200 A</b> US 29 Monacan Trail Rd						0.184	Α	1	1000	Α
West 64 Ramp	Albemarle County	I-64 West 0.10 <b>4300 G</b> 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>5600 A</b> 98%  US 250 Richmond Rd	0% 1%	% 0%	0%	0%	F	0.198	Α	(	6100	Α
West Ramp	Albemarle County	I-64 West 0.22 <b>400 G</b> 98% 02-616 Black Cat Rd	0% 1%	's 1%	0%	0%	F	0.115	F		410	G
West 64 Ramp	Louisa County	I-64 West 0.25 <b>4000 G</b> US 15 James Madison Hwy						0.084	F		4000	G
West 64 Ramp	Louisa County	I-64 West 0.29 <b>830 G</b> SR 208 Courthouse Rd						0.122	F		830	G
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>850 A</b> 37-629; 37-629- 1B FROM & TO I-64						0.176	Α		880	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

4/20/2015

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

		· ····································	a microtate rio				Tru	ıok			I/		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	K	QK		AAWDT	QW
Mant	From	I CAW	Control Don't Association			ZAXIE	3+Axie	TITAL	ZITali		Factor		Factor		
West (64) Goochland Rest Area Ramp	Goochland County	0.05	est to Rest Area  950 G								0.106	F		950	G
64) Goodhand Flest Area Flamp	To:		st Area Parking Lo	1		1					0.100	•		000	ď
West	From:		t Area Parking Lot	·											
Goochland Rest Area Ramp	Goochland County	0.08	1200 G	82%	1%	1%	1%	15%	0%	С	NA			1200	G
	To:	I-64 We	st from Rest Area												
West	From:	1	I-64 West												
(64) Ramp from I-64 W Exit 173A to 37-623	Goochland County		12000 G	85%	0%	1%	8%	5%	0%	С	0.112	F		12000	G
(04) Name and Control of the Control	To:		23 Ashland Rd				-,-	- , -	-,-	-		-			-
W1	From		I-64 West												
West Ramp from I-64 W Exit 175A to SR 288	Goochland County		13000 A	95%	0%	1%	1%	3%	0%	F	0.187	Α		16000	Α
Ramp from I-64 W Exit 175A to SR 288	To:		SR 288 S	95 /6	0 /6	1 /0	1 /0	3 /0	0 /6	'	0.107	^		10000	^
West	From:		I-64 West	040/	40/	10/	00/	70/	00/	_	N 1 A			10000	_
64 Ramp from I-64 W Exit 177B to I-295 S (E)	Henrico County		13000 G	91%	1%	1%	0%	7%	0%	F	NA			12000	G
	10:	I-29	95 East South												
West	From:		I-64 West												
(64) Ramp from I-64 W Exit 178A to US 250	Henrico County	0.16	11000 G	99%	0%	0%	0%	0%	0%	F	NA			12000	G
<u> </u>	To:	US	250 Broad St												
West	From:	]	I-64 West												
(64) Ramp from I-64 W Exit 178B to US 250	Henrico County	0.14	4600 G	99%	0%	1%	0%	0%	0%	F	0.182	F		4900	G
	To:	US	250 Broad St												
West	From:	]	I-64 West												
(64) Ramp	Henrico County	0.23	9000 G								0.193	F		9000	G
	To:		4 S, Gaskins Rd												
West	From:	1	I-64 West												
(64) Ramp	Henrico County	0.46	9400 G								0.120	F		9400	G
(94) Hamp	To:		4 N, Gaskins Rd								0.120	•		0.100	•
W	From:		I-64 West												
West (64) Ramp	Henrico County	0.16	4700 G								0.112	F		4700	G
64) Hamp	To:		8 S, Parham Rd								0.112	'		4700	u
	T					<u>J</u>									
West	Liamiaa Caustii		I-64 West								0 111	_		0000	_
64 Ramp	Henrico County	0.39	6000 G								0.111	F		6000	G
	10.		8 N, Parham Rd												
West	From:		I-64 West									_			_
(64) Ramp	Henrico County	0.19	7400 G								0.121	F		7400	G
<u> </u>	То:	43-753	6 S, Glenside Dr												
West	From:		I-64 West												
Ramp	Henrico County	0.17	3300 G								0.191	F		3300	G
$\overline{}$	To	US 2	50 E, Broad St												
West	From:	]	I-64 West												
(64) Ramp	Henrico County	0.32	9700 G								0.123	F		9700	G
	To:		50 W, Broad St												
	l.	0.0 20	,												

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

		Filliary an	u microtati	C HOULE	,3											
Route	Jurisdiction	Length	AADT	QA 4	Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:		I-64 West													
	Henrico County	v 0.16	7900	G								0.129	F		7900	G
(64) Ramp	Tierinco County											0.123	'		7 300	u
<u> </u>	To.		xit 185B to U													
West	From:	I-64-W185B		ST WES	Γ?											
64 Ramp	Henrico County	y 0.10	NA									NA			NA	
$\bigcirc$	To:	US 33 F	ROM RT 64	WEST												
West	From:	I-64-W185A	TO PT 33 E	ST WES	T											
	Henrico County		NA	AST WES	11							NA			NA	
(64) Ramp	rieniico County				_							IVA			INA	
	10.	I-64-E185B	I-64- 185B FF	ROM RT	6											
West	From:		I-64 West													
(64) Ramp	City of Richmond (Ma		3800	G								0.107	F		3800	G
(64)	To:		I-195 South									0	•		0000	٥.
West	From:		I-64 West													
Ramp	City of Richmond (Ma	nint: 43) 0.26	27000	G			_					0.102	F		27000	G
	To:	,	5th Street													
West	From:	127-45 DUVALL		RT 95 SC	OUTH											
(64) Ramp	City of Richmond (Ma		18000	Α								0.093	Α		19000	Α
64) Hamp	Oity of Flictimona (Ma	unt. 40) 0.20	10000	_								0.000	^		15000	
Most	To: From:	127-44-N001	A FROM 7TI	H STREE	Т											
West	Oite of Distance and (Ma	data (0) 0.00	04000									0.404			00000	
(64) Ramp	City of Richmond (Ma		21000	Α								0.104	Α		23000	Α
<u> </u>	To:	I-95-S FROM RT	`64 WEST &	7TH STI	REET											
West	From:		I-64 West													
(64) Ramp	Henrico County	v 0.17	4400	G								0.147	F		4400	G
64) 1141119	To:		Mechanicsvi									0.147	•		4400	ď
		US 300 E,	Mechanicsvi	не трке												
West	From:		I-64 West													
(64) Ramp	Henrico County	y 0.16	1300	G			-					0.098	F		1300	G
	To:	SR 33	W, Nine Mile	e Rd												
		511 00		o rea												
West	From:		I-64 West													
(64) Ramp	Henrico County	y 0.12	720	G								0.098	F		720	G
$\smile$	To:	SR 33	E, Nine Mile	Rd												
West	From:		I-64 West													
West	Librarias Oscilla			_								0.005	_		0000	0
(64) Ramp	Henrico County		2600	G								0.085	F		2600	G
	To:	43-755	55 Laburnum	Ave												
West	From:		I-64 West													
	Henrico County		2100	<b>G</b> 9	94%	1%	1%	1%	3%	0%	F	0.089	F		2300	G
Ramp from I-64 W Exit 197A to SR 156 S	To:	,			<b>,</b> ⊤ /∪	1 /0	1 /0	1 /0	J /0	0 /0	'	0.009	'		2000	J
	10.	SR 1	56 S, Airport	Ŋľ												
West	From:		I-64 West													
(64) Ramp from I-64 W Exit 197B to SR 156 N	Henrico County	y 0.26	640	<b>G</b> 9	95%	1%	1%	1%	3%	0%	F	0.097	F		680	G
	To:	<b>,</b>	56 N, Airport		-	-	_									**
West	From:		Vest Collector													
(64) Ramp	Henrico County	y 0.19	4600	<b>G</b> 8	34%	1%	1%	0%	13%	0%	С	0.082	F		4600	G
$\smile$	To:	I-295	East Collector	r Rd												

# 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
West	From:	I-64 W Collector	Road			27100	OTTIAL	TTTUI	ZIII		1 40101		1 40101		
(64) Ramp from I-64 W to I-295 W (Northbound)	Henrico County	0.49 <b>15000</b>	G	83%	1%	1%	1%	15%	0%	С	0.097	F		15000	G
	To:	I-295 W Collecto	r Rd												
West	From:	I-64 West													
64 I-64 W Collector Rd	Henrico County	0.41 <b>20000</b>	G	82%	1%	1%	1%	15%	0%	С	0.091	F		20000	G
	To:	I-64 West Exit 2													
West (64) I-64 W Collector Rd	Henrico County	Ramp to I-295 W No 0.26 <b>4700</b>		d							0.082	F		4700	G
I-64 W Collector Rd	Herinco County		G								0.062	Г		4700	G
West	From:	Ramp From I-295 W N	lorthbou	nd											
64 I-64 W Collector Rd	Henrico County	0.27 <b>7900</b>	G								0.107	F		7900	G
West	To: From:	Ramp To I-295 E Sou	uthboun	d											
l-64 W Collector Rd	Henrico County	0.19 <b>3300</b>	G								0.149	F		3300	G
West	To: From:	Ramp From I-295 E So	outhbou	nd											
64) I-64 W Collector Rd	Henrico County	0.33 <b>20000</b>	N	82%	1%	1%	1%	15%	0%	Ν	0.091	Ν		20000	N
04)	To:	I-64 W													
West	From:	I-64-W TO SCA	LES												
(64) Ramp	Henrico County	0.10 <b>NA</b>									NA			NA	
	To:	Gap EAST END SO	CALES												
West	From:	Gap WEST END So	CALES												
Ramp	Henrico County	0.11 <b>NA</b>									NA			NA	
<u> </u>	10.	I-64-W FROM SC	ALES												
West	From:	I-64 West		700/	201		40/	1.10/	00/	•				4000	0
64 Ramp	New Kent County	0.24 <b>1200</b>	G	79%	2%	2%	4%	14%	0%	С	NA			1200	G
		SR 249 New Kent	Hwy												
West	From:	I-64 West									NIA			4000	0
64 Ramp	New Kent County	0.19 <b>1800</b> SR 106 Emmaus Ch	G								NA			1800	G
	E														
West  64 New Kent Rest Area Ramp	New Kent County	I-64 West to Rest 0.14 <b>2300</b>	Area	91%	1%	1%	0%	7%	0%	F	0.174	Α		2000	Α
New Kent Rest Area Ramp	To:	Enter Rest Area Parl		9170	1 70	170	0%	1 70	0%	Г	0.174	A		2000	A
West	From:	Exit Rest Area Park													
(64) New Kent Rest Area Ramp	New Kent County	0.11 <b>NA</b>									NA			NA	
	To:	I-64 West from Res	st Area												
West	From:	I-64 West													
(64) Ramp	New Kent County	0.22 <b>1100</b>	G			•					NA			1100	G
$\overline{}$	To:	SR 155													
West	From	I-64 West												<u> </u>	
(64) Ramp	New Kent County	0.24 <b>590</b>	G								NA			590	G
$\overline{}$	To	SR 33													

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

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	TruckQC 2Axle 3+Axle 1Trail 2Trail	K actor QK	Dir Factor AAWDT QW
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West 0.14 <b>3800 G</b>		0.1 F	3800 G
	Toc	SR 238 Yorktown Rd			
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West 0.19 <b>4300 G</b>	0	.205 F	4300 G
West	To: From:	SR 105 E, Ft Eustis Blvd  I-64 West			
Ramp	City of Newport News (Maint: 99)	0.21 <b>4600 G</b> SR 143 Jefferson Ave	0	.105 F	4600 G
West	From:	I-64 WB			
64 Split Ramp	City of Newport News (Maint: 94)	0.06 <b>NA</b> SR 143 Jefferson Ave SB		NA	NA
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West Collector Rd 0.12 <b>3300 G</b>	0	.121 F	3300 G
	Tα	SR 143 S, Jefferson Ave		•	
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West Collector Rd 0.33 17000 G	0	.082 F	17000 G
West	Tec From:	SR 143 N, Jefferson Ave  I-64 West			
64 Ramp	City of Newport News (Maint: 99)	0.21 <b>21000 G</b>	0	.088 F	21000 G
West 64 Ramp	City of Newport News (Maint: 99)	64 West Exit 255B to SR 143 N, Jefferson Ave 0.07 <b>3400 G</b>	0	.129 F	3400 G
West	From	Ramp from SR 143 North			
64 Ramp	City of Newport News (Maint: 99)	0.17 <b>9200 G</b>	0	.096 F	9200 G
West 64 Ramp	City of Newport News (Maint: 99)	64 West Exit 255A to SR 143 S, Jefferson Ave 0.08 <b>6000 G</b>	0	.089 F	6000 G
West	Top	Ramp from SR 143 S, Jefferson Ave			
64 Ramp	City of Newport News (Maint: 99)	0.34 <b>NA</b> I-64 West		NA	NA
West (64) Ramp	City of Newport News (Maint: 99)	I-64 West 0.30 <b>8000 G</b>		.102 F	8000 G
	Oity of Newport News (Maint. 99)	SR 171 W, Victory Blvd		.104 F	3000 G
West (64) Ramp	City of Newport News (Maint: 99)	I-64 West 0.39 <b>5200 G</b>	0	.142 F	5200 G
	To:	SR 171 E, Victory Blvd I-64 West			
West 64 Ramp	City of Newport News (Maint: 99)	0.15 <b>13000 G</b>	0	.107 F	13000 G
<u></u>	ur	US 17 S, J Clyde Morris Blvd			

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

Route	Jurisdiction	Longth AADT OA ATiro Bug	Truck QC K 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir /	AAWDT	QW
West 64 Ramp	City of Newport News (Maint: 99)	I-64 West 0.30 <b>7800 G</b> US 17 N, J Clyde Morris Blvd	0.099	F	7800	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West 0.28 <b>6300 G</b> 114-7026 W, Hampton Rds Ctr Pkwy	0.114	F	6300	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West  0.23 <b>6200 G</b> US 258 Mecury Blvd	0.094	F	6200	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West  0.17 <b>6500 G</b> US 258 Mercury Blvd	0.123	F	6500	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64-W TO I-664 EAST 0.46 <b>14000 G</b> I-664-E FROM I-64 WEST	0.143	F	14000	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West  0.17 <b>1400 G</b> SR 134 Armistead Ave, SR 167 Lasalle Ave	0.090	F	1400	G
West 64 Ramp	City of Hampton (Maint: 99)	0.09 <b>NA</b> 114-7035 FROM RT 64 WEST	NA NA		NA	
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West 0.19 <b>3100 G</b> SR 134 Armistead Ave	0.086	F	3100	G
West 64 Ramp	City of Hampton (Maint: 99)	I-64 West  0.11 <b>4700 G</b> 95% 1%  SR 143 County St		F	4800	G
West 64 Ramp	From:  City of Hampton (Maint: 99)  To:	I-64 West  0.15 <b>3400 G</b> 114-7057 Mallory St	0.097	F	3400	G
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)	I-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	<del>_</del>
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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
West 64 Ramp	City of Norfolk (Maint: 64)	I-64 West 0.26 <b>23000</b> SR 165 Little Creek	<b>G</b> Rd								0.078	F		23000	G
West 64 Ramp	City of Norfolk (Maint: 64)	-W TO RT 168 SOUTH-TIDE 0.11 <b>4600</b> SR 168 FROM I-64 W	G	ER DRIV	Ξ						0.109	F		4600	G
West 64 Ramp	City of Norfolk (Maint: 64)	-W TO RT 168 NORTH-TIDE 0.21 <b>4500</b> SR 168 FROM I-64 W	G	ER DRIV	E						0.133	F		4500	G
West 64 Ramp	City of Norfolk (Maint: 64)	-W TO RT 194 NORTH-CHE 0.25 <b>8800</b> SR 194 FROM I-64 W	G	AKE BLV	D						0.115	F		8800	G
West 64 Ramp	City of Norfolk (Maint: 64)	64-W TO RT 247 WEST00- N 0.18 <b>3700</b> SR 247 FROM I-64 W	G	EW Ave 98%	0%	1%	0%	0%	0%	С	0.130	F		3700	G
West 64 Ramp	City of Norfolk (Maint: 64)	4-W TO RT 247 WEST-NOR 0.13 <b>4900</b> SR 247 FROM I-64 W	G	AVENUE 99%	0%	0%	0%	0%	0%	С	0.087	F		4900	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.20 <b>9000</b> ROBIN HOOD RO.	G	VIA RO							0.087	F		9000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO RT 13 0.11 <b>24000</b> I-64-W282B TO RT 13 S	G	11							0.091	F		24000	G
West 64 Ramp	City of Norfolk (Maint: 64)	0.04 <b>NA</b> US 13 FROM RT 64 V		n							NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W282A TO RT 13 S 0.03 <b>NA</b> WCL Virginia Bea		Н							NA			NA	
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V. L. 0.09 <b>3100</b> I-64-R FROM I-64 W	G								0.185	F		3100	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 WI 0.13 <b>8700</b> I-264-W013X FROM I-6	G	ST							0.097	F		8700	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO I-264 EAS 0.23 <b>26000</b> I-264-E013X FROM I-64	G	T							0.08	F		26000	G
West 64 Ramp	City of Norfolk (Maint: 64)	I-64-W TO H.O.V.LANE 0.12 <b>3900</b> I-64-R I-64-R008A TO & H	G								0.334	F		3900	G

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

Route	Jurisdiction		Length	AADT Q	∆ 4Tire	Rus		Tru			QC	К	QK	Dir	AAWDT	OW
	From:			TO RT 407 EAS			2Axle	e 3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u> </u>
West $64$ Ramp	City of Virginia Beach (N	Maint: 64)	0.22	6400 G								0.129	F		6400	G
	To:		SR 407 F	ROM I-64 WE	ST											
West	From:			TO RT 407 EAS									_			_
64 Ramp	City of Virginia Beach (N	Maint: 64)		11000 G ROM I-64 WE								0.109	F		11000	G
West	From:	L-64-W28		ENBRIER PAI		TST										
64 Ramp	City of Chesapeake (M		0.28	6500 G			1%	1%	2%	0%	С	0.116	F		6500	G
	To:		131-8665 F	ROM RT 64 W	EST											
West	From:			ENBRIER PAI		AST						0.005	_		11000	_
64 Ramp	City of Chesapeake (M	/laint: 64)		11000 G ROM RT 64 W								0.085	F		11000	G
West	From:	I-64-W F		OAD TO GRE		PAR										
64 Ramp	City of Chesapeake (M		0.66	NA								NA			NA	
$\overline{}$	To: From:	I-64-W28	9B TO GRE	ENBRIER PAI	RKWAY E.	AST										
West $\overline{64}$ Ramp	City of Chesapeake (M	Maint: 64)	0.10	NA								NA			NA	
$\overline{}$	Too			M GREENBRI	ER PARKV	VAY										
West $64$ Ramp	City of Chesapeake (M		0.23	NA		,,,,,						NA			NA	
64) Hamp	Oity of Officsapeake (M				IZW A W	TOT						IVA			IVA	
West	City of Changage (M			ENBRIER PAI	KWAI W	ESI						NIA			NA	
Ramp	City of Chesapeake (M		0.16	NA								NA			INA	
West	From:			1 GREENBRIE		'AY W										_
64 Ramp	City of Chesapeake (M			19000 G		ED D						0.098	F		19000	G
West	From:	1-04-W E1	ND COLL K	I-64 W	KLENDKI	LK F										
(64) (168) Ramp	City of Chesapeake (M	Maint: 64)	0.18	2900 G	86%	1%	1%	2%	9%	1%	С	0.078	F		2900	G
	To:	·	Bu	s SR 168 N												
West	From:			I-64 W							_		_			_
Ramp From I-64 W to SR 168 S	City of Chesapeake (M	Maint: 64)	0.30	8600 G 8 Battlefield Bl		0%	1%	0%	1%	0%	С	0.111	F		8600	G
West	From:			I-64 W	vu 5											
(64) (168) I-64 W Exit 290	City of Chesapeake (M	Maint: 64)		15000 G								NA			15000	G
$\bigcirc$	To		I-64	W Exit 290 B												
West (64) (168) I-64 W Exit 290	City of Chesapeake (M	Maint: 64)	0.10	NA								NA			NA	
04/ (100) 1 3 1 1 2 3 1	To:			SR 168 Battlefi	eld Rlyd S							, .				
West (64) (168) I-64 W Exit 290	City of Chesapeake (M		0.20	NA	cia piva 3			_			_	NA			NA	
64 (168) I-64 W Exit 290	oity of offesapeake (M	naiii. 04)										INA			INA	
West	From	4		W Exit 290 S												
64 I-64 W Exit 290	City of Chesapeake (M		0.12	NA SR 168 Battlefi	ald Blvd N							NA			NA	
		Kalli	p 110m bus i	or 100 Damell	NI DIVI IN											

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

		1 milary an					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA 4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Vest	From:	Ramp From Bus		efield Blvd N											
64) I-64 W Exit 290	City of Chesapeake (N	Maint: 64) 0.35	NA								NA			NA	
Vest	To- From:	Ramp	to I-64 E Exit	289											
64) I-64 W Exit 290	City of Chesapeake (M	Maint: 64) 0.51	NA								NA			NA	
3.7	To:	,	I-64 W												
Vest	From:	SR 168 O	ak Grove Cor	nnector											
Ramp Between SR 168 and I-464	City of Chesapeake (N		3200	<b>G</b> 95%	0%	1%	1%	3%	0%	F	0.131	F		3300	G
<u></u>	To:	Į.	-464; US 17												
/est	From:	I-64-W 7	TO RT 168 SC	OUTH											
Ramp	City of Chesapeake (N	Maint: 64) 0.49	8400	G							0.127	F		8400	G
<u> </u>	To	US 17-N017A	FROM RT 1	17 NORTH											
/est	From: L			T TORTH							NIA			NIA	
Ramp	City of Chesapeake (M	,	NA DT (4 VEGT	E 0 17 NODES	*						NA			NA	
		1SR 168-P FROM			1										
/est	City of Changanaka (A	I-64-W BEGIN		O TO RT 464							NA			NA	
Ramp	City of Chesapeake (N		NA	D+ 104							NA			NA	
			0007A Gap Fr												
/est	City of Changesoles (A	I-64-W TO RT 190 Maint: 64) 0.20	EAST & WE 3100	ST-GREAT BI	RI						0.004	F		3100	_
Ramp	City of Chesapeake (N	181	FROM I-64 W								0.094	Г		3100	G
	F			VEST											
Vest	City of Chesapeake (N		I-64 West <b>5400</b>	<b>G</b> 95%	0%	1%	1%	3%	0%	_	0.092	F		5600	G
Ramp	Only of Griesapeake (I	Maiii. 64) 0.24	US 17	<b>G</b> 95%	076	170	1 70	3%	0%	Г	0.092	Г		3600	G
Vest	From:	I-64-W TO RT 13		V HICHWAY	,										
Ramp	City of Chesapeake (N		4700	G							0.088	F		4700	G
04)	To:	181	ROM I-64 W									-			
	From:		US 58			ı									
65)	Scott County	0.04	1200	<b>G</b> 98%	0%	1%	1%	1%	0%	F	0.095	F	0.647	1300	G
39	To:		T. Clinchmont												
SE.	Town of Clinchport (M		CL Clinchport 1200	<b>N</b> 98%	0%	1%	1%	1%	0%	N	0.095	N	0.647	1300	Ν
65)	rewire cameriper (w	·			0 70		1 70	1 /0	0 70		0.000	.,	0.047	1000	
	From:		CL Clinchport		00/		40/	40/	00/	N.	0.005	N.	0.047	4000	
65)	Scott County	/ 2.91	<b>1200</b> 84-649	N 98%	0%	1%	1%	1%	0%	N	0.095	N	0.647	1300	Ν
	From:	84-649 1	Rye Cove Mei	m Ctr											
Clinch River Hwy	Scott County		400	<b>G</b> 98%	0%	1%	1%	1%	0%	С	0.106	F	0.544	410	G
<u></u>	To		45 Manville R												
65) Clinch River Hwy	Scott County		300	<b>G</b> 98%	0%	1%	1%	1%	0%	F	0.128	F	0.674	310	G
05) 0011 111101 111119	- Cook County				0 /0	1 /0	1 /0	1 /0	0 /0	•	0.120	•	0.07 4	010	_
	From:		erans Memori		00/		40/	101	00′		0.400		0.55	1000	
65) (72)	Scott County		1200	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.106	F	0.55	1300	G
~ ~	To	WC	L Dungannon	1											

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdictio	on	Length A		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:  Town of Dungannon	(Moint: 94)		Dungannon N	97%	0%	1%	1%	1%	0%	N	0.106	N	0.55	1300	1
65 72	Town of Dungarinon	i (iviairit. 64)			9770	076	1 70	170	1 70	0%	IN	0.106	IN	0.55	1300	1
65) (72) Veterans Memorial H	Hwy Town of Dungannon	(Maint: 84)		9 Jefferson St 1600 G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.518	1700	(
65) (72) Veterans Memorial F	To:	(Want. 04)		anging Rock Pk		0 70		1 /0	1 /0	0 70	•	0.100	•	0.510	1700	`
$\overline{}$	From:		SR 72 E, V	/etrans Mem Ha	у											
65) Sinking Creek Hwy	Town of Dungannon	n (Maint: 84)	0.21	1200 G	98%	0%	1%	1%	0%	0%	С	0.095	F	0.574	1200	•
<u> </u>	To: From:			Dungannon												
65)	Scott Cour	nty	0.75	1200 N	98%	0%	1%	1%	0%	0%	N	0.095	N	0.574	1200	
	From			ong Hollow Rd												
₆₅ ) Sinking Creek Hwy	Scott Cour	nty		540 G	97%	0%	1%	2%	1%	0%	С	0.130	F	0.541	560	
<u>~</u>	To: From:			County Line County Line												
65) Mew Rd	Russell Cou	unty		720 F	98%	1%	0%	1%	0%	0%	С	0.098	F	0.633	760	
99	To		WCI	Castlewood												
65)	Castlewood (Ma	aint: 83)	3.02	720 N	98%	1%	0%	1%	0%	0%	Ν	0.098	N	0.633	760	
39)	To:	,	US 58 ALT	Γ Banners Corn	er											
	From:	I-60	6-E043A I-66	6-W043A FROM	1 RT 6											
Ramp	Prince William	County	0.13	NA								NA			NA	
<u> </u>	То	US 2	9 FROM RT	6600- EAST &	WEEST											
~~	From:			6-W060A FROM	1 RT 6											
Ramp	Fairfax Cou		0.26	NA								NA			NA	
<u> </u>	10.	SR		RT 66 EAST &	WEST											
ast																
I 66 E Dama	Warren Cou	Intv		I-81 N	0/10/	10/	19/	10/	1/10/	10/	_	NΙΛ			9400	
	Warren Cou	•	0.25	9100 G	84%	1%	1%	1% 1%	14%	1%	F	NA NA			8400	
/	Warren Cou ombined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle Tot}$	•	0.25 : Route: <b>1</b>	9100 G 17000 G	84% 84%	1% 1%	1% 1%	1% 1%	14% 13%	1% 1%	F F	NA NA			8400 16000	
C		•	0.25 s Route: 1	9100 G 17000 G o from I-81 S I-81	84%	1%					F F					
Cast 66	ombined Traffic Estimates for 2 Parallel To From: Warren Cou	Roadways on this	0.25 Route: <b>1</b> Ramp 6.36 <b>1</b>	9100 G 17000 G 6 from I-81 S I-81 16000 A	84%	1%	1%	1%	13%	1%	F	NA 0.118	A		16000 15000	
C (ast (66))	ombined Traffic Estimates for 2 Parallel To: From:	Roadways on this	0.25 Route: <b>1</b> Ramp 6.36 <b>1</b>	9100 G 17000 G o from I-81 S I-81	84%	1%	1%	1%	13%	1%	F F F	NA	A A	0.572	16000	
C C C C C C C C C C C C C C C C C C C	ombined Traffic Estimates for 2 Parallel To From: Warren Cou	Roadways on this unty Roadways on this	0.25 S Route: 1 Ramp 6.36 1 ROUTE: 3	9100 G 17000 G 6 from I-81 S I-81 16000 A	84% 84% 84%	1%	1%	1%	13%	1%	F	NA 0.118		0.572	16000 15000	
Cast Cast	ombined Traffic Estimates for 2 Parallel To From: Warren Cou	Roadways on this unty Roadways on this	0.25 s Route: 1 Ramp 6.36 1 Route: 3 US 340, US 3	9100 G 17000 G 17000 I 17000 I 17000 A 18000 A	84% 84% 84%	1%	1%	1%	13%	1%	F	NA 0.118		0.572	16000 15000	
ast C	ombined Traffic Estimates for 2 Parallel To: From: Warren Cou ombined Traffic Estimates for 2 Parallel	Roadways on this unty Roadways on this	0.25 s Route: 1 Ramp 6.36 1 s Route: 3 US 340, US 3 6.49 1	9100 G 17000 G 17000 G 17001 I-81 S I-81 16000 A 32000 A	84% 84% 84% Rd	1% 1% 1%	1% 1% 1%	1% 1% 1%	13% 14% 13%	1% 1% 1%	F F	0.118 0.104	A	0.572	15000 31000	
ast C	ombined Traffic Estimates for 2 Parallel To: From: Warren Cou ombined Traffic Estimates for 2 Parallel  To: From: Warren Cou Warren Cou	Roadways on this unty Roadways on this	0.25 Separate No. 25 Separate	9100 G 17000 G 17000 G 17000 A 1781 S 1-81 16000 A 32000 A 522 Winchester 15000 A 31000 A	84% 84% 84% 84%	1% 1% 1%	1% 1% 1% 1%	1% 1% 1%	13% 14% 13%	1% 1% 1%	F F	NA 0.118 0.104 0.128	A		15000 31000 14000	
ast 56 C	ombined Traffic Estimates for 2 Parallel  To- From:  Warren Cou ombined Traffic Estimates for 2 Parallel  Tage From:  Warren Cou ombined Traffic Estimates for 2 Parallel  Tage From:  Traffic Estimates for 2 Parallel	Roadways on this unty Roadways on this unty Roadways on this	0.25 : Route: 1 Ramp 6.36 1 6 Route: 3 US 340, US 3 6.49 1 6 Route: 3	9100 G 17000 G 17000 G 17000 A 16000 A 32000 A 522 Winchester 15000 A 31000 A	84% 84% 84% 84% 84%	1% 1% 1% 1%	1% 1% 1% 1% 1%	1% 1% 1% 1%	13% 14% 13% 14% 13%	1% 1% 1% 1%	F F C	NA  0.118 0.104  0.128 0.108	A A A		15000 31000 14000 28000	
C (ast (36)) C (ast (36))	ombined Traffic Estimates for 2 Parallel  Tore  Warren Cou ombined Traffic Estimates for 2 Parallel  Tore  Tore  Warren Cou ombined Traffic Estimates for 2 Parallel  Tore  From:  Warren Cou Ombined Traffic Estimates for 2 Parallel  Tore  From:  Warren Cou	Roadways on this unty Roadways on this unty Roadways on this	0.25 : Route: 1 Ramp 6.36 1 : Route: 3 US 340, US : 6.49 1 : Route: 3	9100 G 17000 G 17000 G 17000 A 16000 A 32000 A 522 Winchester 15000 A 31000 A	84% 84% 84% Rd 84% 84% 87%	1% 1% 1% 1%	1% 1% 1% 1% 1%	1% 1% 1% 1% 1% 0%	13% 14% 13% 14% 13%	1% 1% 1% 1% 1% 0%	F F C C	NA  0.118 0.104  0.128 0.108	A		16000 15000 31000 14000 28000	
ast 36 C	ombined Traffic Estimates for 2 Parallel  To- From:  Warren Cou ombined Traffic Estimates for 2 Parallel  Tage From:  Warren Cou ombined Traffic Estimates for 2 Parallel  Tage From:  Traffic Estimates for 2 Parallel	Roadways on this unty Roadways on this unty Roadways on this	0.25 : Route: 1 Ramp 6.36 1 : Route: 3 US 340, US: 6.49 1 : Route: 3 1.56 1 : Route: 3	9100 G 17000 G 17000 G 17000 A 16000 A 32000 A 522 Winchester 15000 A SR 79 18000 A 37000 A	84% 84% 84% 84% 84%	1% 1% 1% 1%	1% 1% 1% 1% 1%	1% 1% 1% 1%	13% 14% 13% 14% 13%	1% 1% 1% 1%	F F C	NA  0.118 0.104  0.128 0.108	A A A		15000 31000 14000 28000	
C C C C C C C C C C C C C C C C C C C	ombined Traffic Estimates for 2 Parallel  Tore  Warren Cou ombined Traffic Estimates for 2 Parallel  Tore  Tore  Warren Cou ombined Traffic Estimates for 2 Parallel  Tore  From:  Warren Cou Ombined Traffic Estimates for 2 Parallel  Tore  From:  Warren Cou	Roadways on this unty Roadways on this unty Roadways on this	0.25 : Route: 1 Ramp 6.36 1 : Route: 3 US 340, US : 6.49 1 : Route: 3 1.56 1 : Route: 3 Fauquie	9100 G 17000 G 17000 G 17000 A 16000 A 32000 A 522 Winchester 15000 A 31000 A	84% 84% 84% 84% 84% 87%	1% 1% 1% 1% 1%	1% 1% 1% 1% 1% 1%	1% 1% 1% 1% 1% 0%	13% 14% 13% 14% 13%	1% 1% 1% 1% 1% 0%	F F C C	NA  0.118 0.104  0.128 0.108	A A A		16000 15000 31000 14000 28000	
C East 66 C East 66 C East 66 C C East 66 C C	ombined Traffic Estimates for 2 Parallel  Tore  Warren Cou ombined Traffic Estimates for 2 Parallel  Tore  Tore  Warren Cou ombined Traffic Estimates for 2 Parallel  Tore  From:  Warren Cou Ombined Traffic Estimates for 2 Parallel  Tore  From:  Warren Cou	Roadways on this  unty  Roadways on this  unty  Roadways on this  unty  Roadways on this  unty  Roadways on this	0.25 : Route: 1 Ramp 6.36 1 : Route: 3 US 340, US : 6.49 1 : Route: 3 1.56 1 : Route: 3 Fauquie Warren 3.96 1	9100 G 17000 G 17000 G 17000 A 16000 A 32000 A 522 Winchester 15000 A 31000 A SR 79 18000 A 37000 A	84% 84% 84% Rd 84% 84% 87%	1% 1% 1% 1%	1% 1% 1% 1% 1%	1% 1% 1% 1% 1% 0%	13% 14% 13% 14% 13%	1% 1% 1% 1% 1% 0%	F F C C	NA  0.118 0.104  0.128 0.108	A A A		16000 15000 31000 14000 28000	

# 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	QW
East	From:	30-688 Leed	ls Manor Rd			27 000	OTTINIC	TTTGII	ZIIaii		1 40101		1 40101		
East (66)	Fauquier County	5.21 <b>190</b>		84%	1%	1%	1%	14%	1%	F	0.123	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 380	000 A	86%	1%	1%	1%	12%	1%	F	0.104	Α	0.597	37000	Α
	To:	US 17 Win	nchester Rd			$\neg$ $\vdash$									
East (55)	Fauquier County	3.36 <b>23</b> 0	000 A	92%	1%	1%	0%	7%	0%	F	0.120	Α		22000	Α
(66) (17) (55)	Combined Traffic Estimates for 2 Parallel Roadways on the			92%	1%	1%	0%	6%	0%	F	0.104	Α	0.622	44000	Α
	To-	SR		0_70	. , ,		0 70	0,0	0,70	•	00		0.022		
East	From:			000/	40/	40/	00/	70/	00/	_	0.110	^		00000	
66 17	Fauquier County	1.34 <b>230</b>		92%	1%	1%	0%	7%	0%	-	0.119	A	0.570	22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route: 470	000 A	92%	1%	1%	0%	6%	0%	F	0.103	Α	0.573	45000	Α
East	To- From:	US 17 Win	nchester Rd												
East 66	Fauquier County	3.02 180	000 B	92%	1%	1%	0%	7%	0%	С	0.127	Α		18000	В
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 380	000 B	92%	1%	1%	0%	6%	0%	С	0.101	Α	0.659	36000	В
Foot	To: From:	SR :	245												
East 66	Fauguier County	5.04 <b>190</b>	000 A	92%	1%	1%	0%	7%	0%	F	0.127	Α		19000	Α
(00)	Combined Traffic Estimates for 2 Parallel Roadways on the			92%	1%	1%	0%	6%	0%	F	0.104	Α	0.673	38000	Α
	To:	Prince Willian													
East 66	From:	Fauquier C		000/	10/	10/	00/	70/	00/	_	0.407			10000	
(66)	Prince William County	3.61 <b>190</b>		92%	1%	1%	0%	7%	0%	-	0.127	Α		19000	A
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route: 390	000 A	92%	1%	1%	0%	6%	0%	F	NA			38000	Α
East	To- From:	US	15												
East 66	Prince William County	0.19 <b>300</b>	000 A	92%	1%	1%	0%	7%	0%	F	0.113	Α		30000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 590	000 A	92%	1%	1%	0%	6%	0%	F	0.089	Α	0.638	60000	Α
East	To: From:	WCL Ha	aymarket												
East 66	Town of Haymarket (Maint: 76)	0.84 300	000 A	92%	1%	1%	0%	7%	0%	F	0.113	Α		30000	Α
00)	Combined Traffic Estimates for 2 Parallel Roadways on the			92%	1%	1%	0%	6%	0%	F	NA			60000	Α
	To	ECL Ha													
East 66	Prince William County		•	000/	10/	40/	00/	70/	00/	_	0.110	^		00000	^
(66)	Prince William County	1.45 <b>300</b>		92%	1%	1%	0%	7%	0%	-	0.113	Α		30000	A
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route: 590	000 A	92%	1%	1%	0%	6%	0%	F	NA			60000	Α
East	To: From:	US 29 Ga	ainesville												
East 66	Prince William County	2.17 <b>550</b>		92%	1%	1%	0%	7%	0%	F	0.103	Α		57000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route: 110	000 A	92%	1%	1%	0%	6%	0%	F	0.083	Α	0.626	113000	Α
East	To: From:	SR :	234												
East (234)	Prince William County	2.27 <b>610</b>	000 G	92%	1%	1%	0%	7%	0%	F	0.105	F		59000	G
00 (204)	Combined Traffic Estimates for 2 Parallel Roadways on the			92%	1%	1%	0%	6%	0%	F	0.073	F	0.646	118000	G
	To:	SR 234; B				TĹ.									
						•					•				

#### 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'
ast	From:	SR 2	234; Bus SR	234			2, 0.00	017100	TTTGII	Liian		1 40101		1 40101		
36)	Prince William County		72000	G	92%	1%	1%	0%	7%	0%	F	0.098	F		71000	(
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	138000	G	92%	1%	1%	0%	6%	0%	F	NA			140000	(
	Τα	•	fax County I	Line												
ast 66	From:		William Cour								_		_			
66)	Fairfax County	2.94	72000	G	92%	1%	1%	0%	7%	0%	F _	0.098	F		71000	(
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	138000	G	92%	1%	1%	0%	6%	0%	F	0.075	F	0.666	140000	(
ast	To: From:	US 29	9 Near Centr	eville												
ast 66	Fairfax County	1.25	66000	G	96%	1%	1%	1%	2%	0%	F	0.101	F		70000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	130000	G	96%	1%	1%	1%	2%	0%	F	0.072	F	0.652	138000	
	τ _α .	•	R 28 Sully R	d												
ast 66)	From:		_		000/	40/		40/	00/	00/	_		_		00000	
36)	Fairfax County	1.86	78000	G	96%	1%	1%	1%	2%	0%	-	0.086	F		82000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	160000	G	96%	1%	1%	1%	2%	0%	F	0.067	F	0.623	169000	
ast	To: From:	29-7100 F	airfax Count	y Parkw	ay											
ast 66	Fairfax County	2.57	65000	G	96%	1%	1%	1%	2%	0%	F	NA			67000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	127000	G	96%	1%	1%	1%	2%	0%	F	NA			133000	
	To	-	US 50													
ast 66	From:	4.05		_	000/	40/	40/	40/	00/	00/	_	N.1.0			00000	
36)	Fairfax County	1.85	87000	G	96%	1%	1%	1%	2%	0%	-	NA			92000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	171000	G	96%	1%	1%	1%	2%	0%	F	NA			182000	
ıst	To: From:	SR 12	3 Chain Brid	lge Rd												
ast 66)	Fairfax County	2.13	90000	G	96%	1%	1%	1%	2%	0%	С	NA			96000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	174000	G	96%	1%	1%	1%	2%	0%	С	NA			184000	
	Too	SR	R 243 Nutley	St												
ast 66)	From:				000/	40/	40/	40/	00/	00/	_	NIA			70000	
36)	Fairfax County	1.44		G	96%	1%	1%	1%	2%	0%		NA			79000	
	Combined Traffic Estimates for 2 Parallel Roadwa			G	96%	1%	1%	1%	2%	0%	Г	NA			164000	
ast	To: From:	,	WCL Vienna	ı												
ast 66)	Town of Vienna (Maint: 2	9) 0.25	75000	G	96%	1%	1%	1%	2%	0%	F	NA			79000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	157000	G	96%	1%	1%	1%	2%	0%	F	NA			164000	
	Tα		ECL Vienna				$\neg$ $\vdash$									
ast 6	Fairfax County				069/	1%	10/	10/	20/	00/	_	NIA			70000	
66)	,	1.54	75000	G	96%		1%	1%	2%	0%	Г	NA			79000	
	Combined Traffic Estimates for 2 Parallel Roadwa			G	96%	1%	1%	1%	2%	0%	г	NA			164000	
ast	To: From:	I-495	Capital Bel	tway												
ast 66	Fairfax County	1.46	35000	G	99%	1%	0%	0%	0%	0%	F	NA			38000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	72000	G	99%	1%	0%	0%	0%	0%	F	NA			77000	
	To:	SR	7 Leesburg I	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	QV
ast 56	From:		Leesburg F							2-1	_					_
<del>36</del> )	Fairfax County	0.82	33000	G	99%	1%	0%	0%	0%	0%	F	NA			36000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	71000	G	99%	1%	0%	0%	0%	0%	F	NA			76000	G
ast	To: Prom:	SR 267	Dulles Acc	ess Rd												
ast 66	Fairfax County	0.86	65000	G	99%	1%	0%	0%	0%	0%	F	NA			70000	(
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	130000	G	99%	1%	0%	0%	0%	0%	F	NA			140000	(
	To:		gton County													
ast 6	Arlington County	0.24	fax County I 65000	G G	99%	1%	0%	0%	0%	0%	F	NA			70000	(
9)	Combined Traffic Estimates for 2 Parallel Roadways	-		G	99%	1%	0%	0%	0%	0%	F.	NA			140000	
	To-		estmoreland			. , 0		0,0	0,0	0,70	•					
ast 6	From:				000/	40/	00/	00/	00/	00/	_	0.000	_		0.4000	
66)	Arlington County	0.94	60000	G	99%	1%	0%	0%	0%	0%	-	0.069	F		64000	(
_	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	114000	G	99%	1%	0%	0%	0%	0%	F	NA			121000	(
ast	To: From:		Sycamore St													_
ast 6	Arlington County	1.74	56000	G	99%	1%	0%	0%	0%	0%	F	0.071	F		60000	(
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	111000	G	99%	1%	0%	0%	0%	0%	F	0.064	F	0.527	118000	(
	To: From:	SR 2	37 Fairfax D	Prive												
ast 6	Arlington County	0.56	44000	G	99%	1%	0%	0%	0%	0%	F	0.072	F		47000	(
10)	Combined Traffic Estimates for 2 Parallel Roadways			G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.545	91000	(
	To		120 Glebe I	D.d												
ast 6	From:				200/	40/		00/	00/	00/	•	0.074			55000	
66)	Arlington County	0.97	51000	A	99%	1%	0%	0%	0%	0%	С	0.074	A	0.500	55000	1
	Combined Traffic Estimates for 2 Parallel Roadways			Α	99%	1%	0%	0%	0%	0%	С	0.070	Α	0.528	104000	,
ast	To: From:	US 29 L	ee Hwy Che	errydale												
ast 66	Arlington County	1.05	45000	G	99%	1%	0%	0%	0%	0%	F	0.072	F		48000	(
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	87000	G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.545	92000	(
nat	To: From:	US 2	9 Near 20th	Rd												
ast 66	Arlington County	0.85	38000	G	99%	1%	0%	0%	0%	0%	F	0.074	F		40000	(
10)	Combined Traffic Estimates for 2 Parallel Roadways			G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.565	77000	(
	To.		nn St Rossly	7n												
ast 6	From:	-	_		000/	40/	00/	00/	00/	00/	_	0.070	_		50000	
6)	Arlington County Combined Traffic Estimates for 2 Parallel Roadway	0.50	53000	G	99%	1%	0%	0%	0%	0% 0%	F	0.078	F	0.507	56000	(
	Combined Traffic Estimates for 2 Parallel Hoadways	DC Line, Poton		G	99% Bridge	1%	0%	0%	0%	0%	г	0.075	г	0.527	103000	(
not .	From	I-66-E TO RT 522														_
ast 66) Ramp	Warren County	0.16	5600	G G	NOKIH							NA			5600	(
٠	To:	US 522 US 522-			1 RT 66		1					, .			2300	•

# 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 Facto	AAWDT	QW
East (66) Ramp	From: <u>I.</u> Warren County ™	S-00066-E006A(R)/SPLIT OF RAMP FROM IS 66E 0.03 <b>NA</b> 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	NA NA		1500	G
East 666 Ramp	Fauquier County	I-66 East 0.24 130 G 30-688 Leeds Manor Rd	0.639	A	80	G
East 66 Ramp	Foun: Fauquier County To:	I-66 East 0.12 <b>330 F</b> 30-731 Cobbler Mountain Rd	0.105	F	330	F
East 66 55 Ramp	Foun: Fauquier County To:	I-66 East 0.17 <b>840 F</b> SR 55 Free State Rd	0.09	F	840	F
East 66 Ramp	From: Fauquier County	I-66 East 0.23 <b>6300 A</b> US 17 Winchester Rd	0.114	A	5900	Α
East 66 Ramp	Form: Fauquier County To:	I-66 East 0.13	0.126	F	460	F
East 66 Ramp	Prince William County	I-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>30 A</b> US 29 S	0.357	A	30	Α
East 66 Ramp	Prince William County	I-66-E TO RT 29 NORTH  0.23 NA  US 29 FROM RT 66 EAST	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	1-66-E TO RT 234-NORTH & RT 234 BUS SO 0.11 NA SR 234	NA		NA	
East (66) Ramp	Prince William County	0.09 <b>NA</b> I-66-E047B TO RT 23400- NORTH	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 AADT			Rus		Tru	-		QC	K	QK	Dir	AAWDT	OW
	Garioticii			71110	Duo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QI.	Factor	7011151	<u> </u>
East (66) Manassas Rest Area	Prince William County	I-66 East to Res	Area								NA			NA	
00)	To:	Enter Rest Area Pa													
East	From:	Exit Rest Area Par	king Lot								N.1.0			NIA	
66 Manassas Rest Area	Prince William County	0.03 NA I-66 East from Re	et Aran								NA			NA	
East	From:	I-66-E TO RT 29 NORT		ITU											
East (66) Ramp	Fairfax County	0.24 <b>9400</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	С	0.106	F		9400	G
1	To:	I-66-E TO RT 29 NORT													
East	From:	I-66-E TO RT 2800- NOF	TH & S	OUTH											
East (66) Ramp	Fairfax County	0.17 <b>19000</b>	G	95%	1%	1%	1%	2%	0%	С	0.089	F		19000	G
East	To- From:	I-66-E053B TO RT 29 NO	RTH &	SOUTH											
(66) Ramp	Fairfax County	0.04 <b>NA</b>									NA			NA	
	To:	SR 28 FROM RT 6	66 EAST												
East (66) Ramp	From:	I-66-E053A TO RT 29 NO	RTH &	SOUTH											
(66) Ramp	Fairfax County	0.03 <b>NA</b>									NA			NA	
	To:	SR 28 SR 28-S030A FRO													
East (66) Ramp	Fairfax County	I-66-E055X TO RT 7100 SO 0.30 <b>13000</b>			10/	1%	10/	00/	0%	С	0.077	F		13000	G
66 Ramp	raillax County	0.30 <b>13000</b> RT 7100FFX CO PKWY FR		96% 66 EAST	1%	1 70	1%	2%	0%	C	0.077	Г		13000	G
Fast	From:	I-66-E055X TO RT 7100 NO													
East (66) Ramp	Fairfax County	0.23 10000	G		0%	0%	0%	1%	0%	С	0.106	F		10000	G
	To:	RT 7100 FFX CO PKWY FF	OM RT	66 EAST											
East	From:	I-66-E COLLECTOR ROAD	TO RT	100 FAIR											
Ramp	Fairfax County	0.22 <b>NA</b>									NA			NA	
East	From:	I-66-E055A TO RT 7100 SO	UTH FA	IRFAX C											
(66) Ramp	Fairfax County	0.15 <b>NA</b>									NA			NA	
	To- From:	29-7100-S000B FROM RT 710	0 SOUT	H FAIRFA	X	_									
East (66) Ramp	Fairfax County	0.16 <b>NA</b>									NA			NA	
$\smile$	To	I-66-E055B TO RT 7100 NO	DTU EA	IDEAY C											
East	From:		KITTFA	INTAA C							NI A			NIA.	
Ramp	Fairfax County	0.12 <b>NA</b>									NA			NA	
East	To: From:	29-7100-N000B FROM RT 710	0 NORT	H FIARFA	ΑX										
(66) Ramp	Fairfax County	0.29 <b>NA</b>									NA			NA	
<u> </u>	To:	I-66-E COLLECTOR ROAD I		T 7100FA	I										
East (66) Ramp	From	I-66-E TO RT 50	EAST								NI A			NIA	
66) Hamp	Fairfax County	0.36 <b>NA</b> US 50 FROM RT 6	6 FAST								NA			NA	
-	I	03 30 FROM KT	O LASI												

# 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 Fact	OK AAWDT OW
East 666 Ramp	Fairfax County	I-66-E TO RT 50 WEST 0.24 NA US 50 FROM RT 66 EAST	NA	NA
East (66) Ramp	Fairfax County	I-66-E060X TO RT 12300- SOUTH  0.33 NA	NA	. NA
East (66) Ramp	Fairfax County	I-66-W060A I-66- 60A FROM RT 6  I-66-E060X TO RT 12300- NORTH  0.24 NA	NA NA	. NA
East (66) Ramp	Fairfax County	SR 123 FROM RT 66 EAST  I-66-E COLLECTOR ROAD TO RT 123-CHAIN  0.04 NA	NA	. NA
East (66) Ramp	Fairfax County	1-66-E060A TO RT 12300- SOUTH 0.39 NA	NA NA	. NA
East 66 Ramp	Fairfax County	SR 123-S016A FROM RT 12300- SOUTH  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  I-66-E COLLECTOR ROAD FROM RT 123-CHAI	NA	. NA
East 66 Ramp	Fairfax County	1-66-E062X TO RT 243 SOUTH & METRO COM 0.10 <b>NA</b>	NA	NA
East 66 Ramp	Fairfax County	I-66-E062B TO RT 243 SOUTH  0.06 NA  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	. NA
East 66 Ramp	Fairfax County	1-66-E062A TO RT 243 SOUTH & METRO COM 0.07 NA	NA	. NA
East 66 Ramp	Fairfax County	SR 243-S000A FROM RT 243 SOUTH  0.11 NA	NA	. NA
East 66 Ramp	Fairfax County	I-66-E062C TO RT 243 NORTH  0.08 NA  SR 243-N000A FROM RT 243 NORTH	NA	NA

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

Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus		Truck 3+Axle 1 ⁻			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:	SR 243-N000A	FROM RT 243	NORTH											
66 Ramp	Fairfax County	y 0.49	NA								NA			NA	
$\smile$	Τα:	I-66-E COLLECTOR	ROAD FROM	RT 243 & N	Æ										
East	From:		I-66 East												
East 66) Ramp	Fairfax County	y 0.26	NA								NA			NA	
	To:	I-	-495 South												
East	From:		I-66 East												
Ramp	Fairfax County		NA								NA			NA	
00) **	Tox		-495 North												
-aat	From:		E To RT 7 East			i									_
East 66 Ramp	 Fairfax County		10000 G	98%	1%	0%	0% (	)%	0%	С	NA			10000	G
66) Hamp	Tamax oddiny				1 70		070	, , 0	0 /0	O	1471			10000	G
ast	To: From:	I-66-E066	6B TO RT 7 WE	EST											
East 66 Ramp	Fairfax County	y 0.08	NA								NA			NA	
	To:	SR 7 FR	OM RT 66 EAS	ST											
East	From:	I-66-E066	SA TO RT 7 WI	EST											
Ramp	Fairfax County		NA	301							NA			NA	
00) 4 1	Tox	/	OM RT 66 EAS	ST											
act	From:		I-66 East			i									
ast Ramp	Arlington Count		4100 G	99%	0%	0%	0% (	)%	0%	С	NA			4100	G
66) Hamp	Annigion Goung		stmoreland St	1 3376	0 70		070	70	0 70	J	INA			4100	G
	From:														
ast 66 Ramp	Arlington Count		I-66 East 12000 G								NA			12000	G
66) namp	Annigion Count		Fairfax Dr	4							INA			12000	G
	From:														_
ast			I-66 East	1000/	00/		00/		00/	_	0.070	_		45000	_
Ramp	Arlington Count		15000 G	100%	0%	0%	0% (	)%	0%	С	0.076	F		15000	G
	10.		Fairfax Dr												
ast	From:	I-66-E TO RT 29-LE		SOUTH & N	O										
Ramp	Arlington Count	•	NA								NA			NA	
<u> </u>	То:	US 29 FR	ROM RT 66 EA	ST											
ast	From:		O RT 29 NORT	ГН											
Ramp	Arlington Count		NA								NA			NA	
<u> </u>	To:	US 29 FR	ROM RT 66 EA	ST											
East	From:	I-66-E TO RT 110-S	SOUTH JEFF I	DAVIS HWY	7										
ast 66) 26th St	Arlington County	ty 0.13	NA								NA			NA	
	To:	SR 110 FF	ROM RT 66 EA	AST											
/est	From:		I-81 S												
66) I-66 W Ramp	Frederick County (Ma	aint: 93) 0.42	8300 G	85%	1%	1%	1% 1	2%	1%	F	NA			7600	G
'	Combined Traffic Estimates for 2 Parallel Roa				1%	1%		3%	1%	F	NA			16000	G
	Tomas Traine Delinated to 21 dianol flor		en County Line	. 0.70	. , ,		,,,	_ , •	. , •	•					_

# 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
West	From:	Freder	rick County	Line												
(66) I-66 W Ramp	Warren County	0.04	8300	G	85%	1%	1%	1%	12%	1%	F	NA			7600	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	17000	G	84%	1%	1%	1%	13%	1%	F	NA			16000	G
	To:	Ra	mp to I-81	N												
West 66	Warren County	6.62	I-81 <b>16000</b>	Α	85%	1%	1%	1%	12%	1%	_	0.118	Α		15000	Α
(66)	Combined Traffic Estimates for 2 Parallel Roadways on the			A	84%	1%	1%	1%	13%	1%	· -	0.118	A	0.572	31000	A
	Combined Tranic Estimates for 2 Faraner Hoadways on the					1 /0	1 /0	1 /0	13/0	1 /0	•	0.104	^	0.572	31000	^
West	To: From:	US 340, U	S 522 Winc	chester F	Rd											
( <del>66</del> )	Warren County	6.55	15000	Α	85%	1%	1%	1%	12%	1%	С	0.124	Α		14000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	31000	Α	84%	1%	1%	1%	13%	1%	С	0.108	Α	0.628	28000	Α
NA/	Tre- From:		SR 79				_									
West 66	Warren County	1.20	18000	Α	88%	1%	1%	0%	10%	0%	С	0.129	Α		18000	Α
00)	Combined Traffic Estimates for 2 Parallel Roadways on the			A	87%	1%	1%	0%	11%	0%	С	NA	,,		35000	Α
	To		ier County		07 70	1 /0		070	1170	0 /0	Ü	14/1			00000	,,
West	From:		en County l													
West 66	Fauquier County	4.34	18000	Α	88%	1%	1%	0%	10%	0%	С	0.129	Α		18000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	37000	Α	87%	1%	1%	0%	11%	0%	С	0.103	Α	0.637	35000	Α
M	To: From	30-688	Leeds Mar	nor Rd			$\Box$ $\vdash$									
West 66	Fauguier County	4.81	19000	Α	88%	1%	1%	0%	10%	0%	F	0.130	Α		18000	Α
(66)	Combined Traffic Estimates for 2 Parallel Roadways on th			A	86%	1%	1%	1%	12%	1%	F	0.104	Α	0.597	37000	Α
	To Tax				0070	1 /0		1 70	1270	1 70	•	0.101	,,	0.007	0,000	,,
West	From:		Wincheste	er Rd												
(66) (17) (55)	Fauquier County	3.42	23000	Α	92%	1%	1%	0%	6%	0%	F	0.128	Α		22000	Α
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	46000	Α	92%	1%	1%	0%	6%	0%	F	0.104	Α	0.622	44000	Α
West	To: From:	BUS	US 17, SR	R 55												
(66) (17)	Fauguier County	1.27	24000	Α	92%	1%	1%	0%	6%	0%	F	0.126	Α		23000	Α
00 (1)	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	47000	Α	92%	1%	1%	0%	6%	0%	F	0.103	Α	0.573	45000	Α
	To		BUS US 17													
West 66	From:															
66	Fauquier County	3.40	19000	В	92%	1%	1%	0%	6%	0%	С	0.130	Α		18000	В
~	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	38000	В	92%	1%	1%	0%	6%	0%	С	0.101	Α	0.659	36000	В
West	To: From:		SR 245													
(66)	Fauquier County	7.41	20000	Α	92%	1%	1%	0%	6%	0%	F	0.134	Α		19000	Α
00)	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	39000	Α	92%	1%	1%	0%	6%	0%	F	0.104	Α	0.673	38000	Α
-	To		an Bounda	1757												
West	From:				0001	401		001	001	001	_	0.404			10000	
66	Prince William County	1.30	20000	A	92%	1%	1%	0%	6%	0%	-	0.134	Α		19000	A
~	Combined Traffic Estimates for 2 Parallel Roadways on th			Α	92%	1%	1%	0%	6%	0%	F	NA			38000	Α
	10:	WC	L Haymarl	ket												

# 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	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
est	From:		CL Haymar													
56)	Town of Haymarket	'	20000	Α	92%	1%	1%	0%	6%	0%	F	0.134	Α		19000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	Α	92%	1%	1%	0%	6%	0%	F	NA			38000	/
est	To:		US 15													
<del>56</del> )	Town of Haymarket	(Maint: 76) 0.80	29000	Α	92%	1%	1%	0%	6%	0%	F	0.118	Α		29000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	59000	Α	92%	1%	1%	0%	6%	0%	F	NA			60000	
	To	E	CL Haymark	cet			$\neg$ $\vdash$									
est 6	Prince William	County 2.00	29000	Α	92%	1%	1%	0%	6%	0%	F	0.118	Α		29000	
9)	Combined Traffic Estimates for 2 Parallel	•		A	92%	1%	1%	0%	6%	0%	F	NA	, ,		60000	
	To		29 Gainesv													
est 6	From:				000/	10/	10/	00/	<b>C</b> 0/	00/	_	0.107	^		FC000	
6)	Prince William	•	54000	A	92%	1%	1%	0%	6% 6%	0%	F	0.107	A	0.000	56000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	92%	1%	1%	0%	6%	0%	Г	0.083	Α	0.626	113000	)
est	To: From:		SR 234													_
6 (234)	Prince William	,	60000	G	92%	1%	1%	0%	6%	0%	F	0.096	F		58000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	121000	G	92%	1%	1%	0%	6%	0%	F	0.073	F	0.646	118000	)
aet	To: From:	SR 2	234; Bus SR	234												
est 6	Prince William	County 2.07	66000	G	92%	1%	1%	0%	6%	0%	F	0.102	F		69000	
9	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	138000	G	92%	1%	1%	0%	6%	0%	F	NA			140000	)
	To:		fax County													
est	Fairfax Cou		William Cou 66000	nty Line <b>G</b>	92%	1%	1%	0%	6%	0%	F	0.102	F		69000	
6	Combined Traffic Estimates for 2 Parallel	,		G	92%	1%	1%	0%	6%	0%	F	0.075	F	0.666	140000	
	To	•			0270	1 70		070	070	070		0.070		0.000	110000	
est	From:		9 Near Cent													
<del>6</del>	Fairfax Cou	,	64000	G	96%	1%	1%	1%	2%	0%	-	0.093	F	0.050	68000	
	Combined Traffic Estimates for 2 Parallel	<u> </u>		G	96%	1%	1%	1%	2%	0%	F	0.072	F	0.652	138000	)
est	To: From:	S	R 28 Sully F	Rd												
<del>66</del> )	Fairfax Cou	nty 3.03	82000	G	96%	1%	1%	1%	2%	0%	F	0.081	F		87000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	160000	G	96%	1%	1%	1%	2%	0%	F	0.067	F	0.623	169000	)
aet .		29-7100 F	airfax Count	ty Parkw	ay		$\Box$									
est 6	Fairfax Cou	nty 2.20	62000	G	96%	1%	1%	1%	2%	0%	F	NA			65000	
ン	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	127000	G	96%	1%	1%	1%	2%	0%	F	NA			133000	)
	_ Te:		US 50													
est	Fairfax Cou	ntv 2.01	84000	G	96%	1%	1%	1%	2%	0%	F	NA			89000	
56	Combined Traffic Estimates for 2 Parallel	•		G	96%	1%	1%	1%	2%	0%	F	NA			182000	
	To:		3 Chain Brid		JU /0	1 /0		1 /0	£ /0	0 /0	'	INA			102000	

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

		Primary and i	microtate m				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle	_		QC	Factor	$\cap k$	actor	AAWDT	QW
Wost	From:	SD 123 CI	hain Bridge Rd			ZAXIE	STAXIE	HHall	ZIIali		i actor	<u>'</u>	acioi		
West 66	Fairfax County		34000 G	96%	1%	1%	1%	2%	0%	С	NA			89000	G
(00)	Combined Traffic Estimates for 2 Parallel Roadway	_		96%	1%	1%	1%	2%	0%	С	NA			184000	G
	To.	'	3 Nutley St		.,,		. , 0	_,,	0,0					.0.000	
West	From:									_					
66	Fairfax County		32000 G	96%	1%	1%	1%	2%	0%	F _	NA			86000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 15	57000 G	96%	1%	1%	1%	2%	0%	F	NA			164000	G
West	To: From:	WCI	L Vienna												
( <del>66</del> )	Fairfax County	0.41 82	32000 G	96%	1%	1%	1%	2%	0%	F	NA			86000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 15	57000 G	96%	1%	1%	1%	2%	0%	F	NA			164000	G
	To: From:	ECI	L Vienna												
West 66	Fairfax County	1.87 82	32000 G	96%	1%	1%	1%	2%	0%	F	NA			86000	G
(66)	Combined Traffic Estimates for 2 Parallel Roadway	_		96%	1%	1%	1%	2%	0%	F	NA			164000	G
	Tolling Traing Estimates for 2 Tarang Floadway	'		3070	1 /0		1 /0	270	070	•	1471			104000	G
West	From:		apital Beltway												
West 66	Fairfax County	_	37000 G	99%	1%	0%	0%	0%	0%	F	NA			39000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 7:	'2000 G	99%	1%	0%	0%	0%	0%	F	NA			77000	G
West	To: From:	SR 7 Le	eesburg Pike												
(66)	Fairfax County	0.42 38	8000 G	99%	1%	0%	0%	0%	0%	F	NA			40000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 7	1000 G	99%	1%	0%	0%	0%	0%	F	NA			76000	G
	Too	SR 267 Dr	ulles Access Ro	1											
West	Fairfax County		6000 G	99%	1%	0%	0%	0%	0%	_	NA			70000	G
66	Combined Traffic Estimates for 2 Parallel Roadway			99%	1%	0%	0%	0%	0%		NA			140000	G
	To:		n County Line	99 /0	1 /0	0 /8	0 /6	0 /6	0 /6	'	INA			140000	G
West	From:		County Line												
( <del>66</del> )	Arlington County	-	6000 G	99%	1%	0%	0%	0%	0%	F	NA			70000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 13	30000 G	99%	1%	0%	0%	0%	0%	F	NA			140000	G
West	To: From:	SR 237 Washington	on Blvd; US 29	Lee Hwy											
West 66	Arlington County	0.81 54	4000 G	99%	1%	0%	0%	0%	0%	F	NA			57000	G
(00)	Combined Traffic Estimates for 2 Parallel Roadway	_		99%	1%	0%	0%	0%	0%	F	NA			121000	G
	To	'	camore St												
West	From:	-													
( <del>66</del> )	Arlington County		55000 G	99%	1%	0%	0%	0%	0%	F	0.072	F		58000	G
~	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 11	11000 G	99%	1%	0%	0%	0%	0%	F	0.064	F C	).527	118000	G
West	To: From:	SR 237 I	Fairfax Drive												
West 66	Arlington County	0.61 <b>4</b>	11000 G	99%	1%	0%	0%	0%	0%	F	0.073	F		43000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 8	86000 G	99%	1%	0%	0%	0%	0%	F	0.067	F C	).545	91000	G
	To:		0 Glebe Rd											_	

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

										Tru	ck			K		Dir		
Route		Jurisdictio	on Le	ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West		From:	:		120 Glebe													
66		Arlington Co	•	1.02	47000	Α	99%	1%	0%	0%	0%	0%	С	0.075	Α		50000	Α
	Combined Traffic Estimates	for 2 Parallel	Roadways on this R	oute:	98000	Α	99%	1%	0%	0%	0%	0%	С	0.070	Α	0.528	104000	Α
West		To:	Ţ	US 29 L	ee Hwy Ch	errydale												
(66)		Arlington Co	ounty (	0.98	42000	G	99%	1%	0%	0%	0%	0%	F	0.072	F		44000	G
	Combined Traffic Estimates	for 2 Parallel	Roadways on this R	oute:	87000	G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.545	92000	G
		To		US 2	9 Near 20th	h Rd												
West		Arlington Co	··L	0.87	35000		99%	10/	0%	09/	0%	00/	_	0.074	F		36000	C
66	Combined Traffic Estimates	Arlington Co	•			G	99% 99%	1%	0% 0%	0% 0%	0% 0%	0%	F	0.074	F	0.565		G G
	Combined Trainc Estimates	ioi 2 Parallei	Hoadways on this h			G	99%	1%	0%	0%	0%	0%	Г	0.067	Г	0.565	77000	G
West		From:		Ly	nn St Rossl	yn												
66		Arlington Co	ounty (	0.49	44000	G	99%	1%	0%	0%	0%	0%	F	0.077	F		47000	G
$\bigcirc$	Combined Traffic Estimates	for 2 Parallel	Roadways on this R	oute:	97000	G	99%	1%	0%	0%	0%	0%	F	0.075	F	0.527	103000	G
		To	DC Line	, Potom	ac River; R	oosevel	Bridge											
West		From:	:		I-81 N													
(66) Ramp I-66 W Exit 1 to	81 N Exit 300	Frederick Co	ounty (	0.51	6800	G	84%	1%	1%	1%	14%	1%	F	NA			6300	G
$\overline{}$		To	:		I-66 W													
West		From:	I-66-W TO				k NORTH											
Ramp		Warren Cou	,	0.22	4600	G								NA			4600	G
		100	I-66-W TO															
West		From:			7900- SOU		ORTH							NIA			F000	_
66 Ramp		Warren Cou		0.18	<b>5000</b> SR 79 SR 79	G								NA			5000	G
		F	<u>Г</u>			9- B IU												
West 66 Ramp		Fauquier Co	· Lunty (	0.11	I-66 West	Α								0.269	Α		1100	Α
66 Hamp		To:	:		Leeds Mar									0.203	^		1100	^
West		From:	:	20 000	I-66 West	101 114												
West (66) (17) Ramp		Fauguier Co	Luntv (	0.25	4200	F								0.106	F		4200	F
(00) (17)		To:	:		7 Wincheste													
West		From:	:		I-66 West													
(66) Ramp		Fauquier Co	ounty (	0.15	1500	F								0.122	F		1500	F
		To	:	SR 5	5 Free State	e Rd												
West		From:	:		I-66 West													
(66) Ramp		Fauquier Co	ounty	0.25	1800	Α								0.15	Α		2000	Α
$\overline{}$		To	·	US 1	7 Wincheste	er Rd												
West		From:	:		I-66 West													
Ramp		Fauquier Co		0.15	970	Α								0.329	Α		960	Α
$\overline{}$		To		SR 24	5 Old Tave	rn Rd												
West		From:			1500- SOU	TH & N	ORTH											
Ramp	Town	of Haymarket		0.15	NA									NA			NA	
$\overline{}$		To:	US 15 U	US 15- 1	195B FRON	M & TO	RT 66											

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

		Timary and interestate Heates			
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail		AAWDT QW
West 66 Ramp	Prince William County	I-66-W TO RT 2900- SOUTH 0.02 NA		NA	NA
West (66) (29) Ramp	Prince William County	S 29- 217B FROM RT 2900- NORTH & SOUTH  0.26 NA		NA	NA
West 66 Ramp	Prince William County	US 29- 217B TO RT 66 WESTRT 29 & TO R 0.26 NA		NA	NA
West (66) Ramp	Prince William County	IS 66; SR 6  I-66 West  0.22 NA  US 29 Lee Highway		NA	NA
West 66 Ramp	Prince William County	I-66-W TO RT 234 SOUTH 0.42 NA		NA	NA
West (66) Ramp	Prince William County	ISR 234-P SR 234-N023B TO & FROM RT  I-66-W TO RT 234 SOUTH  0.19 NA	_ <del></del>	NA	NA
West 66 Ramp	Fron: Prince William County	SR 234 FROM RT 66 WEST  1-66-W TO RT 234 NORTH & SOUTH  0.20 NA  SR 234 FROM RT 66 WEST		NA	NA
West 66 Manassas Welcome Center	Prince William County	I-66 West to Welcome Center  0.04 NA  Enter Welcome Center Parking Lot		NA	NA
West 666 Manassas Welcome Center	Prince William County	Exit Welcome Center Parking Lot  0.03 810 A 84% 1%  I-66 West from Welcome Center	1% 2% 12% 0%	C 0.121 A	780 A
West 66 Ramp	Fairfax County	I-66-W TO RT 2900- NORTH & SOUTH  0.31 <b>8500 G</b> 96% 1%  US 29 US 29-N226A FROM & TO RT 66	1% 2% 1% 0%	C 0.112 F	8500 G
West Ramp	Fairfax County	66-W TO RT 28 NORT & 620-BRADDOCK RO 0.11 <b>NA</b>		NA	NA
West 666 Ramp	Fairfax County	I-66-W053C TO BRADDOCK ROAD  0.10 <b>3400 G</b> 98% 1%  FROM RT 66 WEST	0% 0% 0% 0%	C 0.102 F	3400 G
West 66 Ramp	Fairfax County	I-66-W TO RT 29 NORTH & SOUTH  0.24 14000 G 98% 1%  SR 28 FROM RT 66 WEST	1% 0% 1% 0%	C 0.1 F	14000 G
West	Prom:	I-66-W053A TO BRADDOCK ROAD	<u> </u>		

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

Route	Jurisdiction	Length AADT QA 4Tire	Bus	2Axle 3+A	-Truck xle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	I-66-W055X TO RT 7100 SOUTH FAIRFAX										
(66) Ramp	Fairfax County	0.24 <b>3200 G</b> 95%		1% 0	% 3%	0%	С	0.143	F		3200	G
	To:	RT 7100 FFX CO PKWY FROM RT 66 WES										
West	From:	I-66-W055X TO RT 7100 NORTH FAIRFAX			00/	00/	0	0.100	_		F100	_
66 Ramp	Fairfax County	0.32 <b>5100 G</b> 97% RT 7100 FFX CO PKWY FROM RT 66 WES		1% 0	% 0%	0%	С	0.102	F		5100	G
	From:											
West	Fairfax County	I-66-W COLLECTOR ROAD TO RT 7100 FA 0.28 NA	IR					NA			NA	
66 Ramp								INA			INA	
West	To: From:	I-66-W055B TO RT 7100 NORTH FAIRFAX	С									
66 Ramp	Fairfax County	0.19 <b>NA</b>						NA			NA	
	To: From:	29-7100-N000A FROM RT 7100 NORTH FAIR	FAX									
West Ramp	Fairfax County	0.16 <b>NA</b>						NA			NA	
Ramp								14/1			1471	
West	Too From:	I-66-W055A TO RT 7100 SOUTH FAIRFAX	С									
66 Ramp	Fairfax County	0.14 <b>NA</b>						NA			NA	
West	To: From:	29-7100-S000A FROM RT 7100 SOUTH FAIR	FAX									
(66) Ramp	Fairfax County	0.25 <b>NA</b>						NA			NA	
(00)	To:	I-66-W COLLECTOR ROAD FROM RT 710	0									
West	From:	I-66-W TO RT 50 EAST										
(66) Ramp	Fairfax County	0.14 <b>NA</b>						NA			NA	
	To:	US 50 FROM RT 66 WEST										
West	From:	I-66-W TO RT 50 WEST										
(66) Ramp	Fairfax County	0.86 <b>NA</b>						NA			NA	
	То:	I-66-W TO RT 50 WEST										
West	From:	I-66-W TO RT 12300- NORTH & SOUTH										
(66) Ramp	Fairfax County	0.24 <b>NA</b>						NA			NA	
West	To: From:	I-66-W060B TO RT 12300- NORTH										
(66) Ramp	Fairfax County	0.49 <b>NA</b>						NA			NA	
(00)	To:	I-66-E060A I-66- 60A FROM RT 6										
West	From:	I-66-W060A TO RT 12300- NORTH										
(66) Ramp	Fairfax County	0.18 <b>NA</b>						NA			NA	
	To:	SR 123 FROM RT 66 WEST										
West	From:	I-66-W062X TO METRO COMMUTER LO	Γ									
(66) Ramp	Fairfax County	0.13 <b>NA</b>						NA			NA	
$\overline{}$	Tα	COMMUTER LOT										
West	From:	I-66-W062X TO RT 243 SOUTH										-
(66) Ramp	Fairfax County	0.13 <b>NA</b>						NA			NA	
$\overline{}$	То:	SR 243 FROM RT 66 WEST										

# 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 QK Factor	Dir AAWDT QW Factor
West	From:	I-66-W062X TO RT 243 NORTH			
66) Ramp	Fairfax County	0.22 <b>NA</b>		NA	NA
	To:	SR 243; 29-9784 FROM RT 66 WEST			
West		I-66-W COLLECTOR ROAD TO RT 243 & METR			
Ramp	Fairfax County	0.54 <b>NA</b>		NA	NA
West	To: From:	I-66-W062C TO RT 243 NORTH			
Ramp	Fairfax County	0.12 <b>NA</b>		NA	NA
	To- From:	SR 243-N000B FROM RT 243 NORTH	_		
West					
Ramp	Fairfax County	0.10 <b>NA</b>		NA	NA
West	To- From:	I-66-W062B TO RT 243 SOUTH			
Ramp	Fairfax County	0.08 <b>NA</b>		NA	NA
$\smile$	To:	SR 243-S000B FROM RT 243 SOUTH & METRO C	_		
West 66 Ramp	11011.				
66 Ramp	Fairfax County	0.42 <b>NA</b>		NA	NA
West	To- From:	I-66-W062A TO METRO COMMUTER LOT			
Ramp	Fairfax County	0.07 <b>NA</b>		NA	NA
	To:	I-66-W COLLECTOR ROAD FROM RT 243 & ME			
West	From:	I-66-W TO RT 495 SOUTH			
(66) Ramp	Fairfax County	0.43 <b>NA</b>		NA	NA
$\overline{}$	To:	I-495-S I-495-S009A FROM & TO RT			
West	From:	I-66-W TO RT 7 EAST			
Ramp	Fairfax County	0.13 <b>NA</b>		NA	NA
	To:	SR 7 FROM RT 66 WEST			
West	From:	I-66-W TO RT 7 WEST			
(66) Ramp	Fairfax County	0.23 <b>NA</b>		NA	NA
<u> </u>	To:	SR 7 FROM RT 66 WEST			
West	From:	I-66-W TO SYCAMORE STREET			
(66) Ramp	Arlington County	0.23 <b>NA</b>		NA	NA
<u> </u>	To:	I-66-W TO SYCAMORE STREET			
West	From:	I-66-W TO RT 120-GLEBE ROADWEST & EAS			
Ramp	Arlington County	0.12 <b>NA</b>	_	NA	NA
<u> </u>	To:	SR 120 FROM RT 66 WEST			
West	From:	I-66 WB		0.405 5	44000
66 Ramp	Arlington County	0.14 <b>11000 G</b> US 29, N Lynn St	$\neg$	0.105 F	11000 G
West		3US 50-P JB-VA-DC RAMP FROM RT 66 WEST		NIA	N I A
66 Ramp	Arlington County	0.21 <b>NA</b> RGE WASHINGTON MEM PKWY FROM RT 66 WEST	$\neg$	NA	NA
	GEO!	KUE WASHINGTON MEM PKWY FROM RT 66 WEST	L		

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

<b>.</b>						_		Tru	ck			K	011	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:		0 Honnaker	Rd												
S7) Swords Creek Rd	Russell County	3.55	3500	F	91%	1%	0%	3%	5%	0%	F	0.087	F	0.581	3700	F
<u>~</u>	To: From:	83-633	Clarks Valle	y Rd												
S7) Swords Creek Rd	Russell County	2.85	3200	F	91%	1%	0%	3%	5%	0%	F	0.089	F	0.529	3400	ı
<u> </u>	To: From:	83-617	Pumpkin Co	enter			$\Box$ $\vdash$									
Swords Creek Rd	Russell County	4.04	3100	F	91%	1%	0%	3%	5%	0%	С	0.081	F	0.562	3300	
<i></i>	To:		well County I													
Raven Rd	Tazewell County		ell County Li 4800	ine <b>F</b>	91%	1%	0%	3%	5%	0%	F	0.088	F	0.547	5100	
Tiaveiriu	razewen odding	<u>-                                      </u>			3176	1 /0	U /6	3 /6	J /6	0 /6	•	0.000	'	0.547	3100	
	From		CL Richland		010/	10/		20/	E0/	00/	NI.	0.000	NI.	0.547	E100	
7)	Town of Richland		<b>4800</b> US 460 Front	N	91%	1%	0%	3%	5%	0%	N	0.088	N	0.547	5100	
	From:		S 460 From S 460 Raven													
7) (460)	Town of Richlands (Ma		13000	F	95%	0%	1%	1%	3%	0%	F	0.083	F	0.503	15000	
	To:	C	L Richlands													
Bus	From:		60; BUS US								_		_			
7 460 Front St	Town of Richland	ds 0.27	13000	F	98%	0%	0%	1%	1%	0%	С	0.082	F	0.518	13000	
Bus	To: From:	BUS I	US 460 P, 2n	d St												
7) (460) Front St	Town of Richland	ds 0.58	6200	F	98%	0%	0%	1%	1%	0%	F	0.082	F	0.539	6600	
7 (400)	Combined Traffic Estimates for 2 Parallel Roa			F	98%	0%	1%	1%	1%	0%	F	0.084	F	0.786	14000	
	To:		P Railroad	A ***												
Bus Bus	From:															
(460) Front St	Town of Richland		5500	F	99%	0%	1%	0%	0%	0%	F	0.089	F		5800	
<i>y</i> ~ ~	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	9300	N	98%	0%	1%	1%	0%	0%	N	NA			9900	
	To: From:		US 460 Fron													
7) Norfolk St	Town of Richland	ds 0.04	1100	F	96%	0%	1%	3%	1%	0%	F	0.095	F	0.696	1100	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	1800	F	95%	0%	1%	3%	1%	0%	F	0.103	F	0.842	2000	
	To:		2nd St													
Bus 7) (460) 2nd St	Town of Richland		Norfolk St 3800	N	96%	0%	1%	3%	1%	0%	N	0.095	N	0.664	4100	
7 460 2nd St	Combined Traffic Estimates for 2 Parallel Roa		9300	N	98%	0%	1%	1%	0%	0%	N	NA	14	0.004	9900	
	To:	SR 67 Par, Bu				0 /6	1/8	1 /0	0 /6	0 /6	IN	INA			3300	
_	From:	SR 67 Par, I														
7) Railroad St	Town of Richland	ds 0.41	3800	F	96%	0%	1%	3%	1%	0%	F	0.095	F	0.664	4100	
<i></i>	_Τα		US 460				<u> </u>									
Railroad St	Town of Richland	ds 0.92	2200	F	95%	0%	1%	3%	1%	0%	С	0.091	F	0.519	2300	
·)		NZ	CL Richlands	,												
Jewell Ridge Rd	From: Tazewell County		1600	F	96%	0%	1%	3%	1%	0%	С	0.091	F	0.624	1700	
Si Journal Lings Lid	Ta:		16 Whites St		00,0	0,0		0,0	. ,0	0 /0	•	3.001	•	3.02 1	1,700	

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

								Tru	ıck			K	a	Dir		_
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:		JS 460 Fro		055'	0-1	45'	051	461	051	-	0.4.5	-		000	
67 Railroad St	Town of Richlands	0.05	780	F	95%	0%	1%	3%	1%	0%	F	0.115	F		830	
	Combined Traffic Estimates for 2 Parallel Roadw	•	1800	F	95%	0%	1%	3%	1%	0%	F	0.103	F	0.842	2000	
	100		67 Second													
Foresteen But	From:		unty Line;		0.40/	40/	40/	40/	4.40/	00/	_	0.000	_	0.547	4000	
68 Exeter Rd	Wise County	6.13	1300	G	84%	1%	1%	1%	14%	0%	С	0.098	F	0.517	1300	
	100		23 S of Ap													
Load Mina Pd	From:	98-63 1.78	6 Store H		96%	0%	1%	1%	2%	00/	F	0.104	F	0.628	950	
69) Lead Mine Rd	Wythe County	1.76	910	G	90%	0%	1%	170	2%	0%	Г	0.104	Г	0.628	950	
	To: From:		oll County													
69 Lead Mine Rd	Wythe County	0.25	910	N	96%	0%	1%	1%	2%	0%	N	0.104	N	0.628	950	
<u>~</u>	To: From:		oll County													
₆₉ ) Lead Mine Rd	Wythe County	1.26	1200	G	96%	0%	1%	1%	2%	0%	С	0.092	F	0.669	1300	
<u> </u>	Too Frame	I-77 We	st of Popla	ar Camp												
69) Lead Mine Rd	Wythe County	0.30	1900	G	90%	0%	1%	4%	6%	0%	С	0.139	F	0.864	1900	
$\checkmark$	To:	US 5	2 Poplar C	Camp												
_	From:	SR 69 T	O AND FI	ROM RT	1											
₆₉ ) Ramp	Wythe County	0.28	930	G								0.086	F		930	
<u> </u>	To:	I-77-	S FROM F	RT 69												
	From:		O AND FI		1											
69) Ramp	Wythe County	0.16	680	G								0.098	F		680	
<u> </u>	To:	I-77-1	N FROM F	RT 69												
	From:		essee State										_			
70)	Lee County	3.35	250	G	93%	2%	1%	4%	0%	0%	F	0.137	F	0.819	270	
	To: From:	52-60	4 Blackwa	ter Rd												
70) Trail of the Lonesome Pin	le Lee County	3.69	290	G	93%	2%	1%	4%	0%	0%	С	0.091	F	0.563	300	
<u> </u>	To- From:	52-61	2 Glasses	Store			$\Box$ $\vdash$									
$\overline{70}$ Trail of the Lonesome Pin	ne Lee County	4.80	730	G	93%	2%	1%	4%	0%	0%	F	0.109	F	0.506	770	
<u> </u>	To:	SC	L Jonesvi	lle			$ \vdash$									
70)	Town of Jonesville (Maint:		730	N	93%	2%	1%	4%	0%	0%	Ν	0.109	Ν	0.506	770	
	To:	,	US 58													
	From:	]	Bus 23 Bus	s												
71 E Jackson St	Town of Gate City (Maint:		4000	G	97%	0%	1%	1%	2%	0%	F	0.128	F	0.509	4300	
$\mathcal{L}$	Toc	8.4	-904 Jones	St												
71) E Jackson St	Town of Gate City (Maint:		7300	G	97%	0%	1%	1%	2%	0%	F	0.092	F	0.583	7800	
	To	,														
71 Nicklesville Hwy	From: Scott County	1.86	CL Gate Ci 4000	G G	97%	0%	1%	1%	2%	0%	С	0.102	F	0.550	4100	
71 Nicklesville Hwy	Tor		Rattlers H		J1 /0	0 /0	1 /0	1 /0	<i>L</i> /0	0 /0	J	0.102	•	0.550	7100	
	From:		Rattlers H													
71 Nicklesville Hwy	Scott County	3.02	3700	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.559	3800	
$\smile$	To	84-6	571 Snowf	lake												

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

							Tru	ıck			K	017	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		Snowflake							_					
71 Nicklesville Hwy	Scott County	6.43 <b>2</b>	2500 G	96%	0%	1%	1%	2%	0%	С	0.089	F	0.504	2600	(
<u> </u>	To: From:	WCL N	Nickelsville												
71)	Town of Nickelsville (Maint: 84)	) 0.54 <b>2</b>	2500 N	96%	0%	1%	1%	2%	0%	Ν	0.089	Ν	0.504	2600	
$\smile$	To	84-682 V	V, Bethel Rd			<u> </u>									
71) Nicklesville Rd	Town of Nickelsville (Maint: 84		900 G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.589	4000	
$\mathcal{I}$	Toc	ECLN	lickelsville												
71)	Scott County		900 N	96%	0%	1%	1%	2%	0%	Ν	0.093	Ν	0.589	4000	
	To:	Russell	County Line												
_	From:	Scott C	County Line												
71)	Russell County	5.60 <b>1</b>	300 F	96%	0%	1%	1%	2%	0%	F	0.097	F	0.541	1300	
$\mathcal{L}$	Toc	83-602 R	Ridgeway Rd												
71)	Russell County		700 F	96%	0%	1%	1%	2%	0%	С	0.099	F	0.667	1800	
	To	TIC 50 AT	LT Parsonage												
ALT	From:		L1 Parsonage												
71) (58) Trail of the Lonesome Pine	Russell County	1.46 <b>8</b>	3700 F	93%	0%	1%	2%	4%	0%	F	0.064	F	0.657	9500	
<u> </u>	To: From:	US 58 ALT DI	CKENSONVIL	LE											
71)	Russell County	7.35 <b>3</b>	000 F	96%	0%	1%	2%	1%	0%	F	0.091	F	0.578	3100	
<u> </u>	To	WCI	Lebanon												
71) Fincastle Rd	Town of Lebanon		400 F	96%	0%	1%	2%	1%	0%	С	0.103	F	0.502	4700	
	To:	US 19 Bu	s Main Street												
	From:	2	SR 71												_
72) Veterans Memorial Hwy	Scott County		2000 G	97%	0%	0%	2%	0%	0%	С	0.094	F	0.616	2100	
,	To														
72 Veterans Memorial Hwy	Scott County		eys Creek Rd	97%	0%	0%	2%	1%	0%	С	0.094	F	0.613	2100	
72 Veterans Memorial Hwy	To:		nch River Hwy	31 /0	0 /6		2/0	1 /0	0 /6	C	0.034	'	0.013	2100	
	From:		BLACKMORE												_
72) (65)	Scott County	7.79 <b>1</b>	200 G	97%	0%	1%	1%	1%	0%	С	0.106	F	0.55	1300	
	To	CCI D	Oungannon												
70 65	Town of Dungannon (Maint: 84		200 N	97%	0%	1%	1%	1%	0%	N	0.106	N	0.55	1300	
72 (65)	Town of Bungamion (Maint: 04	,		31 76	0 70	1 /0	1 /0	1 /0	0 70	11	0.100	11	0.00	1000	
	To: From:		-1009	070/	00/		40/	40/	00/	_	0.400	_	0.540	4700	_
72 65 Veterans Memorial Hwy	Town of Dungannon (Maint: 84	,	600 G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.518	1700	
	From: S	R 65 Sinking Creek Hv	JNGANNON	morial Hy	1777										_
Hanging Rock Pkwy	Town of Dungannon (Maint: 84		950 G	98%	0%	1%	1%	0%	0%	С	0.098	F	0.577	990	
72) Hanging Hook Filmy	. Swift of Burigarinon (Maint. 04			JO /0	0 /0		1 /0	0 /0	0 /0	J	5.000	•	5.577	555	
	From:		Dungannon	000/	00/		40/	00/	00/		0.005		0.575	000	_
72)	Scott County	5.16	950 N	98%	0%	1%	1%	0%	0%	N	0.098	N	0.577	990	
<u>~</u>	To: From	84-755 F	latwoods Rd												
72 Hanging Rock Pkwy	Scott County	0.32	850 G	98%	0%	1%	1%	0%	0%	F	0.099	F	0.654	880	
$\smile$	To:	Wise C	County Line												

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

Pouto	Jurisdiction	Longth AADT CA	4Tiro	Duc		Truc	ck		00	K	QK	Dir	4 4 14/DT	01
Route	Jurisdiction	Length AADT QA	4 i ire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
Dungannan Dd	Prom:	Scott County Line 5.30 <b>2200 G</b>	000/	00/	10/	10/	00/	00/	F	0.000	F	0.501	2200	G
72) Dungannon Rd	Wise County		98%	0%	1%	1%	0%	0%	Г	0.089	Г	0.501	2300	
70	Town of Coeburn (Maint: 97)	SCL Coeburn 0.35 <b>2200 N</b>	98%	0%	1%	1%	0%	0%	N	0.089	N	0.501	2300	-
72)	Town of Goepum (Maint: 97)		30 /6	0 76	1 /6 ——	1 /0	0 /6	0 /6	IN	0.009	IN	0.501	2300	'
72 Dungannon Rd	Town of Coeburn (Maint: 97)	Alt US 58 0.19 <b>1700 G</b>	52%	0%	1%	1%	46%	0%	F	0.088	F	0.509	1800	(
72) Dangamen Ha	To:	SR 158 Front St	0270	0 70	170	1 70	1070	070	•	0.000	•	0.000	1000	
	From:	SR 158												
72 158 Front St	Town of Coeburn (Maint: 97)	0.65 <b>5300 G</b>	98%	1%	1%	1%	0%	0%	F	0.094	F	0.529	5500	(
	To: From:	SR 158 SR 158 BUS P												
72 Laurel Ave	Town of Coeburn (Maint: 97)	1.36 <b>3100 G</b>	52%	0%	1%	1%	46%	0%	F	0.082	F	0.551	3200	•
	To: From:	NCL Coeburn												
72)	Wise County	0.29 <b>3100 N</b>	52%	0%	1%	1%	46%	0%	Ν	0.082	N	0.551	3200	
	To: From:	97-652 Dr Ralph Stanley Hwy												
72) Cranes Nest Rd	Wise County	1.74 <b>2000 G</b>	52%	0%	1%	1%	46%	0%	F	0.07	F	0.547	2100	
<u></u>	To: From:	97-649 Craney Ridge Rd												
72) Cranes Nest Rd	Wise County		52%	0%	1%	1%	46%	0%	С	0.073	F	0.528	1400	
<u> </u>	To:	Wise County Line												
72) Coeburn Rd	Dickenson County	Dickenson County Line 2.55 <b>2100 G</b>	88%	1%	1%	1%	9%	0%	F	0.093	F	0.638	2200	
72) 0005411111	Ta	25-665	00 70	1 /0	Τ̈́	1 /0	0 70	0 70	•	0.000	•	0.000	2200	
	From:	25-665 Lick Fork Rd												
72) Coburn Rd	Dickenson County	5.13 <b>1800 G</b>	88%	1%	1%	1%	9%	0%	С	0.099	F	0.601	1800	
	Τα	SR 83 Georges Fork												
	From:	US 1 Brook Rd, 43-7518	000/	40/		00/	00/	00/	_	0.007	_	0.554	0.4000	
73) Parham Rd	Henrico County	0.78 <b>32000 G</b> I-95, 43-7518	98%	1%	1%	0%	0%	0%	F	0.097	F	0.554	34000	
	From	·												
East 73) Ramp	Henrico County	SR 73 TO RT 95 0.19 <b>6100 G</b>								0.108	F		6100	
73) Ramp	To	I-95-S FROM RT 73			_					0.100	'		0100	
East	From:	SR 73 Parham Rd												
73) Ramp	Henrico County	0.20 <b>4000 G</b>								0.111	F		4000	
	To:	I-95 North												
Vest	From:	SR 73 I-95-S083A TO AND FROM	1 RT											
73) Ramp	Henrico County	0.09 <b>1500 G</b>								0.186	F		1500	
$\smile$	То:	I-95-S FROM PARHAM ROAI	)											
Vest	From:	SR 73 Parham Rd												
73) Ramp	Henrico County	0.28 <b>12000 A</b>								0.101	Α		13000	
<u> </u>	To	I-95 North												
	From:	Park Ave												
74) Coeburn Ave	City of Norton	0.45 <b>2600 G</b>	96%	0%	2%	0%	1%	0%	С	0.084	F	0.535	2700	(
<u>~</u>	To:	Kentucky 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		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	C	Coeburn Rd												
74 Kentucky Ave	City of Norton	1.32	1300 G	94%	1%	1%	1%	4%	0%	F	0.101	F	0.566	1400	G
$\smile$	To		12th St												
74) Kentucky Ave	City of Norton	0.39	1500 G	94%	1%	1%	1%	4%	0%	С	0.096	F	0.524	1600	G
,	Too	T.	CL Norton												
74) Kentucky Ave	Wise County	0.26	1700 G	96%	1%	1%	0%	2%	0%	С	0.096	N	0.524	1800	G
74) Kentucky / We	To:		Alt US 58	0070	1 /0		0 /0	270	070	J	0.000		0.02-	1000	ď
	From:		essee State Line												
75) Green Spring Rd	Washington County	4.29	1700 G	98%	0%	0%	0%	1%	0%	F	0.103	F	0.570	1800	G
73) G. 3011 Spinig 1 ta	- F				0 70		0 70	1 /0	070	•	0.100	•	0.070	1000	ŭ
Cuasa Casina Dd	From		en Springs Church		00/		00/	10/	00/		0.100		0.051	4100	G
75) Green Spring Rd	Washington County	4.46	3900 G	98%	0%	0%	0%	1%	0%	С	0.100	F	0.651	4100	G
	From:		L Abingdon  gdon Country Clui	h											
75) Green Spring Rd	Town of Abingdon	0.98	7900 G	97%	0%	0%	1%	1%	0%	С	0.09	F	0.616	8400	G
.9	To:	I-81	Commerce Dr												
ALT	From:		I-81												
75) (58) Cummings St	Town of Abingdon		17000 G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.529	18000	G
$\smile \smile$	To:	US	11 Lee Hwy												
	From:		SR 75												
75) Ramp to I-81 N at Exit 17	Washington County	0.14	3200 G	79%	1%	1%	1%	18%	1%	F	0.081	F		3400	G
<u> </u>	To:		I-81 N												
	From:		SR 75												
75) Ramp to I-81 S at Exit 17	Washington County	0.08	3400 G	81%	1%	1%	1%	15%	1%	F	0.103	F		3500	G
$\smile$	To:		I-81 S												
	From:		Old Hundred Rd												
76) Powhite Pkwy	Chesterfield County	1.29	21000 G	98%	0%	0%	0%	1%	0%	F	0.116	F	0.748	23000	G
<u> </u>	To: From:		SR 288			$\Box$ $\vdash$									
76) Powhite Pkwy	Chesterfield County	2.00	31000 G	98%	0%	0%	0%	1%	0%	F	0.113	F	0.695	35000	G
$\smile$	Too	20-653	3 Courthouse Rd												
76) Powhite Pkwy	Chesterfield County	3.07	35000 G	98%	0%	0%	0%	1%	0%	F	0.117	F	0.71	40000	G
,00	To														
76) Powhite Pkwy	Chesterfield County		Midlothian Trnpk 47000 B	98%	0%	0%	0%	1%	0%	С	0.129	Α	0.719	53000	В
76 Powhite Pkwy	Chesterneid County			30 /6	0 76	U /6	0 /6	1 /0	0 /6	O	0.123	^	0.713	33000	
	To: From:		86 Jahnke Rd	2221						_					_
76) Powhite Pkwy	Chesterfield County		50000 G	98%	0%	0%	0%	1%	0%	F	0.112	F	0.682	57000	G
~	From	SR 150 Chippenh SR 150 Chippenham F	nam Pkwy, ECL R Pkwy: Chesterfield		ine										
76) Powhite Pkwy	City of Richmond (Maint: 20)		77000 G	98%	0%	0%	0%	1%	0%	F	0.113	F	0.702	88000	G
,,,,					- / -		- / -	. , •	- / 0	-	20	-	<b></b>		_
76) Powhite Pkwy	City of Richmond (Maint: 20)		st Hill Avenue 93000 G	98%	0%	0%	0%	1%	0%	F	0.11	F	0.689	106000	G

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

Б	1				4			Trι	ıck			K	01/	Dir	A A14/DT	. ,
Route	Jurisdiction	n Lengi	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	(
	From:		white Pkwy													
Powhite Pkwy	City of Richmond (N	Maint: 43) 0.66	93000	G	98%	0%	0%	0%	1%	0%	F	0.11	F	0.689	106000	
,	To: From:		SR 146													
Powhite Pkwy	City of Richmond (N	Maint: 43) 0.94	64000	G	98%	0%	0%	0%	1%	0%	F	0.108	F	0.676	73000	
<u>/</u>	То:		I-195													
st	From:	SR-00076-E013A(	R)/SPLIT OF	RAMP	FROM R	Г 76										
₆ ) Ramp	City of Richmond (	Maint: 20) 0.11	NA									NA			NA	
	To:	IS-00195-	N012A(B)/F	ROM R	Γ 195											
rth	From:		h Carolina S	tate Line												
7)	Carroll Cour	•		Α	72%	1%	1%	1%	23%	2%	F	0.138	Α		15000	
	Combined Traffic Estimates for 2 Parallel				73%	1%	1%	1%	24%	2%	F	0.132	Α	0.521	31000	
dh.	To: From:		OS, Old Pipers													
rth 7)	L Carroll Cour			<b>F</b>	57%	1%	1%	1%	37%	3%	С	0.106	F		17000	
')	Combined Traffic Estimates for 2 Parallel F	,		F	60%	1%	1%	1%	35%	3%	C	0.086	F	0.605	32000	
	- F	<u> </u>				1 70		1 /0	00 /0	070	Ü	0.000	•	0.000	02000	
rth	From:	SR 1	48 Chances (	Creek Rd												
7	Carroll Cour	,		G	72%	1%	1%	1%	23%	2%	F	0.075	F		17000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	e: <b>38000</b>	G	73%	1%	1%	1%	24%	2%	F	0.076	F	0.538	34000	
	To:		US 58													
rth	Carroll Cour	nty 4.18	19000	Α	72%	1%	1%	1%	23%	2%	С	0.135	Α		17000	
7	Combined Traffic Estimates for 2 Parallel F	,		A	73%	1%	1%	1%	24%	2%	C	0.129	Α	0.541	33000	
	Combined Traine Estimates for 21 araner i	-				1 /0	1 /0	1 /0	24 /0	2 /0	O	0.123	^	0.541	33000	
rth	To- From:	17-620	N, Coulson	Church I	Rd											
7)	Carroll Cour	nty 5.03	22000	G	72%	1%	1%	1%	23%	2%	F	0.074	F		19000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	e: <b>42000</b>	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.531	37000	
	To:	SI	R 69 Lead M	ine Rd												
th <del>-</del> }	Carroll Cour			Α	72%	1%	1%	1%	23%	2%	E	0.13	Α		17000	
7)	Combined Traffic Estimates for 2 Parallel F	•		A	73%	1%	1%	1%	24%	2%	' 	NA	^		35000	
	To:	•	Vythe County		73/6	1 /0	1 /0	1 /0	24 /0	2/0	'	INA			33000	
rth	From:		arroll County													
7)	Wythe Cour	nty 7.85	19000	Α	72%	1%	1%	1%	23%	2%	F	0.13	Α		17000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	e: <b>38000</b>	Α	73%	1%	1%	1%	24%	2%	F	0.126	Α	0.525	35000	
	To:		-81 Fort Chis													
th	From: L	1.00	I-77 Nort		700/	10/	10/	10/	000/	20/	_	0.070	F		11000	
Ramp From I-77 N	Exit 32 to I-81 S at Exit 81 Wythe Cour	•		G	72%	1%	1%	1%	23%	2%		0.079	•	0.504	11000	
	Combined Traffic Estimates for 2 Parallel F	noadways on this Houte	I-81 Sout	G	72%	1%	1%	1%	24%	2%	F	0.077	F	0.504	20000	
rth South	From:	]	-81 Fort Chi													
7) (81) (11)	Wythe Cour			A	75%	1%	1%	1%	21%	2%	F	0.115	Α		23000	
	Combined Traffic Estimates for 2 Parallel F	•	e: <b>49000</b>	Α	74%	1%	1%	1%	22%	2%	F	0.113	Α	0.506	47000	
	To:	,	US 52; SR				Ti.					-				

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

		Primary ar	iu iiileisia	ue no	utes											
Route	Jurisdictio	n Lenath	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
	Gurisarette	ni Longin	AADI	Q,A	41110	Duo	2Axle	3+Axle	1Trail	2Trail	QO	Factor	Q.I.	Factor	70000	QII
North South	From:		S 52; SR 12													_
(77) (81) (11) (52)	Wythe Cou	•	24000	Α	75%	1%	1%	1%	21%	2%	F	0.122	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%	F	0.114	Α	0.577	47000	Α
North Courth	To: From:		FR-43													
North South $(77)$ $(81)$ $(11)$ $(52)$	Wythe Cou	ntv 2.37	25000	Α	75%	1%	1%	1%	21%	2%	С	0.121	Α		23000	Α
(7) (81) (11) (32)	Combined Traffic Estimates for 2 Parallel	•		A	74%	1%	1%	1%	22%	2%	C	NA			47000	Α
	Combined Traine Estimates for 21 drainer				7 4 70	1 70		1 /0	<i>LL</i> 70	270	Ü	1471			47000	,,
North South	From:		CL Wythevil	lle												
(77) $(81)$ $(11)$ $(52)$	Town of Wytheville	(Maint: 98) 0.93	25000	Α	75%	1%	1%	1%	21%	2%	С	0.121	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	50000	Α	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.601	47000	Α
	To		US 11													
North South	Town of Wytheville	(Maint: 98) 1.29	22000	Α	75%	1%	1%	1%	21%	2%	_	0.129	Α		21000	Α
77 81 52	•	,		В		1%	1%	1%	22%	2%	, F	0.129	Α	0.549		В
	Combined Traffic Estimates for 2 Parallel		<b>46000</b> 81 Wythevil		74%	170	1%	170	22%	2%	Г	0.115	А	0.549	43000	Ь
North	From:	1-	I-81 South	ic												
(77) Ramp I-81 S Exit 72 to	I-77 N at Exit 40 Town of Wytheville	(Maint: 98) 0.28	12000	G	77%	1%	1%	1%	19%	1%	F	0.076	F		10000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	77%	1%	1%	1%	19%	1%	F	0.070	F	0.554	19000	G
	To:		I-77 North													
North	From:		81 Wythevil								_					_
(77)	Town of Wytheville	'	13000	Α	77%	1%	1%	1%	19%	1%	F	0.155	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	Α	77%	1%	1%	1%	19%	1%	F	0.138	Α	0.53	24000	Α
North	To: From:	Pe	ppers Ferry l	Rd												
(77)	Town of Wytheville	(Maint: 98) 0.23	14000	Α	77%	1%	1%	1%	19%	1%	F	NA			12000	Α
n	Combined Traffic Estimates for 2 Parallel	'		A	77%	1%	1%	1%	19%	1%	F	NA			25000	Α
	T-				,6	. , •		. , 0	.0,0	. , 0	•					
North	From:		CL Wythevil	lle												
77)	Wythe Cou	,	14000	Α	77%	1%	1%	1%	19%	1%	F	NA			12000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel			Α	77%	1%	1%	1%	19%	1%	F	NA			25000	Α
N	To:		nd County L													
North	Bland Cour		the County I 14000	A A	77%	1%	1%	1%	19%	1%	F	NA			12000	Α
77	Combined Traffic Estimates for 2 Parallel	•		A	77%	1%	1%	1%	19%	1%	, F	NA			25000	A
	Combined Trainic Estimates for 2 Faraner				1170	1 70	1 70	1 70	1976	170	Г	INA			23000	A
North	To: From:	10-717	Little Creel	k Hwy												
(77)	Bland Cour	nty 5.45	14000	G	77%	1%	1%	1%	19%	1%	F	0.074	F		12000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	77%	1%	1%	1%	19%	1%	F	0.075	F	0.539	25000	G
	To:		JS 52, SR 42													
North (77)	From:										_		_			_
(77)	Bland Cour	•	13000	G	77%	1%	1%	1%	19%	1%	F	0.075	F		11000	G
	Combined Traffic Estimates for 2 Parallel			G	77%	1%	1%	1%	19%	1%	F	0.076	F	0.545	23000	G
	To:	10-666	Indian Villa	ge Trail												

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

		Filliary at						Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
North	From:		Indian Villa	ge Trail												
(77)	Bland Cour	nty 3.94	13000	G	77%	1%	1%	1%	19%	1%	F	0.109	F		12000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	77%	1%	1%	1%	19%	1%	F	0.086	F	0.66	23000	G
North	To: From:	10-60	06 Wilderne:	ss Rd												
(77)	Bland Cour	nty 1.97	13000	G	77%	1%	1%	1%	19%	1%	F	0.107	F		12000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	77%	1%	1%	1%	19%	1%	F	0.087	F	0.643	24000	G
	Tœ	ī	JS 52, SR 6	1												
North $\overline{77}$	Bland Cour		13000	Α	77%	1%	1%	1%	19%	1%	С	0.149	Α		12000	Α
(1)	Combined Traffic Estimates for 2 Parallel	•		A	77%	1%	1%	1%	19%	1%	С	0.149	A	0.522	23000	A
	Combined Traine Estimates for 2 Paramer				11/0	1 /0	1 /0	1 /0	19/0	1 /0	C	0.130	^	0.522	23000	^
North	To: From:		IS 52; SR 59													
(77) (52) (52)	Bland Cour	•	14000	G	77%	1%	1%	1%	19%	1%	F	0.102	F		12000	G
$\circ \circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	77%	1%	1%	1%	19%	1%	F	0.088	F	0.569	25000	G
North	To: From:	West '	Virginia Stat	te Line												
77 52 52	West Virginia (M	aint: 10) 0.50	14000	G	77%	1%	1%	1%	19%	1%	F	0.102	F		12000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	77%	1%	1%	1%	19%	1%	F	NA			25000	G
	То:	End of T	unnel, West	Virginia	ı											
North	From:		ome Center I													
277 Lambsburg Welcome (	Center Carroll Cou		1800	<u>A</u>	83%	1%	1%	0%	14%	0%	С	0.178	Α		1600	Α
	From:	1-77 North	from Welco	ome Cen	ter											
North (77) Ramp	Carroll Cou		I-77 North 1700	F								0.099	F		1700	F
/// rtamp	To:		Old Pipers									0.000	•		1700	•
North	From:		I-77 North													
Ramp	Carroll Cou	nty 0.22	NA									NA			NA	
$\overline{}$	To:	SR 148	Chances Ca	reek Rd												
North	From:		I-77 North													
(77) Ramp	Carroll Cou		2100	G								0.085	F		2100	G
	Te:	03.3	8 Carrollton	Pike												
North	From:		I-77 North									0.100	_		000	_
Ramp	Carroll Cou	-	300 Coulson Ch	F urch Rd								0.108	F		300	F
North	From:	17-020		uicii Nü			<u> </u>									
North Ramp	Wythe Cou	nty 0.42	I-77 North									NA			NA	
<u></u>	To:		69 Lead Min	e Rd												
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
$\sim$	To		I-81 North													

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

		T Timary and Interse					т	1 .			17		D:-		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		TrıTrı. 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
North	From:	I-77 North				ZANIE	JTANIC	IIIaii	ZIIali		i actor		1 actor		
Ramp	Town of Wytheville (Maint: 98)	0.13 <b>1800</b>	G								0.114	F		1800	G
	To:	Peppers Ferry	Rd												
orth	From:	I-77 North													
Ramp	Bland County	0.22 <b>250</b>	G								0.249	F		250	G
	To:	10-717 Little Cree													
orth	From:	Gap VENT BUIL													
Ramp	Bland County	0.10 <b>NA</b>	DING								NA			NA	
	To:	I-77-N VENT BUILDI	NG RO	AD											
orth	From:	I-77 North													
orth 77) Ramp	Bland County	0.23 <b>1600</b>	G								0.104	F		1600	G
7) Hamp	To:	US 52 South Scen									0.104			1000	
s et la	From					<u> </u>									
orth 77) Ramp	Bland County	I-77 North to So 0.22 <b>2400</b>	G								0.118	F		2400	
Tamp	Biarid County	I-77 North from S									0.110	'		2400	
	Francis														
orth	Bland County	I-77 North 0.20 <b>880</b>	G								0.006	F		000	(
Ramp		10-666 Indian Villa				_					0.096	Г		880	(
orth	Prom:	I-77 North to Res		040/	40/	40/	00/	4.00/	40/		0.470			050	
Rocky Gap Rest Area Ramp	Bland County	0.13 <b>950</b>	N	81%	1%	1%	0%	16%	1%	N	0.176	N		950	١
orth	From:	Enter Rest Area Par Exit Rest Area Par													
Rocky Gap Rest Area Ramp	Bland County	0.24 <b>950</b>	G	81%	1%	1%	0%	16%	1%	С	0.176	F		950	
)	To:	I-77 North from Re			- , ,	Ti.									
orth	From:	I-77 North				1									
Ramp	Bland County	0.21 <b>210</b>	G								0.151	F		210	(
7) Hamp	To:	10-606 Wilderne									0.101	•		210	`
	From	I-77 North													
orth (77) Ramp	Bland County	0.20 <b>630</b>	G	94%	1%	3%	1%	1%	0%	F	0.168	F		660	
/) Hamp	To:	US 52 Clear Fork Ci			1 /0	3/8	1 /0	1 /0	0 /6	'	0.100	'		000	•
	From:			у		_									
orth		I-77 North 0.14 <b>180</b>	G								0.500	F		100	(
Ramp	Bland County ™	0.14 <b>180</b> US 52 North Scen									0.569	Г		180	,
uth	From:	North Carolina Sta		700/	10/	10/	10/	0.40/	00/	_	0.151	^		15000	
77	Carroll County	1.07 <b>17000</b>	A	73%	1%	1%	1%	24%	2%	_	0.151	A	0.504	15000	P
Combined Traf	ffic Estimates for 2 Parallel Roadways on	this Houte: 35000	Α	73%	1%	1%	1%	24%	2%	F	0.132	Α	0.521	31000	ŀ
uith	To: From:	17-620 Lambsbu	rg Rd												
outh	Carroll County	7.92 <b>17000</b>	F	63%	1%	1%	1%	32%	2%	С	0.085	F		15000	F
Combined Tra	ffic Estimates for 2 Parallel Roadways on		F	60%	1%	1%	1%	35%	3%	C	0.086	F.	0.605	32000	F
Combined Trai	mo Estimates for Z r araller rioduways off	1110 1 10uto. <b>33000</b>		00 /0	1 /0	1 /0	1 /0	00/0	0 /0	0	5.000		0.000	02000	

# 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
South	From:		Chance Cr		700/	10/	10/	10/	0.40/	00/	_		_		17000	
77)	Carroll Cou	,	19000	G	73%	1%	1%	1%	24%	2%	F _	0.096	F _		17000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	G	73%	1%	1%	1%	24%	2%	F	0.076	F	0.538	34000	G
South	To: From:		US 58													
77)	Carroll Cou	nty 4.31	19000	Α	73%	1%	1%	1%	24%	2%	С	0.143	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	Α	73%	1%	1%	1%	24%	2%	С	0.129	Α	0.541	33000	Α
outh	Tec From:		17-620 N													
77)	Carroll Cou	nty 4.76	20000	G	73%	1%	1%	1%	24%	2%	F	0.094	F		18000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	G	72%	1%	1%	1%	24%	2%	F	0.074	F	0.531	37000	G
	To:		the County													
outh	From:		roll County		700/	40/	10/	40/	0.40/	00/	_	0.004	_		40000	_
77	Wythe Cou	•	20000	G	73%	1%	1%	1%	24%	2%	F	0.094	F		18000	9
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:		G	72%	1%	1%	1%	24%	2%	Г	NA			37000	C
outh	To: From:		SR 69													
outh 77	Wythe Cou	•	19000	Α	73%	1%	1%	1%	24%	2%	F	0.135	Α		17000	F
	Combined Traffic Estimates for 2 Parallel			Α	73%	1%	1%	1%	24%	2%	F	0.126	Α	0.525	35000	P
	To:	I-81 S	South Interc	hange												
$\frac{1}{27}$ Ramp I-81 N Exit 81 to	I-77 S at Exit 32 Wythe Cou	nty 0.27	11000	G	73%	1%	1%	1%	24%	2%	F	0.084	F		9700	
)	Combined Traffic Estimates for 2 Parallel	,		G	72%	1%	1%	1%	24%	2%	F	0.077	F	0.504	20000	(
	To:		I-81 North				TÎ.	.,,	,,	_,,						
outh North	From:		1 Fort Chisy													
77) (81) (11)	Wythe Cou	•	25000	Α	73%	1%	1%	1%	23%	2%	F	0.12	Α		24000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	F	0.113	Α	0.506	47000	ŀ
outh North	To: From:	U	JS 52; SR 12	21												
77) (81) (11) (52)	Wythe Cou	,	25000	Α	73%	1%	1%	1%	23%	2%	F	0.120	Α		24000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.577	47000	A
U. N. U	T _O .		F-42				$\neg$ $\vdash$									
$ \frac{1}{77} \overline{)} (81) (11) (52) $	Wythe Cou	nty 2.18	25000	Α	73%	1%	1%	1%	23%	2%	С	0.121	Α		24000	ļ
77) [81] [11] [52]	Combined Traffic Estimates for 2 Parallel	•		A	74%	1%	1%	1%	22%	2%	C	NA	,,		47000	,
	To				7 1 70	1 70		1 70	/0	270	Ŭ				17000	•
outh North	From:		CL Wythevi													
77) (81) (11) (52)	Town of Wytheville	,	25000	Α	73%	1%	1%	1%	23%	2%	С	0.121	Α		24000	A
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	50000	Α	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.601	47000	F
outh North	To: From:		US 11													
77) (81) (52)	Town of Wytheville	(Maint: 98) 0.82	24000	В	73%	1%	1%	1%	23%	2%	F	0.118	Α		22000	Е
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	В	74%	1%	1%	1%	22%	2%	F	0.115	Α	0.549	43000	Е
	To:		81 Wythevil	lle												

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

_		Fillialy at	14 11110101	410 110				T.,,	alı			V		Div		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	0 A v la		ck		QC	K	QK	Dir	AAWDT	QW
Country	From	Г	I-81 N				ZAXIE	3+Axle	TTTall	21raii		Factor		Factor		
South Ramp I-77 S Exit 40 to	81 N Exit 72 Town of Wytheville	(Maint: 98) 0.66	10000	G	77%	1%	1%	1%	19%	1%	F	0.073	F		9100	G
77) Tramp 177 6 2xx 16 to	Combined Traffic Estimates for 2 Parallel	,		G	77%	1%	1%	1%	19%	1%	F	0.070	F	0.554	19000	G
	To:	riodaways on this riodic.	I-77 S		1170	1 /0		1 /0	10 /0	1 /0	•	0.070	•	0.004	10000	u
South	From:	I-	81 Wythevi	lle												
(77)	Town of Wytheville	,	14000	Α	77%	1%	1%	1%	19%	1%	F	0.145	Α		12000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	Α	77%	1%	1%	1%	19%	1%	F	0.138	Α	0.53	24000	Α
Courth	Tec From:	NO	CL Wythevi	ille												
South $\overline{77}$	Wythe Cou	nty 0.02	14000	Α	77%	1%	1%	1%	19%	1%	F	0.145	Α		12000	Α
(n)	Combined Traffic Estimates for 2 Parallel	,		A	77%	1%	1%	1%	19%	1%	F	NA			25000	Α
	To				,0	. , ,		. 70	. 0 , 0	. , ,	•					
South (77)	From:		ppers Ferry													
(77)	Wythe Cou	,	14000	Α	77%	1%	1%	1%	19%	1%	F	0.149	Α		12000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel			Α	77%	1%	1%	1%	19%	1%	F	NA			25000	Α
South	To:		nd County I the County													
South (77)	Bland Cou		14000	A	77%	1%	1%	1%	19%	1%	F	0.149	Α		12000	Α
(1)	Combined Traffic Estimates for 2 Parallel	•		A	77%	1%	1%	1%	19%	1%	F	NA			25000	Α
	To				7770	1 /0		1 70	1070	1 70	•				20000	,,
South	From:		7 Little Cree	k Hwy												
(77)	Bland Coul	•	15000	G	77%	1%	1%	1%	19%	1%	F	0.079	F		13000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	77%	1%	1%	1%	19%	1%	F	0.075	F	0.539	25000	G
Courth	Te: From:	J	JS 52, SR 4	2												
South (77)	Bland Cou	nty 6.05	13000	G	77%	1%	1%	1%	19%	1%	F	0.081	F		12000	G
(I)	Combined Traffic Estimates for 2 Parallel	•		G	77%	1%	1%	1%	19%	1%	F	0.076	F	0.545	23000	G
	To:		Indian Villa			170		1 70	1070	1 70	•	0.070	•	0.010	20000	Ğ
South	From:		10-666													
(77)	Bland Coul	nty 3.87	14000	G	77%	1%	1%	1%	19%	1%	F	0.097	F		12000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	77%	1%	1%	1%	19%	1%	F	0.086	F	0.66	23000	G
0 "			10-606													
South (77)	Bland Cou	ntv 2.12	14000	G	77%	1%	1%	1%	19%	1%	F	0.086	F		12000	G
<i>(1)</i>	Combined Traffic Estimates for 2 Parallel	•		G	77%	1%	1%	1%	19%	1%	F	0.087	F	0.643	24000	G
	Combined Traine Estimates for 21 arailer	rioadways on this riodle.		<u> </u>	11 /6	1 /0	1 /0	1 /0	13/6	1 /0	'	0.007	'	0.043	24000	u
South	To: From:	<u> </u>	SR 61													
South $\overline{77}$	Bland Coul	nty 1.79	13000	Α	77%	1%	1%	1%	19%	1%	С	0.148	Α		12000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	Α	77%	1%	1%	1%	19%	1%	С	0.136	Α	0.522	23000	Α
	To:	U	S 52; SR 59	98												
South	Pland Cau	hty 0.79	SR 598	-	77%	1%	10/	10/	100/	10/	_	0.074	_		12000	C
77 [52] [52]	Bland Coul	,	15000	G			1%	1%	19%	1%		0.074		0.500	13000	G
	Combined Traffic Estimates for 2 Parallel			G	77%	1%	1%	1%	19%	1%	F	0.088	F	0.569	25000	G
	10.	West	Virginia Sta	te Line												

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

				-				Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT C	QΑ	4Tire	Bus					QC		QK		AAWDT	QW
Courth	From:	West	linainia Ctata I	ina			ZAXIE	3+Axie	IIIaii	ZIIali		i actor		i actor		
South (52) (52)	L West Virginia (Ma				77%	1%	1%	1%	10%	1%	F	0.074	F		13000	G
(1) (52) (52)													•			
	Combined Traffic Estimates for 2 Parallel F				11%	1%	1%	1%	19%	1%	г	NA			25000	G
	100															
South	From:			EA												
(77) Ramp	<del>-</del>											NA			NA	
$\overline{}$	To:	JB-NC-VA NORT	H CAROLINA	A STA	TE LINE											
South	From:		I-77 South													
(77) Ramp	Carroll Coun	ty 0.19	1100	F								0.094	F		1100	F
	To:	17-62	0 Lambsburg R	Rd												
South	From:	I-77-S TO T	RLICK ESCAP	DE RA	MP											
	Carroll Coun			LIM	1411		-					NA			NA	
77) Hamp	To:											1471			1471	
South	From:			PE RA	MP							NIA			N.1.0	
(77) Ramp		ty 0.12										NA			NA	
	To:		Dead End													
South	From:		I-77 South													
(77) Ramp	Carroll Coun	ty 0.20	1300	G								0.111	F		1300	G
$\overline{}$	Тох	SR 148	Chances Creek	k Rd												
South	From:		I-77 South													
(77) Ramp	Mest Virginia (Maint: 10)	2600	F													
	То:		8 Carrollton Pik	ke												
Couth	From:		I 77 South													
South (77) Ramp	Carroll Coun			G								0 186	F		1100	G
77) Hamp		,										0.100	•		1100	ч
South	L															
(77) Ramp	Wythe Coun											NA			NA	
<u> </u>	To:	SR 69 T	O AND FROM	A RT												
South	From:															
(77) Ramp From I-77 S E	Exit 40 to I-81 S at Exit 72 Town of Wytheville (	Maint: 98) 0.22	2600	G	77%	1%	1%	1%	19%	1%	F	0.098	F		2300	G
$\overline{}$	То:		I-81 S													
South	From:		I-77 South													
	Town of Wytheville (	Maint: 98) 0.33		G								0.09	F		2300	G
'	To:	<u> </u>														
South	From:															
(77) Ramp	Town of Wytheville (	Maint: 98) 0.03	NA									NA			NA	
$\overline{}$	То		258 FROM RT	77												
South	From:	L77 SU	41A FROM PT	Т 77	•					•						
	L Town of Wytheville (			. //								NΔ			NA	
11) Hamp				77								11/7			1 1/71	
	<u> </u>	139-32	JO INOM KI	11			L									

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

		Primary and interstate Routes					
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	CC: (	Dir Pactor	AAWDT	QW
South 777 Ramp	Bland County	I-77 South 0.20 <b>210 G</b> 10-717 Little Creek Hwy			F	210	G
South (77) Ramp	Bland County	I-77 South to Scales 0.22 <b>3000 G</b>	<u>-</u>	0.195	F	3000	G
South (77) Ramp	From: Bland County	I-77 South from Scales  I-77 South  0.22 1100 G		0.103	F	1100	G
South (77) Ramp	From: Bland County	US 52 South Scenic Hwy  I-77-S TO RT 666  0.19 <b>940 G</b>		0.141	F	940	G
South (77) Rocky Gap Welcome Center	From Bland County	10-666 TO AND FROM RT  I-77 South to Welcome Center  0.17 1200 N 71% 1%		N 0.164	N	1100	N
South Rocky Gap Welcome Center	Bland County	Enter Welcome Center Parking Lot           Exit Welcome Center Parking Lot           0.12         1200         A         71%         1%           I-77 South from Welcome Center	1% 1% 25% 1%	C 0.164	A	1100	А
South Ramp	Bland County	I-77-S TO RT 606 0.15 <b>480 G</b> 10-606; 10-606- A FROM AND TO RT	<u> </u>	0.115	F	480	G
South Ramp	Bland County	I-77-S TO RT 61  0.26 <b>500 G</b> US 52 US 52- 80A FROM RT 77		0.118	F	500	G
South (52) Ramp	From: Bland County Τα	I-77 South 0.17 <b>540 G</b> SR 598 E River Mountain Rd	<u></u>	0.350	F	540	G
(78) Callahan Ave	Town of Appalachia (Maint: 97)	Bus US 23, ALT US 58 1.39 <b>2100 G</b> 64% 1%	1% 2% 32% 0%	F 0.094	F 0.697	2200	G
78 Callahan Ave	Wise County	WCL Appalachia 0.37 <b>2100 N</b> 64% 1%	1% 2% 32% 0%	N 0.094	N 0.697	2200	N
78 Callahan Ave	Wise County	97-686 Derby Rd  1.08 <b>1500 G</b> 64% 1%  97-685 Roda Rd	1% 2% 32% 0%	C NA		1600	G
78 Stonega Rd	Wise County	1.01 <b>1300 N</b> 70% 0% 97-600 Stonega Rd	1% 2% 27% 0%	N 0.101	N 0.721	1300	N
79 Apple Mountain Rd	Warren County  To:	SR 55 West of Linden 0.23 12000 F 97% 1%  I-66		C 0.088	F 0.734	13000	F
(79) Ramp	Warren County	SR 79 TO RT 66 EAST  0.23 <b>5000 G</b> -66-E FROM RT 7900- SOUTH & NORTH		NA		5000	G

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

Jurisdiction	Length	AADI GA												$\sim$
	•		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
From:			TO											
										NA			1400	(
To:	I-66-W FRO RT	7900- SOUTH &	NORTH											
From:	US	S 11 Lee Hwy												
Washington County	1.06	1900 G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.513	2000	
To	05.6	00 11:11												
Washington County			000/	00/	10/	00/	00/	00/		0.000		0.5	000	
washington County				0%	170	0%	0%	0%	Г	0.062	Г	0.5	800	
From:			1											
Washington County		,	ΩΩ9/	Λ9/	10/	Λο/	Λ9/	00/	C	0.002	_	0.561	500	
wasnington county			33 /o	0 /6	1 /0	0 /0	0 /6	0 /6	C	0.092		0.501	390	
From:														
Washington County			99%	N%	1%	0%	0%	0%	F	0 114	F	0 592	390	
washington county	2.00	370 G	33 76	0 70	1 70	0 70	0 70	0 /0		0.114	•	0.552	000	
To: From:	95-613	Blue Grass Trail												
Washington County	3.67	170 G	99%	0%	1%	0%	0%	0%	F	0.109	F	0.683	180	
To:	Russ	sell County Line												
From:	Washii	ngton County Line												
Russell County	6.23	480 F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.604	510	
To:	Ţ	JS 19 South												
From:	Ţ	JS 19 Elway												
Russell County	2.57	12000 F	94%	0%	1%	1%	4%	0%	F	0.085	F	0.52	13000	
To:														
From:														
Russell County	4.50	6900 F	95%	0%	1%	2%	3%	0%	С	0.089	F	0.552	7300	
To:	SR 67	Swords Creek Rd												
Russell County			95%	0%	1%	2%	3%	0%	F	0 094	F	0.518	8900	
Tidoseii Oddity	1.17	0300 1	33 76	0 70	1 70	270	0 /0	0 /0		0.054	•	0.510	0300	
From:	83-645													_
Russell County	5.67	2500 F	95%	0%	1%	2%	3%	0%	F	0.091	F	0.603	2600	
To:														
From:														
Buchanan County	9.92	1600 G	95%	1%	1%	1%	1%	0%	С	0.103	F	0.549	1600	
To:														
From:									_					
Dickenson County	3.49	1100 G	91%	1%	1%	3%	3%	0%	F	0.106	F	0.632	1200	
To:	25-68	2 Priest Fork Rd												
Dickenson County			91%	1%	1%	3%	3%	0%	С	0.103	F	0.57	1600	
Diction County			0170	. 70	. , , ,	070	070	0 70	Ŭ	0.100	•	0.07	1000	
To: From:														
Town of Haysi (Maint: 25)	) 0.27	3000 G	91%	1%	1%	3%	3%	0%	F	0.104	F	0.509	3100	
To	SR 83													
From:		S SR 83												
Town of Haysi (Maint: 25)	0.34	4500 G	93%	0%	1%	2%	3%	0%	F	0.093	F	0.507	4600	
To		F SR 63												
Town of Havei (Maint: 25)	1 00		03%	Nº/-	1%	20/-	30/	Nº/-	F	0.105	F	0.550	3800	
TOWITOL HAVSI (IVIAIIII, 23)	, 1.00	3/00 G	3370	070	1 70	<b>~</b> /0	J 70	U 7/0	Г	0.100	Г	0.559	3000	
	Washington County  To Front:  Washington County  To Front:  Washington County  To Front:  Washington County  To Front:  Russell County  To Front:  Dickenson County  To Front:  Town of Haysi (Maint: 25  Town  Town of Haysi (Maint: 25	Warren County	Warren County	Tell	Warren County   0.20   1400   G	Warren County	Warren County   0.20   1400   G	Waren County						

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

_								Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		CL Haysi													
80) (83)	Dickenson County	0.01	3700	N	93%	0%	1%	2%	3%	0%	N	0.105	N	0.559	3800	١
	From:	SR 83	SR 83 N S, Dickenso	n Hwy												
80 Breaks Park Rd	Dickenson County	8.49	1100	G	87%	0%	1%	2%	10%	0%	С	0.095	F	0.642	1200	(
30)	To:	Buch	anan County	/ Line												
	From:		nson County													
80) Breaks Park Rd	Buchanan County	1.60	720	G	87%	0%	1%	2%	10%	0%	F	NA			760	(
<u>~</u>	10:	Ken	tucky State	Line												
D	From:	0.14	SR 80												<b>500</b>	
Ramp to I-81 N at Exit 24	Washington County	0.14	560	G								NA			560	(
	10.		I-81 N													
Down to LOI C at Fuit 04	From:	0.10	SR 80									0.405	_		070	
Ramp to I-81 S at Exit 24	Washington County	0.16	870 I-81 S	G			_					0.105	F		870	(
Lateral Ramp from I-81 to US 11 at Exit 243	Rockingham County	Ramps I-8 0.10	1N 243A; I- <b>NA</b>	81 S 24.	3A							NA			NA	
Lateral Ramp from I-81 to US 11 at Exit 243	To:		outh of Harr	iconbur	•							INA			INA	
	From			•												
Ramp from I-81 to US 11 at Exit 251	Rockingham County	0.22	1N 251A; I- <b>NA</b>	81 S 25	IA							NA			NA	
81) Lateral Hamp from 1 or to oo 11 at Exit 231	To:		orth of Harr	isonburg	7							INA			INA	
orth	From:		nessee State		3											
31)	Washington County	0.65	18000	A	76%	1%	1%	1%	21%	1%	С	0.097	Α		18000	,
	stimates for 2 Parallel Roadways o			A	77%	1%	1%		19%	1%	C	0.097	Α	0.514	36000	,
331131132 114113 23	To To				,0	. , ,		. , 0	. 0 , 0	. , ,	Ū	0.00.		0.0	00000	•
orth	From:		SCL Bristol													
<del>1</del>	City of Bristol (Maint: 95)	0.61	18000	Α	76%	1%	1%	1%	21%	1%	С	0.097	Α		18000	-
Combined Traffic Es	stimates for 2 Parallel Roadways o	n this Route:	36000	Α	77%	1%	1%	1%	19%	1%	С	NA			36000	1
orth	To: From:	US 58, U	S 421 Gate	City Hw	y y											
(58)	City of Bristol (Maint: 95)	2.44	19000	Α	76%	1%	1%	1%	21%	1%	F	0.096	Α		19000	,
Combined Traffic Es	stimates for 2 Parallel Roadways o			Α	77%	1%	1%		19%	1%	F	0.097	Α	0.515	38000	
5655445 = 5	Tollow Tollows				,0	. , ,		. , 0	. 0 , 0	. , ,	•	0.00.		0.0.0	00000	
orth	From:		I-381													
<del>31)</del> (58)	City of Bristol (Maint: 95)	1.39	27000	G	76%	1%	1%	1%	21%	1%	F	0.085	F		27000	(
Combined Traffic Es	stimates for 2 Parallel Roadways o	n this Route:	49000	G	77%	1%	1%	1%	19%	1%	F	0.083	F	0.563	50000	(
outh	To: From:	Ţ	JS 11, US 1	9												
orth 81) (58)	City of Bristol (Maint: 95)	2.13	25000	Α	76%	1%	1%	1%	21%	1%	F	0.091	Α		26000	
	stimates for 2 Parallel Roadways o			Ā	77%	1%	1%		19%	1%	F	0.093	Α	0.531	51000	,
Sombined Trailic La	Junates for Z r araner riodoways o	ii ans rioule.	<del>1</del> 3000	_	11/0	1 /0	1 /0	1 /0	10/0	1 /0		0.000	$\overline{}$	0.001	31000	,

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

		Primary an	iu iiileisia	ile no	uies											
Route	Jurisdiction	n Lenath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. Q
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
lorth	From:		ld Airport Ro		700/	40/	10/	40/	040/	40/	_	0.004			0.4000	,
81) [58]	City of Bristol (Ma		23000	Α	76%	1%	1%	1%	21%	1%	F _	0.091	Α		24000	-
~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	46000	Α	77%	1%	1%	1%	19%	1%	F	0.094	Α	0.521	48000	
orth	To: From:	]	NCL Bristol													
81) (58)	Washington Co	ounty 3.84	23000	Α	76%	1%	1%	1%	21%	1%	F	0.091	Α		24000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	46000	Α	77%	1%	1%	1%	19%	1%	F	NA			48000	
	To		FR-310													
orth	From:															
<del>31)</del> {58}	Washington Co	•	22000	Α	79%	1%	1%	1%	18%	1%	F	0.094	Α		22000	
<i>&gt;</i> ~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	44000	Α	80%	1%	1%	1%	17%	1%	F	0.096	Α	0.527	45000	
orth	To: From:	95-611	Spring Cree	ek Rd												
58	Washington Co	ounty 2.00	23000	G	79%	1%	1%	1%	18%	1%	F	0.086	F		24000	
31) (30)	Combined Traffic Estimates for 2 Parallel F	•	46000	G	80%	1%	1%	1%	17%	1%	F	0.085	F	0.504	48000	
	Tor							.,,	,		•		-			
orth	From:		40 Jonesboro	o Ka												
1) {58}	Washington Co	•	21000	Α	79%	1%	1%	1%	18%	1%	С	0.094	Α		22000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	42000	В	80%	1%	1%	1%	17%	1%	С	0.094	Α	0.546	43000	
udla	To: From:	St	CL Abingdor	n												
orth 1 (58)	Town of Abingdon (N	Maint: 95) 0.14	21000	Α	79%	1%	1%	1%	18%	1%	С	0.094	Α		22000	
30)	Combined Traffic Estimates for 2 Parallel F	,		В	80%	1%	1%	1%	17%	1%	C	NA			43000	
	Tor	<u> </u>						.,,	,		_					
rth ~~	From:		75 Cummings													
1) {58}	Town of Abingdon (N	,	22000	G	79%	1%	1%	1%	18%	1%	F	0.085	F		23000	
<i>&gt;</i> ~	Combined Traffic Estimates for 2 Parallel F	•		G	80%	1%	1%	1%	17%	1%	F	0.081	F	0.521	45000	
rth	To: From:		CL Abingdon ngdon US 11		0											
orth B1	Washington Co		18000	A A	<del>。</del> 79%	1%	1%	1%	18%	1%	F	0.099	Α		18000	
	Combined Traffic Estimates for 2 Parallel F	•		A	80%	1%	1%	1%	17%	1%	F	0.096	Α	0.535	36000	
	Tec							.,.	,	.,.	•					
orth	From:		04 Enterprise	e Ka												
31)	Washington Co	ounty 2.66	17000	G	79%	1%	1%	1%	18%	1%	F	0.084	F		18000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	34000	G	80%	1%	1%	1%	17%	1%	F	0.076	F	0.542	35000	
	To: From:	SR 80	) Glenbrook	Ave												
orth	Washington Co	ounty 1.52	17000	G	79%	1%	1%	1%	18%	1%	F	0.082	F		18000	
	Combined Traffic Estimates for 2 Parallel F	•		G	80%	1%	1%	1%	17%	1%	F	0.002	F	0.556	35000	
					00 /0	1 /0	1 /0	1 /0	17 /0	1 /0	•	0.070	•	0.000	55000	
orth	To: From:		737 College	Dr												
31)	Washington Co	ounty 2.97	17000	G	79%	1%	1%	1%	18%	1%	F	0.083	F		18000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	33000	G	80%	1%	1%	1%	17%	1%	F	0.077	F	0.507	34000	
	To:	SF	R 91 Maple S	St												

# 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			QC	Factor	QK	Factor	AAWDT	Q
North	From:	SF	R 91 Maple S	St												
81)	Washington Co	ounty 2.68	15000	G	79%	1%	1%	1%	18%	1%	F	0.074	F		16000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	29000	G	80%	1%	1%	1%	17%	1%	F	0.074	F	0.503	30000	(
lorth	To: From:	US 11 Lee Hwy	y; 95 751 Ki	lmachro	onan Dr											
81)	Washington Co	ounty 2.31	15000	G	79%	1%	1%	1%	18%	1%	F	0.076	F		16000	(
9.7	Combined Traffic Estimates for 2 Parallel I	•	29000	G	80%	1%	1%	1%	17%	1%	F	0.075	F	0.517	30000	(
	To:		yth County L	ine												
orth	From:		ngton Count								_		_			
B1)	Smyth Cour	,	15000	G	79%	1%	1%	1%	18%	1%	F	0.076	F		16000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	29000	G	80%	1%	1%	1%	17%	1%	F	NA			30000	
orth	To: From:	SO	CL Chilhowi	ie												
31)	Town of Chilhowie (	(Maint: 86) 0.11	15000	G	79%	1%	1%	1%	18%	1%	F	0.076	F		16000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	29000	G	80%	1%	1%	1%	17%	1%	F	NA			30000	
	Toc	SR 10	7 White Top	Ave			$\neg$ $\vdash$									
orth	Town of Chilhowie (		15000	G	79%	1%	1%	1%	18%	1%	_	0.07	_		16000	
31)	Combined Traffic Estimates for 2 Parallel I	•		-	80%	1%	1%	1%	17%	1%			F	0.548	31000	
	Combined Trainic Estimates for 2 Faraller			G	00%	1 70	1 70	170	1770	1 70	Г	0.077	Г	0.546	31000	
orth	To. From:	N(	CL Chilhowi	ie												_
31)	Smyth Cour	nty 3.44	15000	G	79%	1%	1%	1%	18%	1%	F	0.07	F		16000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	30000	G	80%	1%	1%	1%	17%	1%	F	NA			31000	
	To	US 11 Lee Hwy:	; 86-645 Che	estnut R	lidge Rd		$\neg$ $\vdash$									
orth 31	Smyth Cour	nty 4.07	15000	G	79%	1%	1%	1%	18%	1%	F	0.073	F		16000	
31)	Combined Traffic Estimates for 2 Parallel I	,		G	80%	1%	1%	1%	17%	1%	, E	0.080	F	0.554	31000	
	Combined Traine Estimates for 21 drailer				00 /6	1 /0	1 /0	1 /0	17 /0	1 /0	•	0.000	•	0.554	31000	
orth	From:	US	S 11 Lee Hw	/y												
31)	Smyth Cour	,	14000	G	79%	1%	1%	1%	18%	1%	F	0.075	F		14000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	28000	G	80%	1%	1%	1%	17%	1%	F	NA			29000	
	To. From:	86-730	0 Washington	n Ave			$\neg$ $\vdash$									
orth 81	Smyth Cour	ntv 0.69	15000	Α	79%	1%	1%	1%	18%	1%	F	0.11	Α		15000	
31)	Combined Traffic Estimates for 2 Parallel I	•		A	80%	1%	1%	1%	17%	1%	F	0.102	Α	0.535	29000	
	Combined Traine Estimates for 21 drains	-			00 70	1 /0	1 70	1 /0	17 /0	1 /0	•	0.102		0.555	23000	
orth	From:	<u> </u>	WCL Marion	1												
31)	Town of Marion (M	,	15000	Α	79%	1%	1%	1%	18%	1%	F	0.11	Α		15000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	29000	Α	80%	1%	1%	1%	17%	1%	F	NA			29000	
	To France		ECL Marion				$\Box$ $\vdash$									
	rioni. s															
orth	Smyth Cour	aty 0.28	15000	Δ	70%	1%	1%	1%	18%	1%	F	0.11	Δ		15000	
orth 81	Smyth Cour Combined Traffic Estimates for 2 Parallel I	•	15000	A A	79% 80%	1% 1%	1% 1%	1% 1%	18% 17%	1% 1%	F	0.11 NA	Α		15000 29000	

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

		Filliary and in						Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT Q	A 4Tii	re	Bus	2Ayle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	SCL	Marion				ZAXIC	OTAXIC	TTTAII	ZITAII		1 40101		1 40101		
(81)	Town of Marion (Maint: 86)		5000 A	799	%	1%	1%	1%	18%	1%	F	0.11	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 29	9000 A	809	%	1%	1%	1%	17%	1%	F	NA			29000	Α
Novth	To: From:	SR 16 Co	Commerce St													
North 81	Town of Marion (Maint: 86)	0.68 <b>14</b>	4000 G	799	%	1%	1%	1%	18%	1%	F	0.074	F		15000	G
(61)	Combined Traffic Estimates for 2 Parallel Roadways of					1%	1%	1%	17%	1%	F	0.081	F	0.538	28000	G
-	та		Marion													
North	Smyth County		4000 G	799	)/	1%	1%	1%	18%	1%	_	0.074	F		15000	G
81	Combined Traffic Estimates for 2 Parallel Roadways of					1%	1%	1%	17%	1%	F	0.074 NA	Г		28000	G
	Combined Trainic Estimates for 2 Parallel Hoadways C				/0	1 70	1 70	1 70	1770	1 70	Г	INA			20000	G
North	From:		orth Main St													
81	Smyth County		4000 G			1%	1%	1%	18%	1%	F	0.076	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 27	7000 G	809	%	1%	1%	1%	17%	1%	F	0.080	F	0.526	28000	G
North	To: From:	86-622 Nic	icks Creek R	d												
(81)	Smyth County	3.98 <b>13</b>	3000 A	799	%	1%	1%	1%	18%	1%	F	0.115	Α		13000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 25	5000 A	809	%	1%	1%	1%	17%	1%	F	0.107	Α	0.661	25000	Α
North	To: From	86-683 V	Winsor Rd				$\neg$ —									
North 81	Smyth County	2.80 <b>12</b>	2000 G	799	%	1%	1%	1%	18%	1%	F	0.075	F		12000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways of				%	1%	1%	1%	17%	1%	F	NA			23000	G
·	To:	Wythe C	County Line													
North	N/sthe County		County Line	799	1/	1%	10/	10/	18%	10/	г	0.075	F		10000	_
81	Wythe County  Combined Traffic Estimates for 2 Parallel Roadways of		2000 G 2000 G			1%	1% 1%	1% 1%	17%	1% 1%		0.075	F	0.504	12000 23000	G G
	Combined Trainic Estimates for 2 Faraller Hoadways C				/0	1 /0	1 /0	1 /0	17 /0	1 /0	'	0.001	'	0.504	23000	G
North	From:	SR 90; 98-680	30 Black Lick													
(81)	Wythe County	_	3000 A			1%	1%	1%	18%	1%	F	0.119	Α		13000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 26	6000 A	809	%	1%	1%	1%	17%	1%	F	0.106	Α	0.539	26000	Α
North	Tre- From:	US 11, W	W Lee Hwy													
(81)	Wythe County	1.57 <b>12</b>	2000 G	799	%	1%	1%	1%	18%	1%	F	0.104	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 24	4000 G	809	%	1%	1%	1%	17%	1%	F	0.095	F	0.533	24000	G
N. d	To: From:	SCL W	Wytheville				$\neg$ —									
North 81	Town of Wytheville (Maint: 98)	2.03 <b>12</b>	2000 G	799	%	1%	1%	1%	18%	1%	F	0.104	F		12000	G
01)	Combined Traffic Estimates for 2 Parallel Roadways of					1%	1%	1%	17%	1%	F	NA	•		24000	G
	To:	US 21; US 5				. , ,	_ــُّــ	.,,	,5	.,,	•					
North	Fron:		N Fourth St		,	101	10'	101	1051	461	_	0.4.5	_		15000	
81) [52]	Town of Wytheville (Maint: 98)		5000 A			1%	1%	1%	18%	1%	F	0.112	A		15000	Α
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways o			809	<b>%</b>	1%	1%	1%	17%	1%	F	0.099	Α	0.649	27000	Α
	10.	I-77 W	Vytheville													

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

			iu iiileisia					Tru	ıok			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK		AAWDT	QW
North North	From	T	77 Wythevil	1.0			ZAXIE	3+Axie	TITAL	ZITali		Factor		Factor		
(81) $(77)$ $(52)$	Town of Wytheville		24000	В	73%	1%	1%	1%	23%	2%	F	0.118	Α		22000	В
(81) (77) (52)	Combined Traffic Estimates for 2 Parallel	,		В	74%	1%	1%	1%	22%	2%	F	0.115	Α	0.549	43000	В
	Combined Traine Estimates for 21 arailer				7 7 70	1 /0	1 70	1 /0	<i>LL</i> 70	270	•	0.113	^	0.545	40000	
North North	To From	US	11, E Main	St												
(81)     (77)     (11)     (52)	Town of Wytheville	(Maint: 98) 0.96	25000	Α	73%	1%	1%	1%	23%	2%	С	0.121	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	50000	Α	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.601	47000	Α
	To	N	CL Wythevi	lle												
North North	Wythe Cou	inty 2.18	25000	Α	73%	1%	1%	1%	23%	2%	С	0.121	Α		24000	Α
81 77 (11) (52)	Combined Traffic Estimates for 2 Parallel	,			73 % 74%	1%	1%	1%	22%	2%	С	NA	^		47000	A
	Combined Trainic Estimates for 2 Parallel			Α		170	1%	170	22%	2%	C	IVA			47000	А
North North	To	FR 326; FR 42 C	hapman Rd:	FR 43	Lee Hwy											
(81) $(77)$ $(11)$ $(52)$	Wythe Cou	inty 2.61	25000	Α	73%	1%	1%	1%	23%	2%	F	0.120	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	F	0.114	Α	0.577	47000	Α
	To	SR 121 Max Me														
North North	From	US 52 Fort Chiswel					40′	40/	000/	00/	_	0.40			0.4000	
81) (77) [11]	Wythe Cou	,	25000	Α	73%	1%	1%	1%	23%	2%	F _	0.12	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	F	0.113	Α	0.506	47000	Α
North	To From	I-7	7 Fort Chisw	vell												
81) (11)	Wythe Cou	inty 2.31	18000	F	73%	1%	1%	1%	23%	2%	F	0.095	В		18000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	74%	1%	1%	1%	22%	2%	F	0.092	В	0.521	36000	F
	To		Major Grah	omo Dd												
North	From															
(81) (11)	Wythe Cou	,	18000	G	73%	1%	1%	1%	23%	2%	F	0.071	F		18000	G
~ ~	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
North			98-618													
(81) (11)	Wythe Cou	inty 1.44	18000	Α	73%	1%	1%	1%	23%	2%	F	0.110	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel	,		A	74%	1%	1%	1%	22%	2%	F	NA			36000	Α
	To		ski County		7 1 7 0	. , ,		. , ,		_,,	•				00000	
North	From	Wy	the County I	Line												
(81) (11)	Pulaski Cou	unty 2.68	18000	Α	73%	1%	1%	1%	23%	2%	F	0.110	Α		18000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel			Α	74%	1%	1%	1%	22%	2%	F	0.102	Α	0.535	36000	Α
	To		S 11 Lee Hy	_												
North 81	Pulaski Cou		11 Lee High 20000	way <b>N</b>	73%	1%	1%	1%	23%	2%	N	0.105	N		20000	N
81)	Combined Traffic Estimates for 2 Parallel	•			73% 74%	1%	1%	1%	22%	2% 2%	N	0.105 NA	IN		38000	N
	Combined Trainic Estimates for 2 Paraller	-		N	1470	1 70	1 70	1 70	ZZ 70	∠70	IN	INA			30000	IN
North	To From	SR	100 Wysor	Rd												
(81) (100)	Pulaski Cou	unty 2.11	20000	Α	73%	1%	1%	1%	23%	2%	F	0.105	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	74%	1%	1%	1%	22%	2%	F	0.1	Α	0.517	38000	Α
	То		327 Old Ba	11:	D.4											

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

	<u>_</u>						Tru	ıck			K		Dir		—
Route	Jurisdiction Lengt	h <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
North	From: FR 47: J	FR 327 Old B	altimore	Rd		2,000	017100	· · · · · ·			1 40101		- 40101		
81 (100)	Pulaski County 1.67	20000	G	73%	1%	1%	1%	23%	2%	F	NA			20000	C
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>40000</b>	G	74%	1%	1%	1%	22%	2%	F	NA			40000	(
lauth	To From: SR	99 Count Pul	aski Dr												
North (100)	Pulaski County 4.35	20000	Α	73%	1%	1%	1%	23%	2%	F	0.105	Α		20000	
81) (100)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	74%	1%	1%	1%	22%	2%	F	0.099	Α	0.57	38000	
	To: SR	100 Cleburn	e Blvd												
orth	Pulaski County 2.59		G	73%	1%	1%	1%	23%	2%	F	NA			21000	
81	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	74%	1%	1%	1%	22%	2%	F	NA			42000	
	<u>-</u>			7470	1 /0	1 /0	1 /6	ZZ /0	2 /0	•	INA			42000	
orth	TOD	-660 State Pa	ark Rd												
81)	Pulaski County 4.00		Α	73%	1%	1%	1%	23%	2%	F	0.104	Α		21000	
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	74%	1%	1%	1%	22%	2%	F	0.099	Α	0.544	40000	
orth		tgomery Cou ulaski County													_
81)	Montgomery County 0.49		A	73%	1%	1%	1%	23%	2%	F	0.104	Α		21000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>40000</b>	Α	74%	1%	1%	1%	22%	2%	F	NA			40000	
	To: From	SR 232 First	St			_									
orth B1	Montgomery County 3.81		Α	73%	1%	1%	1%	23%	2%	F	0.107	Α		20000	
31)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	74%	1%	1%	1%	22%	2%	F	0.099	Α	0.562	40000	
		SR 177 Tylei		, 0	. , ,		. , 0			•	0.000		0.002		
orth	1.00.														
31)	Montgomery County 5.12		Α	73%	1%	1%	1%	23%	2%	С	0.103	A		22000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>43000</b>	Α	74%	1%	1%	1%	22%	2%	С	0.098	Α	0.557	43000	
orth	Fron: SR	8 Riner Rd; I	Main St												_
81)	Montgomery County 0.08	24000	G	73%	1%	1%	1%	23%	2%	F	0.077	F		24000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>47000</b>	G	74%	1%	1%	1%	22%	2%	F	NA			48000	
orth	Toc From:	CL Christian	sburg												
orth 81	Town of Christiansburg (Maint: 60) 3.90	24000	G	73%	1%	1%	1%	23%	2%	F	0.077	F		24000	
51)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	74%	1%	1%	1%	22%	2%	F	0.08	F	0.549	48000	
	то	US 11, US 4													
orth	From:			7.40/	40/		40/	000/	00/	_	0.407			0.4000	
31	Town of Christiansburg (Maint: 60) 0.77		A	74%	1%	1%	1%	22%	2%	С	0.107	Α		24000	
_	Combined Traffic Estimates for 2 Parallel Roadways on this Route		G	75%	1%	1%	1%	21%	2%	С	NA			46000	
orth	From:	CL Christian	sburg												_
81)	Montgomery County 9.22	24000	Α	74%	1%	1%	1%	22%	2%	С	0.107	Α		24000	
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: <b>47000</b>	G	75%	1%	1%	1%	21%	2%	С	NA			46000	
		-603 Northfo	rk 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	C
rth	From:	60-6	03 Northfork	Rd								. 40101		. 40101		
1)	Montgomery Count	ty 2.22	24000	Α	73%	1%	1%	1%	23%	2%	F	0.105	Α		24000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	48000	Α	74%	1%	1%	1%	22%	2%	F	0.099	Α	0.548	47000	
	To:		oke County													
rth	From:		omery Count	_	700/	40/		40/	000/	00/	_	0.405			0.4000	
1	Roanoke County	2.06	24000	A	73%	1%	1%	1%	23%	2%	-	0.105	Α		24000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	48000	Α	74%	1%	1%	1%	22%	2%	F	NA			47000	
rth	To: From:	80-64	7 Dow Hollo	w Rd												
1)	Roanoke County	2.11	26000	G	74%	1%	1%	1%	22%	2%	F	0.084	В		26000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	50000	G	76%	1%	1%	1%	20%	2%	F	NA			50000	
	To	Ur	ban Boundar	rv												
rth	Poenska County				740/	1%	10/	10/	000/	00/	_	0.004	В		00000	
1	Roanoke County	2.26	26000	G	74%		1%	1%	22%	2%	F	0.084	В		26000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	50000	G	76%	1%	1%	1%	20%	2%	F	NA			50000	
rth	To: From:		SCL Salem													
11)	City of Salem (Maint:	80) 0.20	26000	G	74%	1%	1%	1%	22%	2%	F	0.084	В		26000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	50000	G	76%	1%	1%	1%	20%	2%	F	NA			50000	
	To	SR 1	12 Wildwood	d Rd												
orth	From:				700/	10/	10/	40/	170/	10/	_	0.1	^		00000	
1	City of Salem (Maint:	•	29000	A	79%	1%	1%	1%	17%	1%		0.1	Α		30000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	58000	Α	79%	1%	1%	1%	17%	1%	F	NA			59000	
th	To: From:		NCL Salem													
1)	Roanoke County	2.71	29000	Α	79%	1%	1%	1%	17%	1%	F	0.1	Α		30000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	58000	Α	79%	1%	1%	1%	17%	1%	F	NA			59000	
	To	SR 311 Th	nompson Me	morial	Dr		<u> </u>									
orth	Roanoke County	1.64	•		79%	1%	1%	1%	17%	1%	0	0.100	Α		31000	
11	Combined Traffic Estimates for 2 Parallel Road		31000	A							C	0.100	A	0.514		
	Combined Trainic Estimates for 2 Parallel Road			Α	80%	1%	1%	1%	17%	1%	C	0.098	А	0.514	62000	
orth	To: From:	SR ·	419 Electric	Rd												
1	Roanoke County	2.48	34000	Α	81%	1%	1%	1%	16%	1%	С	0.099	Α		35000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	67000	Α	81%	1%	1%	1%	15%	1%	С	0.099	Α	0.504	69000	
	Το:	I-	-581, US 220	)												
rth	Poenska County	2.34	I-581 <b>29000</b>	_	79%	1%	1%	10/	100/	10/	0	0.107	Α		20000	
1) (220)	Roanoke County			A				1%	18%	1%	С		A	0.500	30000	
	Combined Traffic Estimates for 2 Parallel Road			Α	80%	1%	1%	1%	17%	1%	С	0.101	Α	0.500	59000	
rth	To: From:	SR 1	15 Plantation	ı Rd	-											
220	Roanoke County	0.84	25000	G	79%	1%	1%	1%	18%	1%	F	0.103	F		25000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	51000	G	80%	1%	1%	1%	17%	1%	F	0.083	F	0.567	51000	
	To:		ourt County	Line												

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

	Prima	ry and	intersta	ite Ro	utes											
Route	Jurisdiction Ler	nath	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	. Q'
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
lorth ~~~	Poteto vit Co vinti.		ce County 1		700/	10/	10/	10/	100/	10/	_	0.400	_		05000	
81) (220)	•		25000	G	79%	1%	1%	1%	18%	1%	-	0.103	F		25000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: {	51000	G	80%	1%	1%	1%	17%	1%	F	NA			51000	(
orth	Fron: US 220 Roar	noke Rd	; Alt US 2	20 Clov	verdale Rd											
81)	Botetourt County 5.	76	19000	G	67%	1%	1%	1%	29%	2%	F	0.070	F		17000	(
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 3	39000	G	68%	1%	1%	1%	27%	2%	F	0.071	F	0.565	37000	
n et la	Toe Fron:	11-6401	Brughs Mi	ill Rd												
orth 31	Botetourt County 5.	97 -	19000	Α	67%	1%	1%	1%	29%	2%	F	0.118	Α		18000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			A	68%	1%	1%	1%	27%	2%	F	0.11	Α	0.517	36000	
	· · · · · · · · · · · · · · · · · · ·		y, South o					.,,	, ,		-					
orth	FIORE.		<del></del>								_				.=	
31)	•		18000	Α	67%	1%	1%	1%	29%	2%	С	0.128	A		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: :	35000	Α	68%	1%	1%	1%	27%	2%	С	0.115	Α	0.6	33000	
orth	Fron: US 11	Lee Hw	y, South o	of Bucha	anan											
11)	Botetourt County 0.	61 -	19000	G	67%	1%	1%	1%	29%	2%	F	0.128	Ν		18000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 3	37000	G	68%	1%	1%	1%	27%	2%	F	NA			34000	
	To	11-61	4 Arcadia	Rd												
orth	Botetourt County 5.		18000	Α	67%	1%	1%	1%	29%	2%	E	0.126	Α		17000	
11) [11]	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			G	68%	1%	1%	1%	27%	2%	F	NA	^		33000	
			ige County		00 /0	1 /0		1 /0	21 /0	270	'	INA			33000	
orth	From:		irt County													
31) {11}	<b>- - -</b>		18000	Α	67%	1%	1%	1%	29%	2%	F	0.126	Α		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 3	36000	Α	68%	1%	1%	1%	27%	2%	F	NA			34000	
orth	Toc. From: US 11 Le	e Hwy,	South of N	Natural	Bridge											
91(1) 11)	Rockbridge County 4.	46	18000	G	67%	1%	1%	1%	29%	2%	F	0.07	F		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 3	35000	G	68%	1%	1%	1%	27%	2%	F	0.072	F	0.533	33000	
	To US 11 Le	e Hwv	North of N	Natural	Bridge											
orth	ron:					10/	10/	10/	200/	00/	_	0.15	Δ		10000	
31)	3 ,		14000	A	67%	1%	1%	1%	29%	2%	F	0.15	, ,	0.501	13000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			Α	68%	1%	1%	1%	27%	2%	Г	0.118	Α	0.521	30000	
rth	To: From:	US 60	Midland T	Γrail												
1	Rockbridge County 3.	01 -	19000	Α	67%	1%	1%	1%	29%	2%	F	0.119	Α		18000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: 3	39000	Α	68%	1%	1%	1%	27%	2%	F	0.111	Α	0.504	36000	
	Tee From	I-64 Sot	uth Interch	nange			$\Box$ $\vdash$									
orth East 64	Rockbridge County 3.	30 2	22000	A	70%	1%	1%	1%	26%	2%	F	0.127	Α		20000	
31) (64)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		43000	A	70%	1%	1%	1%	25%	2%	F	0.127	Α	0.519	41000	
	Combined Trainic Estimates for 2 Farallet noadways off this Ro	ul <del>c</del> . 4	<del>1</del> 3000	A	1070	1 70	1 70	1 70	25/0	<b>~</b> 70		0.113	Α.	0.519	41000	

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

		Primary an	ia intersta	ate Roi	utes											
Route	Jurisdiction	l enath	AADT	QΔ	4Tire	Bus		Tru	_		QC	K	QK	Dir	AAWDT	ΟV
							2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		
North East	From:	US 11 Lee F			_						_					
81 (64)	Rockbridge County	5.57	21000	Α	70%	1%	1%	1%	26%	2%	F	0.127	Α		20000	Α
<b>~ ~</b>	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	43000	Α	70%	1%	1%	1%	25%	2%	F	0.115	Α	0.59	40000	Α
North East	To- From:	81-	710 Sterret	Rd												
81 (64)	Rockbridge County	4.49	22000	Α	70%	1%	1%	1%	26%	2%	F	0.126	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	43000	Α	70%	1%	1%	1%	25%	2%	F	0.114	Α	0.603	41000	Α
	To:	81-6	606 Raphine	e Rd												
North East	Rockbridge County	0.59	22000	A	70%	1%	1%	1%	26%	2%	С	0.130	Α		20000	Α
81 64	Combined Traffic Estimates for 2 Parallel Roadw				70% 70%	1%	1%	1%	25%	2% 2%	С	0.130	A	0.576	40000	A
	Combined Trainic Estimates for 2 Parallel Roadw	•	43000 usta County	A Line	70%	170	1%	170	25%	2%	C	0.116	А	0.576	40000	А
orth East	From:		ridge Count													
81) (64)	Augusta County	7.44	22000	Α	70%	1%	1%	1%	26%	2%	С	0.130	Α		20000	Α
$\cup$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	43000	Α	70%	1%	1%	1%	25%	2%	С	NA			40000	Α
	To:	US 11 Lee J	Jackson Me	morial H	Iwv		<u> </u>									
lorth East	Augusto County	4.74	22000	Α	70%	1%	1%	1%	26%	2%	_	0.126	Α		20000	Α
81 64	Augusta County Combined Traffic Estimates for 2 Parallel Roadw									2% 2%			A	0.500		
	Combined Trainic Estimates for 2 Parallel Roadw	•		Α	70%	1%	1%	1%	25%	2%	Г	0.113	А	0.566	41000	A
orth East	To- From:	07-65	54 White Hi	ill Rd												
81) (64)	Augusta County	2.47	24000	Α	70%	1%	1%	1%	26%	2%	F	0.123	Α		23000	Δ
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	47000	Α	70%	1%	1%	1%	25%	2%	F	0.108	Α	0.563	45000	A
	To		SR 262													
lorth East	Augusta County	1.31	31000	G	70%	1%	1%	1%	26%	2%	F	0.074	F		29000	G
81 64	Combined Traffic Estimates for 2 Parallel Roadw			G	70%	1%	1%	1%	25%	2%	F	0.074	F	0.588	56000	G
	Combined Trainic Estimates for 2 Farallel Hoadw				7076	1 /0	1 /0	1 /0	25/0	2/0	•	0.004	•	0.566	30000	C
orth	To- From:	I-64 N	North Intercl	hange												
81)	Augusta County	1.14	28000	Α	75%	1%	1%	1%	21%	2%	F	0.101	Α		28000	Α
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	56000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.509	55000	A
	To	US 2:	50 Jefferson	Hwy												
orth	Augusta County	2.72	26000	A	75%	1%	1%	1%	21%	2%	_	0.104	Α		26000	Δ
81	Combined Traffic Estimates for 2 Parallel Roadw			A	75 <i>%</i>	1%	1%	1%	20%	2%	· -	0.104	A	0.550	53000	, A
	Combined Trainic Estimates for 2 Farallel Hoadw					1 /0	1 /0	1 /0	20 /0	2/0	•	0.033	^	0.550	33000	,
orth	To- From:	SR 262 W	oodrow Wi	lson Pkv	vy											
31)	Augusta County	2.08	26000	Α	75%	1%	1%	1%	21%	2%	F	0.107	Α		26000	P
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	52000	Α	76%	1%	1%	1%	20%	2%	F	0.100	Α	0.602	52000	A
		07-61	12 Laurel Hi	ill Rd												
lorth	Augusta County	7.73	25000	A	75%	1%	1%	1%	21%	2%	_	0.108	Α		25000	^
<u> </u>		7.73	<b>43000</b>	А	13%	170	170	170	Z170	∠70	Г	0.108	А		25000	Α
81	Combined Traffic Estimates for 2 Parallel Roadw		50000	Α	76%	1%	1%	1%	20%	2%	_	0.101	Α	0.534	50000	Α

# 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	C
rth	From:	SR 256	6 Weyers Ca	ive Rd			1	017100	TTTGII	Liian		1 40101		- 40101		
1)	Augusta County		25000	Α	75%	1%	1%	1%	21%	2%	F	0.105	Α		25000	
9	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	50000	Α	76%	1%	1%	1%	20%	2%	F	NA			50000	
	Τα		gham Count	ty Line												
rth	From:		usta County								_					
31)	Rockingham Cour	•	25000	Α	75%	1%	1%	1%	21%	2%	F	0.105	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	50000	Α	76%	1%	1%	1%	20%	2%	F	0.101	Α	0.535	50000	
rth	To: From:	SR 257 !	Friedends C	urch Rd												
1)	Rockingham Cour	nty 2.61	26000	Α	75%	1%	1%	1%	21%	2%	F	0.107	Α		26000	
	Combined Traffic Estimates for 2 Parallel Roa	-		Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.544	51000	
	To					.,.		.,.		_,,	•	•				
rth	From:		L Harrisonbu	urg												
11)	City of Harrisonburg (Ma	Maint: 82) 0.50	26000	Α	75%	1%	1%	1%	21%	2%	F	0.107	Α		26000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	51000	Α	76%	1%	1%	1%	20%	2%	F	NA			51000	
-41-	Toc From:	US 1	1, South Ma	in St									—			
orth 1	City of Harrisonburg (Ma	Maint: 82) 2.83	26000	Α	75%	1%	1%	1%	21%	2%	С	0.105	Α		26000	
リ	Combined Traffic Estimates for 2 Parallel Roa	,		A	76%	1%	1%	1%	20%	2%	C	0.1	Α	0.555	52000	
	To:	•	Port Repub		7070	1 /0	1/0	1 /0	2070	270	O	0.1		0.555	32000	
rth	From:	82- 659	Port Republ													
1)	City of Harrisonburg (Ma	Maint: 82) 1.51	25000	Α	75%	1%	1%	1%	21%	2%	F	0.109	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	51000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.506	51000	
	To:	US	33, E Marke	et St												
orth	City of Harrisonburg (Ma		23000	Α	75%	1%	1%	1%	21%	2%	F	0.116	Α		22000	
11	Combined Traffic Estimates for 2 Parallel Roa	,			76%	1%	1%	1%	20%	2%		0.110	Α	0.510	45000	
	Combined Tranic Estimates for 2 Parallel No.			Α	70%	1 70	1 70	170	20%	270	Г	0.105	А	0.510	43000	
rth	To: From:	NC	L Harrisonb	urg												
31)	Rockingham Cour	nty 2.48	23000	Α	75%	1%	1%	1%	21%	2%	F	0.116	Α		22000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	47000	Α	76%	1%	1%	1%	20%	2%	F	NA			45000	
	To:	US 1	1, N Valley	Pike												
orth	Rockingham Cour				750/	10/	10/	10/	21%	00/	_	0.116	Α		22000	
11)	_	•	23000	A	75%	1%	1%	1%		2%	F	0.116	, .	0.504	23000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	47000	Α	76%	1%	1%	1%	20%	2%	г	0.105	Α	0.504	45000	
rth	Tro: From:	US 11, Lee Jackson Me	emorial Hwy	y; SR 25	59 Maylan	d Rd										
1)	Rockingham Cour	nty 6.12	21000	Α	75%	1%	1%	1%	21%	2%	F	0.122	Α		19000	
)	Combined Traffic Estimates for 2 Parallel Roa		41000	Α	76%	1%	1%	1%	20%	2%	F	0.110	Α	0.567	38000	
	To:		ndoah Count	y Line												
	From:		gham Count	_												
orth					750/	40/	40/	10/	21%	2%		0 100	Α		19000	
orth i1	Shenandoah Cour Combined Traffic Estimates for 2 Parallel Roa	•	21000 41000	A A	75% 76%	1% 1%	1% 1%	1% 1%	20%	2%	Г	0.122 NA	А		38000	

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

-		Primary an		210 110				т				I/		D:		_
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	(
	From		11.011.0	D 1			2Axie	3+Axle	1 I raii	21raii		Factor		Factor		
orth	Shenandoah C		11 Old Cros 19000	F F	75%	1%	1%	1%	21%	2%	E	0.070	F		19000	
31)	Combined Traffic Estimates for 2 Parallel	•		F	76%	1%	1%	1%	20%	2%		0.070	F	0.505	36000	
	Combined Trainc Estimates for 2 Faraner			-	7076	1 /0	1 /0	1 /0	20 /0	2/0	'	0.071	1	0.505	30000	
orth	To: From:	SC	L New Marl	ket												_
31)	Town of New Market	t (Maint: 85) 0.85	19000	F	75%	1%	1%	1%	21%	2%	F	0.070	F		19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	F	76%	1%	1%	1%	20%	2%	F	NA			36000	
o utla	To: From:	NC	L New Mar	ket												
orth 31)	Shenandoah C	County 3.27	19000	F	75%	1%	1%	1%	21%	2%	F	0.070	F		19000	
51)	Combined Traffic Estimates for 2 Parallel	•		F	76%	1%	1%	1%	20%	2%	F	NA	•		36000	
	Te-				. 0,0	. , ,		. , 0	2070	_,,	•				00000	
orth	From:		730 Caverns													
31)	Shenandoah C	•	20000	Α	75%	1%	1%	1%	21%	2%	F	0.123	Α		19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	Α	76%	1%	1%	1%	20%	2%	F	0.111	Α	0.55	38000	
orth	To: From:	SR 2	92 Conicvill	le Rd												_
31)	Shenandoah C	County 3.93	21000	Α	75%	1%	1%	1%	21%	2%	F	0.12	Α		20000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	76%	1%	1%	1%	20%	2%	F	0.109	Α	0.558	40000	
	To.	-	South Mide	dla Dd												
orth	From:				750/	40/	40/	40/	040/	00/	_	0.070	_		10000	
31)	Shenandoah C	•	19000	F	75%	1%	1%	1%	21%	2%	-	0.072	-	0.500	19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	F	76%	1%	1%	1%	20%	2%	F	0.071	F	0.529	36000	
orth	To: From:	SR 185	Stoney Cre	eek Rd												
31)	Shenandoah C	County 3.72	21000	Α	75%	1%	1%	1%	21%	2%	F	0.119	Α		20000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	76%	1%	1%	1%	20%	2%	F	0.11	Α	0.602	39000	
	To	SC	L Woodsto	ck			_									
orth	Town of Woodstock	(Maint: 85) 0.38	21000	Α	75%	1%	1%	1%	21%	2%	E	0.119	Α		20000	
81)	Combined Traffic Estimates for 2 Parallel	,		A	76%	1%	1%	1%	20%	2%	' 	NA	^		39000	
	Combined Traine Estimates for 21 arailer				7076	1 /0	1 /0	1 /0	20 /6	276	'	INA			33000	
	From:	SR 4	42 Reservoir	r Rd												
orth						40/	40/	40/	21%	2%	F	0.071	F		21000	
	Town of Woodstock	(Maint: 85) 1.41	21000	F	75%	1%	1%	1%	2170	_ / 0	•					
	Town of Woodstock Combined Traffic Estimates for 2 Parallel	,		F F	75% 76%	1% 1%	1% 1%	1% 1%	20%	2%	F	0.069	F	0.51	43000	
11		Roadways on this Route:		F							F	0.069	F	0.51	43000	
orth	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000 CL Woodsto	F ock	76%	1%	1%	1%	20%	2%	F —		F F	0.51		
B1)	Combined Traffic Estimates for 2 Parallel  Take Process  Shenandoah C	Roadways on this Route:  NC  County 6.68	45000 CL Woodsto 21000	F F	76% 75%	1%	1%  1%	1%	20%	2%	F F	0.071	'	0.51	21000	
B1)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:  NCC County 6.68 Roadways on this Route:	45000 CL Woodsto 21000 45000	F F F	76%	1%	1%	1%	20%	2%	F F F		'	0.51		
orth B1	Combined Traffic Estimates for 2 Parallel  Too From:  Shenandoah C Combined Traffic Estimates for 2 Parallel  Too From:	Roadways on this Route:  NC  County 6.68  Roadways on this Route:  85-65	45000 CL Woodsto 21000 45000	F F F	76% 75% 76%	1% 1% 1%	1% 1% 1%	1% 1% 1%	20% 21% 20%	2% 2% 2%	F F F	0.071 NA	F	0.51	21000 43000	
orth B1  orth B1  orth B1	Combined Traffic Estimates for 2 Parallel  Take Process  Shenandoah C	Roadways on this Route:  NO County 6.68 Roadways on this Route:  85-65 County 5.15	45000 CL Woodsto 21000 45000 I Mount Oli 24000	F F F	76% 75%	1%	1%  1%	1%	20%	2%	F F F	0.071	'	0.51	21000	

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AA</b> l	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
orth	From:	SR 55 John M													
11)	Shenandoah County	1.75 <b>250</b>		75%	1%	1%	1%	21%	2%	F	0.116	Α		24000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 500	000 A	76%	1%	1%	1%	20%	2%	F	0.103	Α	0.570	48000	
orth	To: From:	US	11												_
31)	Shenandoah County	0.48 <b>270</b>	000 A	75%	1%	1%	1%	21%	2%	F	0.111	Α		26000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 540	000 A	76%	1%	1%	1%	20%	2%	F	NA			52000	
	To:	Frederick County N													
orth	Shenandoah County (Maint: 34)	Shenandoah County 0.43 270		e Break 75%	1%	1%	1%	21%	2%	_	0.111	Α		26000	
31)	• • • • • • • • • • • • • • • • • • • •	_							2% 2%	Г	NA	А			
	Combined Traffic Estimates for 2 Parallel Roadways or	Warren Co		76%	1%	1%	1%	20%	2%	Г	INA			52000	
rth	From:	Shenandoah		;											_
31)	Warren County (Maint: 34)	1.29 <b>270</b>	000 A	75%	1%	1%	1%	21%	2%	F	0.111	Α		26000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 540	000 A	76%	1%	1%	1%	20%	2%	F	0.100	Α	0.569	52000	
	Τα	I-66, Frederick													
orth 31)	Frederick County	I-66; Warren 1.96 <b>240</b>		79%	1%	1%	1%	17%	1%	E	0.098	Α		24000	
31)	Combined Traffic Estimates for 2 Parallel Roadways or	_		79%	1%	1%	1%	17%	1%	F	0.098	A	0.514	49000	
	Combined Trainc Estimates for 2 Farallel Hoadways of			1970	1 /0	1 /0	1 /0	17 /0	1 /0	'	0.036	^	0.514	49000	
orth	To: From:	34-627 Re	eliance Rd												_
<del>1</del>	Frederick County	4.54 <b>250</b>	000 A	79%	1%	1%	1%	17%	1%	F	0.096	Α		26000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 500	000 A	79%	1%	1%	1%	17%	1%	F	0.097	Α	0.528	51000	
arth	Too From:	SCL Stepl	hens City												
orth 31)	Town of Stephens City (Maint: 34)	0.10 <b>250</b>	000 A	79%	1%	1%	1%	17%	1%	F	0.096	Α		26000	
51)	Combined Traffic Estimates for 2 Parallel Roadways or			79%	1%	1%	1%	17%	1%	F	NA	,,		51000	
	Tol				170		1 70	17 70	1 70	•				01000	
orth	From:	SR 277 Fairfax Pike;													
81)	Frederick County	3.05 <b>280</b>		79%	1%	1%	1%	17%	1%	F	0.093	Α		28000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: <b>550</b>	000 A	79%	1%	1%	1%	17%	1%	F	0.095	Α	0.526	55000	
orth	To: From:	SR	. 37												_
31)	Frederick County	3.66 <b>240</b>	000 A	79%	1%	1%	1%	17%	1%	F	0.094	Α		25000	
5.)	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 480	000 A	79%	1%	1%	1%	17%	1%	F	0.094	Α	0.512	49000	
	To	US 17, US 50 I		va											
orth	From:	,						. =		_					
<del>11</del> )	Frederick County	1.81 310		79%	1%	1%	1%	17%	1%	С	0.098	A	0.505	32000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Houte: 620	000 A	79%	1%	1%	1%	17%	1%	С	0.096	Α	0.507	63000	
orth	To: From:	SCL Wir	nchester												_
81)	City of Winchester (Maint: 34)	0.07 <b>310</b>	000 A	79%	1%	1%	1%	17%	1%	С	0.098	Α		32000	
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route: 620	000 A	79%	1%	1%	1%	17%	1%	С	NA			63000	
	То:	NCL Win													

# 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North		From	n:		CL Winches						.=.,		_					
81	O	Frederick Co	,	0.09	31000	Α	79%	1%	1%	1%	17%	1%	С	0.098	Α		32000	A
	Combined Traffic Est	imates for 2 Parallel	Hoadways on			Α	79%	1%	1% ——	1%	17%	1%	С	NA			63000	Α
North		From	n:	SR 7	7 Berryville	Pike												
81)		Frederick Co	,	2.44	29000	F	79%	1%	1%	1%	17%	1%	F	0.087	F		29000	F
	Combined Traffic Est	timates for 2 Parallel	I Roadways on	this Route:	59000	F	79%	1%	1%	1%	17%	1%	F	0.08	F	0.529	60000	F
North		Tz Fron	n:	US 11	Martinsbu	rg Pike												
81)		Frederick Co	ounty	3.14	24000	Α	74%	1%	1%	1%	22%	2%	F	0.103	Α		24000	Α
0.)	Combined Traffic Est	timates for 2 Parallel	l Roadways on	this Route:	47000	Α	74%	1%	1%	1%	22%	2%	F	0.094	Α	0.521	48000	Α
		Te	0.		72 Hopewe	il Rd												
North		Frederick Co	ounty.	2.55	23000	A	74%	1%	1%	1%	22%	2%	С	0.104	Α		24000	Α
81	Combined Traffic Est		,			A	74% 74%	1%	1%	1%	22%	2%	С	0.104	A	0.572	48000	A
	Combined Trainc Lst	imales for 2 r araller	Tioadways on				7470	1 /0	1 /6	1 /0	ZZ /0	∠ /0	O	0.033	^	0.572	40000	
North		From	n:		9 Rest Chui													
(81)		Frederick Co	,	0.50	22000	Α	74%	1%	1%	1%	22%	2%	F	0.098	Α		23000	Α
	Combined Traffic Est	timates for 2 Parallel	Roadways on			Α	74%	1%	1%	1%	22%	2%	F	0.094	Α	0.589	46000	Α
					Virginia Sta													
North  (81) Bristol Welcome Cente	er	Washington (	:::L County	0.09	h to Welcon	me Cente	97%	1%	1%	0%	1%	0%	N	0.179	N		550	N
(81) 2.10.00. 11.000.110 00.111	•	To	0:	Enter Welco				. , 0		0,0	. , 0	0,0		00	•			•
North		From	n:		me Center													
81 Bristol Welcome Cente	er	Washington (	County	0.07	640	В	97%	1%	1%	0%	1%	0%	С	0.179	Α		550	В
			0.	I-81 North	from Welc		ter											
North Ramp I-81 N Exit 1		City of Bristol (N		0.27	I-81 North									NA			NA	
(81) Hamp For IV Exit		To	o:		58 W, US 4	21 W								1471			1471	
North		From	n:		Ramp Split	ì												
Ramp I-81 N Exit 1 to	US 58 E, US 421 E	City of Bristol (M	Maint: 95)	0.02	NA									NA			NA	
		To	0:	US	58 E, US 4	21 E												
North		From	n:		I-81 North													
Ramp I-81 N Exit 3 to	I-381 S	City of Bristol (N	Л <u>aint: 95)</u>	0.30	610	G	96%	0%	1%	0%	2%	0%	F	NA			640	G
		16	0:		I-381 South													
North Ramp I-81 N Exit 5 to	110 11 110 10	City of Bristol (N	Maint: 05)	0.22	I-81 North									NA			NA	
Ramp I-81 N Exit 5 to	03 11, 03 19	City of Bristor (N	Maiiii. 93) 		JS 11, US 1	9								INA			INA	
North		From	n:		I-81 North				<u> </u>									
Ramp I-81 N Exit 7 to	Old Airport Rd	City of Bristol (M	Maint: 95)	0.21	NA									NA			NA	
		To	0:		ld Airport I	Rd												
North		From	n·		I-81 North					-	-	-						
(81) Ramp I-81 N Exit 10 to	F-310	Washington (	County	0.12	NA									NA			NA	
$\smile$		Te	n.	FR-	-310 Exit 10	) Rd												

4/20/2015

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

Route	Jurisdiction	n Length	AADT QA	<b>4</b> 4Ti	ire Bu	c	 xle 3+Ax			QC	K Factor	QK I	Dir Factor	AAWDT	QW
North (81) Ramp I-81 N Exit 10 to 95-611	From: Washington Co	ounty 0.16	I-81 North				]				NA			NA	
North (81) Abingdon Rest Area Ramp	From: Washington Co	I-81 No	orth to Rest Area  950 F	ì			]				0.083	F		950	F
North Abingdon Rest Area Ramp	To:	Enter Res	st Area Parking I t Area Parking L	_ot							0.000	'			
81 Abingdon Rest Area Ramp	Washington Co		760 G		% 2%	ú 1º	% 1% ]	84%	3%	С	NA			760	G
North Ramp I-81 N Exit 14 to SR-140; 95-647	Washington Co	ounty 0.17	I-81 North <b>5000 F</b> Old Jonesboro R				]				0.105	F		5000	F
North (81) Ramp I-81 N Exit 17 to SR-75	From:	]	I-81 North 4000 F		% 1%	ω 1 ⁴		18%	1%	F	0.101	F		4200	F
North	To:	SR 75 Cummi	ngs St; Green Sp I-81 North				<u> </u> 								
81 Ramp I-81 N Exit 19 to US 11, US 58	Washington Co	ounty 0.25	<b>6400 G</b> S 11, US 58				]				0.097	F		6400	G
North Ramp I-81 N Exit 22 to 95-704	From: Washington Co	ounty 0.32	I-81 North  1700 F  4 Enterprise Rd	83	% 1%	6 1°	% 2% 	14%	0%	F	0.084	F		1700	F
North Ramp I-81 N Exit 24 to SR-80	From: Nashington Co	ounty 0.22	I-81 North  890 G  Glennbrook Ave				] ]				0.137	F		890	G
North Ramp I-81 N Exit 26 to 95-737	From: Washington Co ™	ounty 0.12	I-81 North  1200 G  737 College Dr				]				0.137	F		1200	G
North Ramp I-81 N Exit 29 to SR 91	From: Washington Co	]	I-81 North 4000 G SR 91				]				0.102	F		4000	G
North Ramp I-81 N Exit 32 to US 11	From: Washington Co ™	ounty 0.12	I-81 North  410 G  1 Lee Highway				] ]				0.155	F		410	G
North Ramp I-81 N Exit 35 to SR 107	From: Town of Chilhowie (N	Maint: 86) 0.11	I-81 North <b>2900 G</b> 7 White Top Ave				]				0.106	F		2900	G
North Ramp I-81 N Exit 39 to US 11	From: Smyth Coun:	ty 0.12	I-81 North <b>960 G</b> 1 Lee Highway				]				0.104	F		960	G
North Ramp I-81 N Exit 44 to US 11	From: Smyth Count To:	ty 0.32	I-81 North <b>1500 G</b> 1 Lee Highway				] ]				0.111	F		1500	G

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

Route	Jurisdiction	Length AADT QA	4Tire Rus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
North Ramp I-81 N Exit 45 to SR 16	Town of Marion (Maint: 86)	I-81 North 0.15 NA SR 16 S Commerce St			NA		NA	
North 81 Ramp I-81 N Exit 47 to FR-10	Smyth County	I-81 North  0.12 <b>1600 G</b> FR-10			0.131	F	1600	G
North Ramp I-81 N Exit 50 to 86-622	Smyth County	I-81 North  0.15 <b>1500 G</b> 86-622 Nicks Creek Rd		<u></u>	0.136	F	1500	G
North Ramp I-81 N Exit 54 to 86-683	Smyth County	I-81 N 0.16 <b>NA</b> 86-683 Winsor Ave			NA		NA	
North Ramp I-81 N Exit 60 to SR 90	Wythe County	I-81 North  0.12 <b>1000 G</b> SR 90 Main St			0.157	F	1000	G
North Rural Retreat Rest Area Ramp	Wythe County	I-81 North to Rest Area 0.02 NA Enter Rest Area Parking Lot			NA		NA	
North Rural Retreat Rest Area Ramp	Wythe County	Exit Rest Area Parking Lot 0.02 <b>720 G</b> I-81 North from Rest Area	97% 0%		C 0.130	F	720	G
North Ramp I-81 N Exit 67 to US 11	Wythe County	I-81 North  0.11 <b>780 G</b> US 11 W Lee Highway			0.135	F	780	G
North Ramp I-81 N Exit 70 to US 21; US 58	Town of Wytheville (Maint: 98	I-81 N 0.19 <b>2200 G</b> US 21; US 58			0.091	F	2200	G
North Ramp From I-81 N Exit 72 to I-77 N at Exit 4	Town of Wytheville (Maint: 98	I-81 N 3) 0.54 <b>2800 G</b> I-77 N	77% 1%		F 0.078	F	2500	G
North Ramp I-81 N Exit 73 to US 11	Town of Wytheville (Maint: 98	I-81 North 3) 0.11 <b>1200 G</b> US 11		<u></u>	0.092	F	1200	G
North Ramp I-81 N Exit 77 to FR 42; FR 326	Wythe County	I-81 North 0.09 4300 G FR 42 and FR 326			0.083	F	4300	G
North Ramp I-81 N Exit 80 to US-52; SR 121	Wythe County	I-81 North  0.12 <b>3000 G</b> US 52; SR 121			0.093	F	3000	G
North Ramp	Wythe County  To:	I-81 North 0.14 <b>1700 G</b> 98-619 Major Grahams Rd		_ _	0.082	F	1700	G

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

Route	Jurisdiction	Length AADT ()A 411re Bus	Truck QC K Axle 3+Axle 1Trail 2Trail Factor	Dir Factor AAWDT QW
North 81 Ramp	Wythe County	I-81 North  0.11 400 G  98-618 Reed Creek Dr	0.104 F	400 G
North 81 Ramp I-81 N Exit 89A to SR 100 S	Pulaski County	I-81 N 0.21 <b>250 G</b> SR 100	NA	250 G
North (81) (11) Ramp I-81 N Exit 89B to US 11 N	Fron: Pulaski County τα	I-81 North 0.15 <b>290 F</b> US 11 Lee Highway	0.142 F	290 F
North Ramp I-81 N Exit 92 to FR 47; FR 327	Pulaski County _{Τα}	I-81 North  0.15 <b>230 F</b> FR 47; FR 327	0.106 F	230 F
North Ramp I-81 N Exit 94A to FR 47	Pulaski County	I-81 North 0.10 <b>330 G</b> FR 47 Kirby Rd	NA	330 G
North Ramp I-81 N Exit 94B to SR 99	Pulaski County	I-81 North 0.15	0.144 F	1100 F
North (81) (100) Ramp I-81 N Exit 98 to SR 100 N	From: Pulaski County To:	I-81 N 0.21 <b>3300 G</b> SR 100	NA NA	3300 G
North Ramp I-81 N Exit 101 to 77-660	From: Pulaski County τα	I-81 North 0.20 <b>1500 G</b> 77-660 State Park Rd	NA	1500 G
North Radford Rest Area Ramp	From: Montgomery County Τα:	I-81 North to Rest Area  0.04 NA  Enter Rest Area Parking Lot	NA NA	NA
North Radford Rest Area Ramp	Montgomery County	Exit Rest Area Parking Lot  0.06		1400 F
North Ramp I-81 N Exit 101 to SR 177	From:  Montgomery County  To:	I-81 North 0.18 <b>2300 F</b> SR 177 Tyler Rd	0.093 F	2300 F
North Ramp I-81 N Exit 101 to SR 8	Town of Christiansburg (Maint: 60)	I-81 North 0.10 <b>2400 F</b> SR 8 W Main St	0.105 F	2400 F
North Ramp	Town of Christiansburg (Maint: 60)	I-81 North Exit 118 Collector Rd  0.23 900 F  Parkway Drive	0.162 F	900 F
North 81 Ramp	Town of Christiansburg (Maint: 60)	I-81 North Exit 118 Collector Rd  0.18	0.185 F	3300 F

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

Route	Jurisdiction	Length AADI ()A 411re BUS	Truck QC PAxle 3+Axle 1Trail 2Trail F	K actor QK	Dir Factor AAWDT	QW
North 81 460 Ramp	Town of Christiansburg (Maint: 60)	I-81 North Exit 118 Collector Rd  0.29 <b>7000 F</b> US 11 Roanoke St		).073 F	7000	F
North 81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	I-81 North  0.33 <b>26000 F</b> I-81 North Exit 118A		).096 F	26000	F
North 81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	I-81 North Exit 118A Ramp 0.15 <b>25000 F</b> Ramp from US 460		).096 F	25000	F
North 81 N Collector Rd	Town of Christiansburg (Maint: 60)	US 460-E124B  0.14 NA  N118B TO RT 46000- PARKWAY DRIVE		NA	NA	
North 81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.15 <b>NA</b> 99027-N000A FROM PARKWAY DRIVE	<del>-</del>	NA	NA	
North 81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.58 <b>NA</b> I-81-N118C	<del>-</del>	NA	NA	
North 81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.12 <b>NA</b> US 11-N121B FROM RT 11	<del>-</del>	NA	NA	
North 81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)	0.28 <b>NA</b> US 11-S121B FROM RT 11	<del>-</del>	NA	NA	
North 81 I-81 N Collector Rd	Town of Christiansburg (Maint: 60)  Tree I-81-N	0.36 NA I END COLLECTOR ROAD00- RTS 460 PA	_ 	NA	NA	
North Ramp I-81 N Exit 128 to 60-603	Montgomery County	I-81 North  0.14 <b>870 F</b> 60-603 Northfork Rd		).104 F	870	F
North	Montgomery County	I-81 North to Rest Area 0.03 <b>790 F</b> Enter Rest Area Parking Lot		).101 F	790	F
North  81 Ironto Rest Area Ramp	Montgomery County	Exit Rest Area Parking Lot  0.03 1300 G 78% 1%  I-81 North from Rest Area	1% 0% 19% 0% C	NA	1300	G
North Ramp	Roanoke County	I-81 North  0.17 <b>660 G</b> 80-647 Dow Hollow Rd		).116 F	660	G
North Ramp	Roanoke County	I-81 North  0.23 <b>2300 G</b> SR 112 Wildwood Rd		).098 F	2300	G
North (81) Ramp	Roanoke County	I-81 North 0.17 <b>2300 G</b>		).125 F	2300	G

4/20/2015

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

Route	Jurisdiction	Length AADT QA 4T	Tire Bus	Truck 2Axle 3+Axle 1Tr		QC	K Factor	QK Dir Factor	AAWDT	QW
North (81) Ramp	Roanoke County	I-81 North 0.20 <b>2400 G</b>		Z/Mie et/Mie 111	an Ziian		0.102	F	2400	G
	To:	SR 419 Electric Rd								
North (81) Ramp	From: Roanoke County	I-81 North 0.15 <b>5700 G</b> 93	3% 1%	1% 1% 5%	s 0%	С	0.126	F	5700	G
(8) Hamp	To:	SR 115 Plantation Rd	3/6 1/6	176 176 37	5 076	U	0.120	1	3700	u
North	From:	I-81 North								
81 Scale Ramp	Botetourt County	0.46 <b>5600 F</b> I-81 North		$\neg$			0.063	F	5600	F
North	From:	I-81 North		1						
Ramp I-81 N Exit 150A to ALT SR 220	Botetourt County	0.14 <b>3100</b> F					0.09	F	3100	F
<u> </u>	To:	ALT SR 220 Cloverdale Rd								
North (81) (220) Ramp I-81 N Exit 150B to US 11	Botetourt County	I-81 North 0.18 <b>6500 F</b>					0.141	F	6500	F
(81) (220) Hamp FOT W Exit 100B to 00 11	To:	US 11 Lee Highway					0.141	•	0000	
North	From:	I-81 North								
81 Ramp I-81 N Exit 156 to 11-640	Botetourt County	0.19 <b>1100 F</b> 11-640 Brughs Mill Rd		_			0.152	F	1100	F
North	From:	I-81 North		1						
(81) Ramp I-81 N Exit 162 to US 11	Botetourt County	0.11 <b>1100 F</b>					0.129	F	1100	F
	To:	US 11 Lee Highway								
North (81) Ramp I-81 N Exit 168 to 11-614	Botetourt County	I-81 North 0.14 <b>620 F</b>					0.111	F	620	F
81) Hallip 1-01 N Exit 100 to 11-014	To:	11-614 Arcadia Rd					0.111	ı	020	ı
North	From:	I-81 North								
(81) (11) Ramp I-81 N Exit 175 to US 11	Rockbridge County	0.14 <b>790 F</b>					0.101	F	790	F
	To:	US 11 S Lee Highway								
North  (81) Ramp I-81 N Exit 180 to US 11	Rockbridge County	I-81 North 0.18 <b>500 G</b>					0.113	F	500	G
(1)	To:	US 11 S Lee Highway								
North	From:	I-81 North								
81 Ramp I-81 N Exit 188A to US 60 E	Rockbridge County	0.24 <b>900 F</b> US 60 E, Midland Trail					0.107	F	900	F
North	From:	I-81 North								
(81) Ramp I-81 N Exit 188B to US 60 W	Rockbridge County	0.21 <b>910 F</b>					0.101	F	910	F
<u> </u>	To	US 60 W, Midland Trail		<u></u>						
North  (81) 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> 76	6% 1%	 1% 1% 21°	% 0%	F	NA		2400	G
81) Trainp From Port W Exit 191 to 1-04 W at Exit 56	To:	I-64 West	J /0 I /0	1/0 1/0 21	/O U /O	'	14/4		<u> </u>	<u></u>
North	From:	I-81 North								
(81) Ramp I-81 N Exit 195A to US 11 S	Rockbridge County	0.23 <b>1400 F</b>					0.122	F	1400	F
$\sim$	To	US 11 N Lee Highway								

# 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	Truck 2Axle 3+Axle 1Trail 2Trail	CC CK	Dir AAWDT QW actor
N. u	From	TOLNI d	T ZAXIE STAXIE I II ali ZII ali	racioi r	acioi
North (81) Ramp I-81 N Exit 200 to 81-710	Rockbridge County	I-81 North 0.18 <b>820 F</b>		0.089 F	820 F
81 Ramp I-81 N Exit 200 to 81-710	nockbridge County			0.009 F	820 F
	10.	81-710 Sterrett Rd			
North	From:	I-81 North			
(81) Ramp I-81 N Exit 205 to 81-606	Rockbridge County	0.13 <b>2700 F</b>		0.072 F	2700 F
	To:	81-606 Raphine Road			
North	From:	I-81 North			
(81) Ramp I-81 N Exit 213 to US 11	Augusta County	0.17 <b>1200 F</b>		0.089 F	1200 F
	To:	US 11 Lee Jackson Hwy			
Newth	From:	I-81 North			
North (81) Ramp I-81 N Exit 217 to 07-654	Augusta County	0.22 <b>580 F</b>		0.095 F	580 F
81 Ramp I-81 N Exit 217 to 07-654	Augusta County			0.095	300 1
	10.	07-654 White Hill Rd			
North	From:	I-81 North			
81 Ramp I-81 N Exit 222 to US 250	Augusta County	0.18 <b>5300 F</b>		0.102 F	5300 F
$\overline{}$	To:	I-81 North Exit 222B to US 250 West			
North	From:	I-81-N222B TO RT 250 WEST			
(81) Ramp I-81 N Exit 222 to US 250	Augusta County	0.04 <b>NA</b>		NA	NA
$\overline{}$	To:	US 250 FROM RT 81 NORTH			
North	From:	Ramp I-81 N222A			
(81) Ramp I-81 N Exit 222 to US 250 E	Augusta County	0.04 <b>NA</b>		NA	NA
	To:	US 250 E			
North	From:	I-81 North	Ī		
(81) Ramp I-81 N Exit 225 to SR 275	Augusta County	0.28 <b>3000 F</b>		0.100 F	3000 F
81 Namp 1-01 N Exit 223 to 311 273	Augusta County	SR 275		0.100 1	3000 1
North	From:	I-81 North		_	
(81) Ramp I-81 N Exit 227 to 07-612	Augusta County	0.18 <b>3500 F</b>		0.107 F	3500 F
$\overline{}$	To:	I-81 North Exit 227B To 07-612 West			
North	From:	I-81-N227B TO RT 612 WEST			
(81) Ramp I-81 N Exit 227 to 07-612	Augusta County	0.03 <b>NA</b>		NA	NA
<u> </u>	To:	07-612 FROM & TO RT 81			
North	From:	Ramp I-81 N227A			
(81) Ramp I-81 N Exit 227 to 07-612	Augusta County	0.04 <b>NA</b>		NA	NA
	То:	07-612 E, Laurel Hill Rd			
North	From:	I-81 North to Rest Area			
(81) Mt. Sydney Rest Area Ramp	Augusta County	0.11 <b>2000 F</b> 63% 2%	2% 1% 31% 1%	C 0.098 F	2000 F
Wit. Sydney flest Alea Hallip	To To	Enter Rest Area Parking Lot	2/0 1/0 31/0 1/0	0.030 1	2000 I
North	From:	Exit Rest Area Parking Lot  Exit Rest Area Parking Lot			
(81) Mt. Sydney Rest Area Ramp	Augusta County	0.16 NA		NA	NA
of Mil. Sydney Floor Area Flamp	To To	I-81 North from Rest Area	$\neg$	1 1/1	INA
North	From:	I-81 North		0.465	0400 =
(81) Ramp I-81 N Exit 235 to SR 256	Augusta County	0.17 <b>2100 F</b>		0.109 F	2100 F
<u> </u>	То:	SR 256 Weyers Cave 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
North	From:	I-81 Nort	h				7 017.04.0				. 4010.		. 4010.		
(81) Ramp I-81 N Exit 240 to SR 257	Rockingham County	0.19 <b>3200</b>	Α	91%	1%	1%	1%	6%	0%	С	0.116	Α		3500	Α
	To:	SR 257 Frieden	ch Rd												
North	From:	I-81 N													
81 Ramp I-81 N Exit 243	Rockingham County	0.57 <b>NA</b>									NA			NA	
	Tα	Ramps I-81 S243A; I-81 24	3A Ram	to US 11											
North	From:	I-81 Nort	h												
(81) Ramp	City of Harrisonburg (Maint: 82)	0.12 <b>4100</b>	G								0.106	F		4100	G
$\overline{}$	Tα	Port Republi	c Rd												
North	From:	I-81 Nort	h												
(81) Ramp	City of Harrisonburg (Maint: 82)	0.25 <b>4900</b>	G								0.1	F		4900	G
$\overline{}$	Tα	US 33 E, E Ma	rket St												
North	From:	I-81 Nort	h												
(81) Ramp	City of Harrisonburg (Maint: 82)	0.12 <b>2800</b>	G								0.102	F		2800	G
$\overline{}$	Tα	US 33 W, E M	arket St												
North	From:	I-81 Nort	h												
81 Ramp	Rockingham County	0.38 <b>1700</b>	G								0.133	F		1700	G
	Tα	Ramps I-81 S251A; I-81 25	1A Ramp	to US 11											
North	From:	I-81 Nort	h												
81 Ramp I-81 N Exit 257 to US 11	Rockingham County	0.21 <b>3200</b>	G								0.139	F		3200	G
$\overline{}$	Tα	US 11 Valley	Pike												
North	From:	I-81 North to R	est Area												
81 New Market Rest Area Ramp	Rockingham County	0.06 <b>NA</b>									NA			NA	
$\overline{}$	To:	Enter Rest Area P													
North	Prom:	Exit Rest Area Pa		t .							0.000	_		000	0
New Market Rest Area Ramp	Rockingham County	0.06 <b>980</b>	G								0.082	F		980	G
		I-81 North from I													
North	From:	I-81 Nort									0.400	_		0000	_
81 Ramp I-81 N Exit 264 to US 211	Shenandoah County	0.21 <b>2300</b> US 211 W Old 0	F.								0.109	F		2300	F
North	Shanandaah Carreti	I-81 Nort	h F								0.104	F		1000	F
81 Ramp I-81 N Exit 269 to 85-730	Shenandoah County										0.134	г		1000	F
	E	85-730 Caver	us NU												
North	Shanandaah Carreti	I-81 N									NIA			1000	0
81 Ramp I-81 N Exit 273 to SR 292	Shenandoah County	0.21 <b>1800</b> SR 292 Conicy	G illo P.d								NA			1800	G
			ше ка												
North  Romp I 91 N Evit 277 to 95 614	Shonordach Country	I-81 N	Α								0.150	^		200	٨
81 Ramp I-81 N Exit 277 to 85-614	Shenandoah County	0.18 <b>350</b> 85-614 South M	A Adda Pd								0.156	Α		380	Α
North	Change de la Count	I-81 Nort									0.000	_		070	г
81 Ramp I-81 N Exit 279 to SR 185	Shenandoah County	0.24 <b>970</b>	F	1							0.098	F		970	F
	10.	SR 185 Stoney C	reek Blvd	l											

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Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck QC K QK D 2Axle 3+Axle 1Trail 2Trail Factor Fac	ΔΔΙΛΛΙΝΙ (ΝΙΛΛ
North Ramp I-81 N Exit 283 to SR 42	Shenandoah County	I-81 N 0.16 <b>2800 A</b> SR 42 W Reservoir Rd	0.107 A	2800 A
North 81 Ramp I-81 N Exit 291 to 85-651	Front:  Shenandoah County  Toc	I-81 North 0.20 <b>2400 F</b> 85-651 Mount Olive Road	0.077 F	2400 F
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	NA NA	930 G
North Ramp I-81 N Exit 298 to US 11	From: Shenandoah County Toc	I-81 N 0.15 <b>1600 G</b> US 11 Old Valley Pike	NA NA	1600 G
North Ramp I-81 N Exit 302 to 34-627	Front: Frederick County Toc	I-81 N 0.12 <b>1700 G</b> 34-627 Reliance Rd	NA NA	1700 G
North 81 Scale Ramp	From: From: Toc	I-81 N 0.56 <b>5600 G</b> I-81 N	NA NA	5600 G
North 81 Ramp I-81 N Exit 307 to SR 277	Frederick County  Toc	I-81 N 0.24 <b>2900 G</b> SR 277 Fairfax Pike	NA NA	2900 G
North 81 Ramp I-81 N Exit 310 to SR 37	Front Front Front Frederick County	I-81 N 0.17 <b>7900 G</b> 87% 1% SR 37 Winchester Bypass	1% 1% 10% 0% C NA	7900 G
North Ramp I-81 N Exit 313 to US 50	Frederick County	I-81 N 0.17 <b>5700 G</b> I-81-N313B TO RT 50 WEST	NA	5700 G
North Ramp I-81 N Exit 313 to US 50	Frederick County	0.04 <b>NA</b> US 50 US 50- 17B FRO	NA	NA
North Ramp I-81 N Exit 313 to US 50 W	From: Frederick County	Ramp I-81 N313A 0.09 NA US 50 W, Millwood Pike	NA NA	NA
North 81 Ramp I-81 N Exit 315 to SR 7	Frederick County	I-81 N 0.14 <b>9600 G</b> I-81-N315B TO RT 7 WEST	NA	9600 G
North Ramp I-81 N Exit 315 to SR 7	Frederick County	0.05 <b>NA</b> SR 7; 34-659 SR 07-E001B FRO	NA NA	NA
Ramp I-81 N Exit 315 to SR 7	Frederick County	I-81 N 0.08 <b>NA</b> SR 7 ?	NA	NA

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

Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		Tr			QC	K Factor	QK	Dir Factor	AAWDT	Q
North Ramp I-81 N Exit 31	17 to 110 11	Frederick County	0.16	I-81 North	F								0.091	F		10000	·
Ramp I-81 N Exit 31	17 10 05 11	rrederick County		Martinsbur									0.091	Г		10000	ı
orth		From:		I-81 N	<u> </u>												
Ramp I-81 N Exit 32	21 to 34-672	Frederick County	0.20	1300	G								NA			1300	
		To:	34-6	72 Hopewe	ll Rd												
orth Ramp I-81 N Exit 32	22 to 24 660	Frederick County	0.15	I-81 N <b>3500</b>	G	70%	1%	2%	1%	25%	0%	С	NA			3500	
Ramp I-81 N Exit 32	23 10 34-009	To:		9 Rest Chur		70%	1 70	2%	1 70	25%	0%	C	INA			3300	
uth		From:		nessee State													
1)		Washington County		18000	Α	79%	1%	1%	1%	18%	1%	С	0.104	Α		18000	
	Combined Traffic E	Estimates for 2 Parallel Road	ways on this Route:	36000	Α	77%	1%	1%	1%	19%	1%	С	0.097	Α	0.514	36000	
uth		To: From:		SCL Bristol	Į			$\Box$ $\vdash$									
1)		City of Bristol (Maint: 9	95) 0.16	18000	Α	79%	1%	1%	1%	18%	1%	С	0.104	Α		18000	
	Combined Traffic E	Estimates for 2 Parallel Road	ways on this Route:	36000	Α	77%	1%	1%	1%	19%	1%	С	NA			36000	
uth		To: From:	US 58, U	S 421 Gate	City Hw	/y											
58		City of Bristol (Maint: 9	95) 3.58	19000	Α	79%	1%	1%	1%	18%	1%	F	0.104	Α		19000	
9 3	Combined Traffic E	Estimates for 2 Parallel Road	•	37000	Α	77%	1%	1%	1%	19%	1%	F	0.097	Α	0.515	38000	
		To: From:		I-381													
uth 1) (58)		City of Bristol (Maint: 9	95) 1.25	22000	G	79%	1%	1%	1%	18%	1%	F	0.082	F		22000	
1) (30)	Combined Traffic E	Estimates for 2 Parallel Road	•		G	77%	1%	1%	1%	19%	1%	F	0.083	F	0.563	50000	
		To:	Ţ	JS 11, US 1	9			<u> </u>									
1) (58)		City of Bristol (Maint: 9	95) 1.99	24000	Α	79%	1%	1%	1%	18%	1%	F	0.099	Α		25000	
1) (30)	Combined Traffic E	Estimates for 2 Parallel Road	,		Α	77%	1%	1%	1%	19%	1%	F	0.093	Α	0.531	51000	
		To	<u> </u>	ld Airport R	Rd												
uth 1) (58)		City of Bristol (Maint: 9		23000	Α	79%	1%	1%	1%	18%	1%	F	0.102	Α		24000	
1) (36)	Combined Traffic E	Estimates for 2 Parallel Road	•		A	77%	1%	1%	1%	19%	1%	F	0.094	Α	0.521	48000	
		Τα		NCL Bristo	1												
ith (S)		Washington County		23000	Α	79%	1%	1%	1%	18%	1%	F	0.102	Α		24000	
1) [58]	Combined Traffic E	Estimates for 2 Parallel Road			Ā	77%	1%	1%	1%	19%	1%	F	NA	^		48000	
		Tec		FR-310		-											
th		From: L Washington County	1.29	22000	Α	81%	1%	1%	1%	15%	1%	F	0.104	Α		22000	
58	Combined Traffic F	washington County Estimates for 2 Parallel Road			A	80%	1%	1%	1%	17%	1%	F	0.104	A	0.527	45000	
		To:				0070	. 70		. 70	.,,,,	. 70		0.000	, ,	0.0L1		
th ~		From:		1 Spring Cre		040/	40/	40/	40/	450/	40/	_	0.005	_		00000	
58	Combined Troffic I	Washington County		23000 46000	G G	81% 80%	1% 1%	1% 1%	1%	15% 17%	1% 1%	F	0.085	F F	0.504	23000	
	Combined Traffic E	Estimates for 2 Parallel Road		40 Jonesboi		<b>0</b> 0%	170	170	1%	1/70	170	Г	0.085	г	0.504	48000	

4/20/2015

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

			nd interstate	e noi	uics			т				I/		D::		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
	Lions	an i	10 X 1	D 1			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
South	Washington Coun		40 Jonesboro 21000	Rd B	81%	1%	1%	1%	15%	1%	С	0.100	Α		22000	В
81   58	Combined Traffic Estimates for 2 Parallel Roa	•		В	80%	1%	1%	1%	17%	1%	С	0.094	Α	0.546	43000	В
	Combined Traine Estimates for 21 drailer floa				00 70	1 /0	1 70	1 /0	17 /0	1 /0	O	0.054	^	0.540	+3000	
South	From:	SC	CL Abingdon													
(81) (58)	Town of Abingdon (Mai	int: 95) 0.69	21000	В	81%	1%	1%	1%	15%	1%	С	0.100	Α		22000	В
$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	42000	В	80%	1%	1%	1%	17%	1%	С	NA			43000	В
South	To: Front	SR 7	75 Cummings	St												
(81) (58)	Town of Abingdon (Mai	int: 95) 0.79	22000	G	81%	1%	1%	1%	15%	1%	F	0.08	F		23000	G
01) (30)	Combined Traffic Estimates for 2 Parallel Roa		44000	G	80%	1%	1%	1%	17%	1%	F	0.081	F	0.521	45000	G
	To		CL Abingdon													
South	From: L				0.10/	40/	40/	40/	450/	40/	F	0.00	_		00000	_
81	Washington Coun	•	22000	G	81%	1%	1%	1%	15%	1%	F	0.08	F		23000	G
	Combined Traffic Estimates for Parallel Roa	adways on this Route:	NA									NA			NA	
South	To: From:	US 11.	, US 58 Lee I	Hwy												
(81)	Washington Coun	nty 2.59	17000	Α	81%	1%	1%	1%	15%	1%	F	0.103	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	35000	Α	80%	1%	1%	1%	17%	1%	F	0.096	Α	0.535	36000	Α
	To	95-7(	04 Enterprise	Rd			<b>—</b> —									
South	Washington Coun		17000	G	81%	1%	1%	1%	15%	1%	F	0.079	E		18000	G
81	Combined Traffic Estimates for 2 Parallel Roa			G	80%	1%	1%	1%	17%	1%	, E	0.076	F	0.542	35000	G
	Combined Traine Estimates for 21 drailer floa	<u> </u>			00 /6	1 /0	1 /0	1 /0	17 /0	1 /0	'	0.070	'	0.542	33000	u
South	From:	SR 80	0 Glenbrook A	Ave												
(81)	Washington Coun	•	16000	G	81%	1%	1%	1%	15%	1%	F	0.08	F		17000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	34000	G	80%	1%	1%	1%	17%	1%	F	0.075	F	0.556	35000	G
South	To- From:	95-7	737 College D	)r												
South 81	Washington Coun	nty 2.94	16000	G	81%	1%	1%	1%	15%	1%	F	0.077	F		16000	G
01)	Combined Traffic Estimates for 2 Parallel Roa	•	33000	G	80%	1%	1%	1%	17%	1%	F	0.077	F	0.507	34000	G
	To	-	R 91 Maple St	t												
South	From: L		•		0.10/	40/	40/	40/	450/	40/	_	0.070	_		45000	_
81	Washington Coun	•	14000	G	81%	1%	1%	1%	15%	1%	-	0.078	-		15000	G
	Combined Traffic Estimates for 2 Parallel Roa	idways on this Route:	29000	G	80%	1%	1%	1%	17%	1%	F	0.074	F	0.503	30000	G
South	To: From:	US 11 Lee	Hwy; 95-751	Fleet	Rd											
81	Washington Coun	nty 1.83	14000	G	81%	1%	1%	1%	15%	1%	F	0.077	F		15000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roa		29000	G	80%	1%	1%	1%	17%	1%	F	0.075	F	0.517	30000	G
	To:		yth County Lir													
South	From: Smyth County	Washin 0.92	ngton County 14000	Line <b>G</b>	81%	1%	1%	1%	15%	10/	г	0.077	F		15000	G
				G	81%	1 %	1%	1%	15%	1%		0.077			15000	(7
South 81	Combined Traffic Estimates for 2 Parallel Roa			G	80%	1%	1%	1%	17%	1%	F	NA			30000	G

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

		T Timery at	id interstat	10 110				Tru	ıok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	. Q
outh	From	Si	CL Chilhowie				ZAXIE	STAXIE	IIIali	ZIIali		1 actor		i actor		
1	Town of Chilhowie (I		14000	G	81%	1%	1%	1%	15%	1%	F	0.077	F		15000	(
91)	Combined Traffic Estimates for 2 Parallel F	,		G	80%	1%	1%	1%	17%	1%	F	NA			30000	
	Tα [				0070	. , ,		. 70	,0	. , 0	•				00000	
outh	From:		7 White Top													
31)	Town of Chilhowie (I	,	15000	G	81%	1%	1%	1%	15%	1%	F	0.083	F		15000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	30000	G	80%	1%	1%	1%	17%	1%	F	0.077	F	0.548	31000	
uth	To: From:	N	CL Chilhowie	e												
31)	Smyth Coun	ty 3.72	15000	G	81%	1%	1%	1%	15%	1%	F	0.083	F		15000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	30000	G	80%	1%	1%	1%	17%	1%	F	NA			31000	
	Tor	US 11 Lee Hv	vv: 86-645 Fc	ov Vall	ev Rd											
outh	Smyth Coun				81%	1%	1%	1%	15%	1%	_	0.089	F		15000	
31)	Combined Traffic Estimates for 2 Parallel F	•	15000	G G	80%	1%	1%	1%	17%	1%	F	0.089	F	0.554	31000	
	Combined Trainic Estimates for 2 Parallel F				80%	170	176	1%	1/%	170	Г	0.080	Г	0.554	31000	
uth	To: From:	U	S 11 Lee Hwy	y												_
31)	Smyth Coun	,	14000	G	81%	1%	1%	1%	15%	1%	F	NA			15000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	28000	G	80%	1%	1%	1%	17%	1%	F	NA			29000	
	To: From:	86-730	) Washington	ı Ave			_									
outh B1	Smyth Coun	ty 0.66	15000	Α	81%	1%	1%	1%	15%	1%	F	0.111	Α		15000	
	Combined Traffic Estimates for 2 Parallel F	•		Α	80%	1%	1%	1%	17%	1%	F	0.102	Α	0.535	29000	
	To		WCL Marion					. , .								
uth	From:				2121				. =		_				.=	
31)	Town of Marion (M	,	15000	Α	81%	1%	1%	1%	15%	1%	F _	0.111	Α		15000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	29000	Α	80%	1%	1%	1%	17%	1%	F	NA			29000	
puth	To: From:	]	ECL Marion													_
31)	Smyth Coun	ty 0.05	15000	Α	81%	1%	1%	1%	15%	1%	F	0.111	Α		15000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	29000	Α	80%	1%	1%	1%	17%	1%	F	NA			29000	
	To:		SCL Marion				-									
outh B1	Town of Marion (M	aint: 86) 0.90	15000	Α	81%	1%	1%	1%	15%	1%	F	0.111	Α		15000	
31)	Combined Traffic Estimates for 2 Parallel F	•		A	80%	1%	1%	1%	17%	1%	F	NA			29000	
	- F				00 70	1 /0	1 /0	1 /0	17 /0	1 70	·	INA			23000	
uth	From:	SR 1	16 Commerce	St												
11)	Town of Marion (M	,	13000	G	81%	1%	1%	1%	15%	1%	F	0.089	F		14000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	27000	G	80%	1%	1%	1%	17%	1%	F	0.081	F	0.538	28000	
uth	To: From:	1	NCL Marion													
outh 31)	Smyth Coun	ty 1.90	13000	G	81%	1%	1%	1%	15%	1%	F	0.089	F		14000	
31)	Combined Traffic Estimates for 2 Parallel F	•		G	80%	1%	1%	1%	17%	1%	F	NA	•		28000	
	- F		0 North Mair		JJ /0	. /0	- 70	. 70	. , ,0	. /0	•	1 47 1			_5000	

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

		,		ale no				Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2 <b>A</b> vla	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	FR-1	0 North Ma	in St			ZAXIC	OTANIC	TTTAII	ZITAII		1 40101		1 40101		
81)	Smyth Cour		13000	G	81%	1%	1%	1%	15%	1%	F	0.084	F		14000	G
	Combined Traffic Estimates for 2 Parallel	•	27000	G	80%	1%	1%	1%	17%	1%	F	0.080	F	0.526	28000	G
	Too	86-62	2 Nicks Cree	ek Rd												
South	Smyth Cour		12000	Α	81%	1%	1%	1%	15%	1%	F	0.113	Α		12000	Α
81	Combined Traffic Estimates for 2 Parallel	•		A	80%	1%	1%	1%	17%	1%	· -	0.113	A	0.661	25000	A
	Combined Trainc Estimates for 21 arailer	•			00 /6	1 /0	1 /6	1 /0	17 /0	1 /0	'	0.107	^	0.001	23000	^
South	From:		583 Winsor													
81)	Smyth Cour	•	10000	G	81%	1%	1%	1%	15%	1%	F	0.090	F		11000	G
$\smile$	Combined Traffic Estimates for 2 Parallel			G	80%	1%	1%	1%	17%	1%	F	NA			23000	G
Courth	To: From:		he County I th County I													
South 81	Wythe Cou		10000	G	81%	1%	1%	1%	15%	1%	F	0.090	F		11000	G
01)	Combined Traffic Estimates for 2 Parallel	,		G	80%	1%	1%	1%	17%	1%	F	0.081	F	0.504	23000	G
	To:		3-680 Black						,*							
South	From:								. =		_					
81	Wythe Cour	,	13000	Α	81%	1%	1%	1%	15%	1%	F	0.11	Α		13000	A
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	Α	80%	1%	1%	1%	17%	1%	F	0.106	Α	0.539	26000	Α
outh	To: From:	US	11, W Lee F	łwy												
81)	Wythe Cour	nty 1.08	12000	G	81%	1%	1%	1%	15%	1%	F	0.088	F		12000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	G	80%	1%	1%	1%	17%	1%	F	0.095	F	0.533	24000	G
	To:	SC	L Wythevil	lle												
South	Town of Wytheville				81%	1%	1%	1%	15%	1%	_	0.088	F		12000	G
81	Combined Traffic Estimates for 2 Parallel	•	12000	G G		1%	1%	1%	17%			0.000 NA	Г		24000	G
	Combined Trainic Estimates for 2 Paraller		US 52, N Fo		80%	1 70	1 70	1 70	1770	1%	Г	IVA			24000	G
outh	From:		21, N Fourtl													
81) (52)	Town of Wytheville	(Maint: 98) 1.99	12000	Α	81%	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	80%	1%	1%	1%	17%	1%	F	NA			27000	Α
and Name	To: From:	I-	77 Wythevil	le			<u> </u>									
South North (52)	Town of Wytheville	(Maint: 98) 1.29	22000	Α	75%	1%	1%	1%	21%	2%	F	0.129	Α		21000	Α
81) (11) (52)	Combined Traffic Estimates for 2 Parallel	,		В	74%	1%	1%	1%	22%	2%	F	0.115	Α	0.549	43000	В
	- I				7 + 70	1 70		1 /0	<i>LL</i> 70	270	•	0.110	,,	0.040	40000	
outh North	From:	US	11, E Main	St												
81) (77) (11) (52)	Town of Wytheville	` '	25000	Α	75%	1%	1%	1%	21%	2%	С	0.121	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	50000	Α	74%	1%	1%	1%	22%	2%	С	0.115	Α	0.601	47000	Α
Courth North	To: From:	No	CL Wythevil	lle												
South North (11) (52)	Wythe Cou	nty 2.37	25000	Α	75%	1%	1%	1%	21%	2%	С	0.121	Α		23000	Α
81) (77) [11] [52]	Combined Traffic Estimates for 2 Parallel	•		A	74%	1%	1%	1%	22%	2%	С	NA	,.		47000	A
	To:		55566		, ,,,	. /0	1 /0	. /0	/0	_ /0	9	. 47 1			., 000	, ,

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

		Filliary at						Tru	ıok			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	0 A v l o				QC		QK		AAWDT	QW
On the Manda	From	ED 226, ED 42.6	D. 4	ED 42	Y 11		ZAXIE	3+Axle	TITAL	ZITali		Factor		Factor		
South North	Wythe Coun	FR 326; FR 42 C	24000	FR 43	75%	1%	1%	1%	21%	2%	F	0.122	Α		23000	Α
81 77 (11) (52)	Combined Traffic Estimates for 2 Parallel F	•			74%	1%	1%	1%	22%	2%		0.122	Α	0.577	47000	A
	To To Table Trainer Estimates for 2 Faraller F	SR 121 Max Me		A Fort Chi		1 70	1 %	170	2270	270	Г	0.114	А	0.577	47000	A
South North	From:	US 52 Fort Chiswell				Rd										
(81) (77) (11)	Wythe Coun		24000	Α	75%	1%	1%	1%	21%	2%	F	0.115	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadwavs on this Route:	49000	Α	74%	1%	1%	1%	22%	2%	F	0.113	Α	0.506	47000	Α
	Ter	<u> </u>		11												
South	From:		7 Fort Chisv	vell												
(81) (11)	Wythe Coun	,	18000	F	76%	1%	1%	1%	20%	2%	F	0.099	В		18000	F
$\circ \circ$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	37000	F	74%	1%	1%	1%	22%	2%	F	0.092	В	0.521	36000	F
	To:	98-619	Major Grah	ams Rd			<u> </u>									
South	NA/Lithe Court		.,		700/	10/	10/	10/	000/	00/	_	0.000	F		10000	_
81 [11]	Wythe Coun	,	16000	G	76%	1%	1%	1%	20%	2%	_	0.089	-	0.550	16000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	34000	G	74%	1%	1%	1%	22%	2%	F	0.074	F	0.552	34000	G
South	To: From:		98-618													
(81) (11)	Wythe Coun	ity 1.21	19000	Α	76%	1%	1%	1%	20%	2%	F	0.106	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel F	,		A	74%	1%	1%	1%	22%	2%	F	NA			36000	Α
	To:		ski County		7 4 70	1 /0		1 /0	<i>LL</i> 70	270	•	1471			00000	,,
South	From:		the County l													
( <del>81</del> ) (11)	Pulaski Cour	nty 2.58	19000	Α	76%	1%	1%	1%	20%	2%	F	0.106	Α		18000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	37000	Α	74%	1%	1%	1%	22%	2%	F	0.102	Α	0.535	36000	Α
	To	US 11 Lee I	Juny SP 10	0 Wyco	r Dd											
South	From: L										_					_
(81) (100)	Pulaski Cour	,	19000	Α	76%	1%	1%	1%	20%	2%	F	0.109	Α		18000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	38000	Α	74%	1%	1%	1%	22%	2%	F	0.1	Α	0.517	38000	Α
Cauth	To: From:	FR 47; FR	327 Old Ba	ltimore	Rd											
South	Pulaski Cour	nty 1.91	20000	G	76%	1%	1%	1%	20%	2%	F	NA			20000	G
81 100	Combined Traffic Estimates for 2 Parallel F	•		G	74%	1%	1%	1%	22%	2%	F	NA			40000	G
	Combined Trainic Estimates for 21 drailer	•			7470	1 /0	1 /6	1 /0	ZZ /0	2/0	•	INA			40000	u
South	To: From:	SR 99	Count Pula	ski Dr												
(81) (100)	Pulaski Cour	nty 4.39	19000	Α	76%	1%	1%	1%	20%	2%	F	0.109	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	39000	Α	74%	1%	1%	1%	22%	2%	F	0.099	Α	0.57	38000	Α
	Tox		00 Cleburne	Dlvd												
South 81	From:															
(81)	Pulaski Cour	,	21000	G	76%	1%	1%	1%	20%	2%	F	NA			21000	G
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	42000	G	74%	1%	1%	1%	22%	2%	F	NA			42000	G
0 "	To	77-6	60 State Par	k Rd			$\neg$ $\vdash$									
South 81	Pulacki Cour				760/	10/	10/	10/	200/	20/	E	0.106	Α		20000	٨
81)	Pulaski Cour	•	20000	A	76%	1%	1%	1%	20%	2%	_	0.106		0.544	20000	A
-	Combined Traffic Estimates for 2 Parallel F			Α	74%	1%	1%	1%	22%	2%	F	0.099	Α	0.544	40000	Α
	To:	Montge	omery Coun	ty Line												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Ler	gth <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	Pulaski Coun		=0.07						_					
81	Montgomery County 0.			76%	1%	1%	1%	20%	2%	F	0.106	Α		20000	Α
· ·	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: <b>40000</b>	) A	74%	1%	1%	1%	22%	2%	F	NA			40000	Α
South	To: From:	SR 232 Fir	st St												
( <del>81</del> )	Montgomery County 4.		) A	76%	1%	1%	1%	20%	2%	F	0.103	Α		20000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ıte: <b>39000</b>	) A	74%	1%	1%	1%	22%	2%	F	0.099	Α	0.562	40000	Α
South	To- From	SR 177 Tyle	er Rd												
81)	Montgomery County 4.	78 <b>21000</b>	) A	76%	1%	1%	1%	20%	2%	С	0.102	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: <b>43000</b>	) A	74%	1%	1%	1%	22%	2%	С	0.098	Α	0.557	43000	Α
	To. Groon	R 8 Riner Rd;	Main St			<u> </u>									
South 81	Montgomery County 0.			76%	1%	1%	1%	20%	2%	F	0.086	F		23000	G
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			74%	1%	1%	1%	22%	2%	F	NA	·		48000	G
	То	SCL Christia					.,,								
South	From:			700/	10/	10/	10/	000/	00/	_	0.000	F		00000	0
81	Town of Christiansburg (Maint: 60) 4. Combined Traffic Estimates for 2 Parallel Roadways on this Ro			76% 74%	1% 1%	1% 1%	1% 1%	20% 22%	2% 2%	F	0.086	F	0.549	23000 48000	G G
	Combined Tranic Estimates for 2 Parallel hoadways of this ho			7470	1 70	1 70	1 70	22%	270	Г	0.06	Г	0.549	40000	G
South	From:	US 11, US													
(81)	Town of Christiansburg (Maint: 60) 0.			76%	1%	1%	1%	20%	2%	С	NA			23000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ute: <b>47000</b>	) G	75%	1%	1%	1%	21%	2%	С	NA			46000	G
South	To- From:	NCL Christia	nsburg												
(81)	Montgomery County 9.	39 <b>2300</b> 0	) G	76%	1%	1%	1%	20%	2%	С	NA			23000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: <b>47000</b>	) G	75%	1%	1%	1%	21%	2%	С	NA			46000	G
Courth	Too. From:	60-603 North	fork Rd												
South 81	Montgomery County 2.	06 <b>23000</b>	) A	76%	1%	1%	1%	20%	2%	F	0.109	Α		23000	Α
01)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			74%	1%	1%	1%	22%	2%	F	0.099	Α	0.548	47000	Α
		Roanoke Cour	-3												
South		ontgomery Co		76%	1%	1%	1%	20%	2%	_	0.109	Α		23000	Α
81	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			74%	1%	1%	1%	20%	2%	F	0.109 NA	А		47000	A
				74/0	1 /0	1 /0	1 /0	22 /0	2/0	'	INA			47000	^
South	110H.	0-647 Dow Ho													
(81)	<b>y</b>	40 <b>2400</b> 0		78%	1%	1%	1%	18%	1%	С	NA			24000	G
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: <b>50000</b>	) G	76%	1%	1%	1%	20%	2%	F	NA			50000	G
South	To: From:	SCL Sale	em												
(81)	City of Salem (Maint: 80) 0.	28 <b>24000</b>	) G	78%	1%	1%	1%	18%	1%	С	NA			24000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	ite: <b>50000</b>	) G	76%	1%	1%	1%	20%	2%	F	NA			50000	G
	To:	SR 112 Wildw	ood Rd												

# 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	C
uth	From:	SR 112 V	Wildwood Rd												
1)	City of Salem (Maint: 80)	0.14 <b>2</b> 9	9000 A	79%	1%	1%	1%	17%	1%	С	0.103	Α		29000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 58	8000 A	79%	1%	1%	1%	17%	1%	F	NA			59000	
	To	NC	L Salem			<b>—</b> —									
uth 1	Roanoke County	1.51 <b>2</b> 9	9000 A	79%	1%	1%	1%	17%	1%	С	0.103	Α		29000	
リ	Combined Traffic Estimates for 2 Parallel Roadway			79%	1%	1%	1%	17%	1%	F	NA	^		59000	
	Tollison Traine Estimates for 21 drainer reseaway			1070	1 /0	- 70	1 /0	17 70	1 /0	•	1471			00000	
<u>uth</u>	From:		L Salem												
1	City of Salem (Maint: 80)		9000 A	79%	1%	1%	1%	17%	1%	С	0.103	Α		29000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 58	8000 A	79%	1%	1%	1%	17%	1%	F	NA			59000	
uth	To- From:	NCI	L Salem												
1)	Roanoke County	0.44 <b>2</b> 9	9000 A	79%	1%	1%	1%	17%	1%	С	0.103	Α		29000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 5	8000 A	79%	1%	1%	1%	17%	1%	F	NA			59000	
	To	SR 311 Thom	npson Memoria	1 Dr											
uth	Roanoke County				1%	10/	10/	160/	10/	С	0.100	۸		21000	
1)	Combined Traffic Estimates for 2 Parallel Roadway		00000 A	80%		1%	1% 1%	16% 17%	1%	C	0.103 0.098	A A	0.514	31000	
	Combined Trainic Estimates for 2 Parallel Roadway			80%	1%	1%	170	1/%	1%	C	0.098	А	0.514	62000	
uth	To- From:	SR 419	Electric Rd												
1)	Roanoke County		3000 A	82%	1%	1%	1%	15%	1%	С	0.103	Α		34000	
	Combined Traffic Estimates for 2 Parallel Roadway			81%	1%	1%	1%	15%	1%	С	NA			69000	
	To:		1, US 220 I-581												
uth (220)	Roanoke County		9000 A	80%	1%	1%	1%	16%	1%	С	0.102	Α		29000	
(220)	Combined Traffic Estimates for 2 Parallel Roadway			80%	1%	1%	1%	17%	1%	C	0.101	Α	0.500	59000	
	то		Plantation Rd				.,.	,							
outh	From:									_		_			
220	Roanoke County		6000 G	80%	1%	1%	1%	16%	1%	F _	0.1	F _		26000	
	Combined Traffic Estimates for 2 Parallel Roadway		t County Line	80%	1%	1%	1%	17%	1%	F	0.083	F	0.567	51000	
outh	From:		County Line												
220	Botetourt County		6000 G	80%	1%	1%	1%	16%	1%	F	0.1	F		26000	
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 5	1000 G	80%	1%	1%	1%	17%	1%	F	NA			51000	
	Τα	Roanoke Rd; Alt U													
uth	Botetourt County	US 220 Roanoke Rd; A	Alt US 220 Cl	overdale Ro	1 1%	1%	1%	26%	2%	_	0.075	_		19000	
1	Combined Traffic Estimates for 2 Parallel Roadway			68%	1%	1%	1%	27%	2%	· -	0.073	F	0.565	37000	
				00 /0	1 /0	1 /0	1 /0	ZI /0	۷ /٥	'	0.071	'	0.505	37000	
outh	To: From:	11-640 Br	Brughs Mill Rd												
	Botetourt County	5.49 <b>19</b>	0000 4	69%	1%	1%	1%	26%	2%	F	0.119	Α		18000	
<del>31</del> )	Dotetourt County	5.49 1	9000 A	09 /6	1 /0	1 /0	1 /0	2070	270	•	0.110	, ,		10000	

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

	Primary ar	ia interste	210 110	4100			Trı	ıck			K		Dir		
Route	Jurisdiction Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From: US 11 Lee F	Hwy, South o	of Bucha	anan											
( <del>81</del> )	Botetourt County 5.81	18000	Α	69%	1%	1%	1%	26%	2%	С	0.123	Α		16000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	35000	Α	68%	1%	1%	1%	27%	2%	С	NA			33000	Α
South	From: US 11 Lee H	Hwy, North	of Bucha	anan											
(81) (11)	Botetourt County 0.88	18000	G	69%	1%	1%	1%	26%	2%	F	0.079	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	37000	G	68%	1%	1%	1%	27%	2%	F	NA			34000	G
South	To- From:	614 Arcadia	Rd												
(81) (11)	Botetourt County 5.20	18000	Α	69%	1%	1%	1%	26%	2%	F	0.121	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	36000	Α	68%	1%	1%	1%	27%	2%	F	NA			34000	Α
- ··		ridge Count													
South (11)	Rockbridge County 1.86	tourt County 18000	Line	69%	1%	1%	1%	26%	2%	F	0.121	Α		17000	Α
(81) (11)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	68%	1%	1%	1%	27%	2%	F	NA	, ,		34000	Α
	US 11 Lee Hw				.,,		. , 0	, ,	-70					0.000	
South	itom.				10/	10/	10/	000/	00/	_	0.070	_		10000	_
81	Rockbridge County 5.24	18000	G	69%	1%	1%	1%	26%	2%	F	0.078	F	0.500	16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		G	68%	1%	1%	1%	27%	2%	г	0.072	г	0.533	33000	G
South	From: US 11 Lee Hw	y, North of I	Natural												
(81)	Rockbridge County 7.97	18000	Α	69%	1%	1%	1%	26%	2%	F	0.116	Α		17000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	32000	Α	68%	1%	1%	1%	27%	2%	F	0.118	Α	0.521	30000	Α
South	Fron: US (	60 Midland	Trail												
South 81	Rockbridge County 2.67	20000	Α	69%	1%	1%	1%	26%	2%	F	0.118	Α		18000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	39000	Α	68%	1%	1%	1%	27%	2%	F	0.111	Α	0.504	36000	Α
South East	Toc From: I-64 S	South Interch	hange												
(81) (64)	Rockbridge County 3.66	21000	Α	71%	1%	1%	1%	25%	2%	F	0.116	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	43000	Α	70%	1%	1%	1%	25%	2%	F	0.115	Α	0.519	41000	Α
0 11 5 1	Tor From: US 11 Lee F	Hwy, North o	of Lexin	gton		<u> </u>									
South East 64	Rockbridge County 5.59	21000	Α	71%	1%	1%	1%	25%	2%	F	0.118	Α		20000	Α
81 64	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	70%	1%	1%	1%	25%	2%	F	0.115	Α	0.59	40000	A
	<u> </u>	-710 Sterret		7070	1 /0		1 70	2070	270	·	0.110		0.00	10000	,,
South East	rion.														
81 64	Rockbridge County 4.41	21000	Α	71%	1%	1%	1%	25%	2%	F	0.119	A	0.000	20000	A
<u></u>	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	43000	Α	70%	1%	1%	1%	25%	2%	F	0.114	Α	0.603	41000	Α
South East	To: From: 81-	606 Raphine	Rd												
(81) (64)	Rockbridge County 0.33	21000	Α	71%	1%	1%	1%	25%	2%	С	0.119	Α		20000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	43000	Α	70%	1%	1%	1%	25%	2%	С	NA			40000	Α
	$^{ extsf{T}lpha}$ Aug	usta County	Line												

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

	rillidiya	ina intersta	ale no	ules											
Route	Jurisdiction Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
	rd	~				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
South East	Augusta County 7.96	bridge Count 21000	ty Line  A	71%	1%	1%	1%	25%	2%	С	0.119	Α		20000	Α
81 64	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	70%	1%	1%	1%	25%	2%	С	NA	^		40000	A
	<u></u>				1 /0	1 /0	1 /0	25/6	2 /0	O	INA			40000	^
South East	11011.	Jackson Me	morial F	łwy											
(81) (64)	Augusta County 4.64	22000	Α	71%	1%	1%	1%	25%	2%	F	0.120	Α		20000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	44000	Α	70%	1%	1%	1%	25%	2%	F	0.113	Α	0.566	41000	Α
South East	To: From:	654 White Hi	ill Rd												
South East 64	Augusta County 2.56	24000	Α	71%	1%	1%	1%	25%	2%	F	0.114	Α		22000	Α
(81) (04)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	70%	1%	1%	1%	25%	2%	F	0.108	Α	0.563	45000	Α
	To	SR 262													
South East	From:														
81 64	Augusta County 0.51	29000	G	71%	1%	1%	1%	25%	2%	F	0.106	F		27000	G
<b>~ ~</b>	Combined Traffic Estimates for 2 Parallel Roadways on this Route	60000	G	70%	1%	1%	1%	25%	2%	F	0.084	F	0.588	56000	G
South	To- From: I-64	North Interc	hange												
(81)	Augusta County 1.24	27000	Α	77%	1%	1%	1%	19%	2%	F	0.105	Α		27000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	56000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.509	55000	Α
	To US	250 Jefferson	Hwv												
South	From	27000		77%	1%	1%	1%	19%	2%	_	0.104	Α		27000	Α
81	Augusta County 3.36 Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	77% 76%	1%		1%	20%	2% 2%		0.104	A	0.550	53000	A
	<u>-</u>		Α		170	1%	170	20%	2%	Г	0.099	А	0.550	53000	А
South	From: SR 262	Woodrow Wi	lson Pkv	vy											
South 81	Augusta County 2.11	26000	Α	77%	1%	1%	1%	19%	2%	F	0.106	Α		26000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Route	52000	Α	76%	1%	1%	1%	20%	2%	F	0.100	Α	0.602	52000	Α
Countle	Troe From: 07-	512 Laurel H	ill Rd			$\neg$ $\vdash$									
South 81	Augusta County 7.56	25000	Α	77%	1%	1%	1%	19%	2%	F	0.106	Α		25000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	76%	1%	1%	1%	20%	2%	F	0.101	Α	0.534	50000	Α
	<u>-</u>			7070	1 /0		1 70	2070	270	•	0.101	, ,	0.001	00000	,,
South	From:	56 Weyers C	ave Rd												
(81)	Augusta County 1.53	25000	Α	77%	1%	1%	1%	19%	2%	F	0.111	Α		25000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	76%	1%	1%	1%	20%	2%	F	NA			50000	Α
South		ingham Coungusta County	-												
81	Rockingham County 3.28	25000	A	77%	1%	1%	1%	19%	2%	F	0.111	Α		25000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route		A	76%	1%	1%	1%	20%	2%	F	0.101	Α	0.535	50000	Α
	<u></u>	7 Friedends C													
South	From											_			
81	Rockingham County 2.25	25000	Α	77%	1%	1%	1%	19%	2%	F	0.107	Α		25000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.544	51000	Α
	To: S	CL Harrisonb	ourg												

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

		Primary ar	na intersta	ate Ro	utes											
Route	Jurisdictio	n Lenath	AADT	ΩΔ	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	Ω
110010	Cancaca	Longin	7,7,0	Q.A.	11110	Duo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	Q, t	Factor	70,000	
outh	From:		L Harrisonb	- 63							_					
<del>B1</del> )	City of Harrisonburg		25000	Α	77%	1%	1%	1%	19%	2%	F	0.107	Α		25000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	Α	76%	1%	1%	1%	20%	2%	F	NA			51000	
outh	To- From:	US 1	1, South Ma	ain St												_
81)	City of Harrisonburg	(Maint: 82) 2.63	26000	Α	77%	1%	1%	1%	19%	2%	С	0.105	Α		26000	
9.7	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	Α	76%	1%	1%	1%	20%	2%	С	0.1	Α	0.555	52000	
	To	SR 25	3 Port Repul	blic Rd												
outh	From:		•		770/	10/	10/	10/	100/	00/	_	0.10	^		00000	
81	City of Harrisonburg	'	27000	Α	77%	1%	1%	1%	19%	2%	F	0.12	A	0.500	26000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.506	51000	
outh	To: From:	US	33, E Marke	et St												
81)	City of Harrisonburg	(Maint: 82) 1.30	24000	Α	77%	1%	1%	1%	19%	2%	F	0.107	Α		23000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	Α	76%	1%	1%	1%	20%	2%	F	0.105	Α	0.510	45000	
	To	N(	L Harrisonb	ourg												
outh	Rockingham C		24000	<u></u>	77%	1%	1%	1%	19%	2%	_	0.107	Α		23000	
B1)	Combined Traffic Estimates for 2 Parallel	-		A	76%	1%	1%	1%	20%	2% 2%		NA	А		45000	
	Combined Trainic Estimates for 2 Paraller				70%	1 70	1 70	1 70	20%	270	Г	INA			43000	
outh	From:		1, N Valley	Pike												_
81)	Rockingham C	County 6.85	24000	Α	77%	1%	1%	1%	19%	2%	F	0.108	Α		23000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	Α	76%	1%	1%	1%	20%	2%	F	0.105	Α	0.504	45000	
	To: From:	US 11, Lee Jackson M	lemorial Hw	y; SR 25	59 Maylan	d Rd	_									
outh 81	Rockingham C	County 5.86	20000	Α	77%	1%	1%	1%	19%	2%	F	0.114	Α		19000	
81)	Combined Traffic Estimates for 2 Parallel	•		Ā	76%	1%	1%	1%	20%	2%	F	NA	,,		38000	
	To:		ndoah Count		7070	1 70		1 70	2070	270	·				00000	
outh	From:	Rockin	ngham Coun	_												_
81)	Shenandoah C	-	20000	Α	77%	1%	1%	1%	19%	2%	F	0.114	Α		19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	41000	Α	76%	1%	1%	1%	20%	2%	F	NA			38000	
outh	To: From:	SC	L New Mar	ket												
outh 81	Town of New Market	t (Maint: 85) 0.24	20000	Α	77%	1%	1%	1%	19%	2%	F	0.114	Α		19000	
		,		Α	76%	1%	1%	1%	20%	2%	F	NA			38000	
01)	Combined Traffic Estimates for 2 Parallel i	Roadways on this Route:	41000			. , .	. , .	. , 0	_0,0	_,,	•				00000	
	Combined Traffic Estimates for 2 Parallel															
<u>outh</u>	Too Poor.	US 2	211 Old Cros	ss Rd												
<u>outh</u>	Town of New Market	US 2 t (Maint: 85) 0.61	211 Old Cros		77%	1%	1%	1%	19%	2%	F	0.073	F		17000	
<u>outh</u>	Too Poor.	US 2 t (Maint: 85) 0.61	211 Old Cros	ss Rd	77% 76%	1% 1%	1% 1%	1% 1%	19% 20%	2% 2%	F F	0.073 0.071	F F	0.505	17000 36000	
outh 81	Town of New Market	US 2 t (Maint: 85) 0.61 Roadways on this Route:	211 Old Cros	ss Rd F F							F F		F F	0.505		
outh 81	Town of New Market  Combined Traffic Estimates for 2 Parallel	US 2 t (Maint: 85) 0.61 Roadways on this Route:	19000 37000 CL New Mar	ss Rd F F	76%	1%	1%	1%		2%	F F		F F	0.505	36000	
outh 81	Town of New Market	t (Maint: 85) 0.61 Roadways on this Route:  NC County 3.51	19000 37000 CL New Mar 19000	F F					20%		F F F	0.071		0.505		

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

								Trı.	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	85-730	0 Caverns	Rd				•								
81	Shenandoah County	4.58	20000	Α	77%	1%	1%	1%	19%	2%	F	0.113	Α		19000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 4	40000	Α	76%	1%	1%	1%	20%	2%	F	0.111	Α	0.55	38000	Α
Courth	To: From:	SR 292	2 Conicville	e Rd												
South 81	Shenandoah County	3.47	21000	Α	77%	1%	1%	1%	19%	2%	F	0.112	Α		20000	Α
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	76%	1%	1%	1%	20%	2%	F	0.109	Α	0.558	40000	Α
	To		South Midd	ile Rd												
South	Shenandoah County		18000	F	77%	1%	1%	1%	19%	2%	_	0.071	_		17000	_
81	Combined Traffic Estimates for 2 Parallel Roadways on this			F	76%	1%	1%	1%	20%	2%	F	0.071	F	0.529	36000	F
	Combined Tranic Estimates for 2 Faratier hoadways on this				70 /0	1 /0	1 /0	1 /0	20 /0	2/0	'	0.071	'	0.529	30000	
South	From:		Stoney Cre	ek Rd												
(81)	Shenandoah County		21000	Α	77%	1%	1%	1%	19%	2%	F	0.115	Α		19000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 4	42000	Α	76%	1%	1%	1%	20%	2%	F	0.11	Α	0.602	39000	Α
South	To: From:	SCL	Woodstoc	ck												
81)	Town of Woodstock (Maint: 85)	0.69	21000	Α	77%	1%	1%	1%	19%	2%	F	0.115	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	42000	Α	76%	1%	1%	1%	20%	2%	F	NA			39000	Α
0 "	To:	SR 42	Reservoir	Rd			_									
South 81	Town of Woodstock (Maint: 85)	1.00	23000	F	77%	1%	1%	1%	19%	2%	F	0.070	F		22000	F
(81)	Combined Traffic Estimates for 2 Parallel Roadways on this			F	76%	1%	1%	1%	20%	2%	F	0.069	F	0.51	43000	F
	To		Woodstoo					.,,		_,,	-					-
South	From:				770/	40/	40/	40/	100/	201	_	0.070	_		00000	_
81	Shenandoah County		23000	F	77%	1%	1%	1%	19%	2%	-	0.070	F		22000	F -
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 4	45000	F	76%	1%	1%	1%	20%	2%	F	NA			43000	F
South	To: From:	85-651 N	Mount Oliv	ve Rd												
( <del>81</del> )	Shenandoah County	5.29	23000	В	77%	1%	1%	1%	19%	2%	F	0.11	Α		22000	В
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route: 4	47000	В	76%	1%	1%	1%	20%	2%	F	0.102	Α	0.538	45000	В
South	To: From:	SR 55 Joh	hn Marsha	ll Hwy												
South 81	Shenandoah County	1.63	25000	Α	77%	1%	1%	1%	19%	2%	F	0.112	Α		24000	Α
01)	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	76%	1%	1%	1%	20%	2%	F	0.103	Α	0.570	48000	Α
	To		US 11													
South	Shanandan Causti			_	770/	10/	10/	10/	100/	00/	_	0 111	^		00000	٨
81	Shenandoah County		27000	A	77%	1%	1%	1%	19%	2%	F	0.111	Α		26000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this	Houte: :		A nance B	76%	1%	1%	1%	20%	2%	r	NA			52000	Α
South	From: Shen	nandoah Cou														
South 81	Shenandoah County (Maint: 34)	0.43	27000	Α	77%	1%	1%	1%	19%	2%	F	0.111	Α		26000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	76%	1%	1%	1%	20%	2%	F	NA			52000	Α
	Tα:	Warrer	n County I	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	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
outh	From:		doah Count													
31)	Warren County (Maint: 34)	1.15	27000	Α	77%	1%	1%	1%	19%	2%	F	0.111	Α		26000	1
	Combined Traffic Estimates for 2 Parallel Roadways on this			<u> </u>	76%	1%	1%	1%	20%	2%	F	NA			52000	
outh	From:		rick County ren County l													
81)	Frederick County	0.26	27000	A	77%	1%	1%	1%	19%	2%	F	0.111	Α		26000	
9.9	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	54000	Α	76%	1%	1%	1%	20%	2%	F	0.100	Α	0.569	52000	
	To:		I-66													
outh	Frederick County	1.95	24000	Α	80%	1%	1%	1%	17%	1%	F	0.103	Α		24000	
81	Combined Traffic Estimates for 2 Parallel Roadways on this			A	79%	1%	1%	1%	17%	1%	F	0.103	A	0.514	49000	
	Tame Estimates for 21 drainer floadways on this				1070	1 /0	1 /0	1 /0	17 /0	1 /0	•	0.000	^	0.514	43000	
outh	From:		27 Reliance	Rd												
81)	Frederick County	4.28	25000	Α	80%	1%	1%	1%	17%	1%	F	0.103	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	50000	Α	79%	1%	1%	1%	17%	1%	F	0.097	Α	0.528	51000	
outh	To: From:	SCI	Stephens C	City												
81)	Town of Stephens City (Maint: 34)	0.10	25000	Α	80%	1%	1%	1%	17%	1%	F	0.103	Α		25000	
3.)	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	50000	Α	79%	1%	1%	1%	17%	1%	F	NA			51000	
	Too	NCI	_ Stephens (	City												
outh	Front L		•		000/	10/	10/	10/	170/	10/	_	0.100	^		25000	
81	Frederick County	0.42	25000	A	80% 79%	1% 1%	1% 1%	1% 1%	17% 17%	1% 1%	F	0.103 NA	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roadways on this			Α	79%	170	1%	176	1/70	170	Г	INA			51000	
outh	To: From:	SR 2	277 Fairfax l	Pike												
81)	Frederick County	2.95	27000	Α	80%	1%	1%	1%	17%	1%	F	0.103	Α		27000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	55000	Α	79%	1%	1%	1%	17%	1%	F	0.095	Α	0.526	55000	
ath	To: From:		SR 37													
outh 81	Frederick County	3.50	24000	Α	80%	1%	1%	1%	17%	1%	F	0.102	Α		24000	
01)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	79%	1%	1%	1%	17%	1%	F	0.094	Α	0.512	49000	
	To:		S 50 Millw													
outh	Fron:	-														
81	Frederick County	1.65	31000	Α	80%	1%	1%	1%	17%	1%	С	0.097	Α		31000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	62000	Α	79%	1%	1%	1%	17%	1%	С	0.096	Α	0.507	63000	
outh	To: From:	SC	L Winchest	ter												
81)	City of Winchester (Maint: 34)	0.07	31000	Α	80%	1%	1%	1%	17%	1%	С	0.097	Α		31000	
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	62000	Α	79%	1%	1%	1%	17%	1%	С	NA			63000	
	To-	NC	L Winchest	ter			$\neg$ $\vdash$									
outh	Frederick County	0.26	31000	Α	80%	1%	1%	1%	17%	1%	С	0.097	Α		31000	
81	Combined Traffic Estimates for 2 Parallel Roadways on this			A	79%	1%	1%	1%	17%	1%	С	0.097 NA	^		63000	
	Ta		Berryville		13/0	1 /0	1 /0	1 /0	1//0	1 /0	C	INA			03000	

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

-				mary ar	id intersta		100			Tru	ıck			K		Dir		
Route		Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South		From:		SR 7	Berryville	Pike												
81)		Frederick Co	•	2.20	30000	F	80%	1%	1%	1%	17%	1%	F	0.074	F		31000	F
$\smile$	Combined Traffic Es	stimates for 2 Parallel	Roadways on this	Route:	59000	F	79%	1%	1%	1%	17%	1%	F	0.08	F	0.529	60000	F
South		To: From:		US 11	Martinsburg	g Pike												
81)		Frederick Co	ounty	3.62	24000	Α	75%	1%	1%	1%	21%	2%	F	0.093	Α		24000	Α
	Combined Traffic Es	stimates for 2 Parallel	Roadways on this	Route:	47000	Α	74%	1%	1%	1%	22%	2%	F	0.094	Α	0.521	48000	Α
Courth		To: From:		34-6	72 Hopewel	l Rd			⊒⊢									
South 81		Frederick Co	ounty	2.41	24000	Α	75%	1%	1%	1%	21%	2%	С	0.094	Α		24000	Α
01)	Combined Traffic Es	stimates for 2 Parallel	Roadways on this	Route:	47000	Α	74%	1%	1%	1%	22%	2%	С	0.095	Α	0.572	48000	Α
		To			9 Rest Chur	ch Rd												
South 81		Frederick Co	untv	0.23	22000	A	75%	1%	1%	1%	21%	2%	F	0.098	Α		23000	Α
01)	Combined Traffic Es	stimates for 2 Parallel	•		45000	Ā	74%	1%	1%	1%	22%	2%	F	0.094	Α	0.589	46000	A
		To:	i todawayo on timo		Virginia Stat		, 0	. , ,		. , 0		-70		0.00		0.000	.0000	
South		From:			I-81 South													-
81 Ramp I-81 S Exit	t 1A to US 58, US 421	City of Bristol (M	aint: 95)	0.17	1500	F								0.096	F		1500	F
		To:			US 421 Eas	tbound												
South Down L 01 C Evit	+ 1D + 0 LIC 50 LIC 401	From:	laint: OF)	0.33	I-81 South	G								NA			1100	G
81 Ramp I-81 S Exit	t 1B to US 58, US 421	City of Bristol (M	131111. 95)		<b>1100</b> US 421 Wes	-			$\overline{}$					INA			1100	G
South		From:			I-81 South	toounu												
	t 5 to US 11; US 19	City of Bristol (M	laint: 95)	0.07	NA									NA			NA	
		To:		ι	JS 11, US 19	)												
South		From:			I-81 S													
(81) Ramp I-81 S Exit	t 7 to Old Airport Rd	City of Bristol (M	laint: 95)	0.19	5000	Α								0.119	Α		5000	Α
		10:			ld Airport R	d												
South Ramp I-81 S Exit	t 10 to F-310	City of Bristol (M	aint: 95)	0.11	I-81 South <b>2000</b>	F								0.093	F		2000	F
81 Hampi-or 3 Exit	1 10 10 1 -010	To:	iaint. 93)	0.11	F-310	Г								0.033	'		2000	'
South		From:			I-81 South				İ									
Ramp I-81 S Exit	t 13 to 95-611	Washington C	County	0.11	2000	G								0.096	F		2000	G
		To:		95-61	Spring Cre	ek Rd												
South		From:			I-81 South													
Ramp I-81 S Exit	t 14 to SR-140; 95-647	Washington C	County	0.12	NA	17								NA			NA	
0		10: F			R 140; 95-64	+/			<u> </u>									
South Ramp I-81 S Exit	17 to SR-75	Washington C	County	0.10	I-81 South 4700	G	81%	1%	1%	1%	15%	1%	F	0.094	F		4800	G
(31)		To:			75 Cumming		J. 70	. , ,		. , ,	. 5 / 6	. , ,					.500	
South		From:			I-81 South												_	
	t 19 to US 11, US 58	Washington C	County	0.24	2600	F	81%	1%	1%	1%	15%	1%	F	0.101	F		2600	F
$\overline{}$		To:		Ţ	JS 11, US 58	3												

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

		Timary and interstate no			Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire B	110	Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	I-81 South											
81 Ramp I-81 S Exit 22 to 95-704	Washington County	0.18 <b>1300 G</b>	83% 1	%	1% 2%	14%	0%	F	0.12	F		1300	G
$\overline{}$	To:	95-704 Enterprise Rd											
South	From:	I-81 South											
(81) Ramp I-81 S Exit 24 to SR-80	Washington County	0.09 <b>660 G</b>			_				0.192	F		660	G
	To:	SR 80 Glennbrook Ave											
South	From:	I-81 South											
(81) Ramp I-81 S Exit 26 to 95-737	Washington County	0.18 <b>580 G</b>			_				0.118	F		580	G
<u> </u>	Te:	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 G</b>			_				0.09	F		2200	G
	To:	SR 91											
South	From:	I-81 South							0 4 5 5	_		0.10	_
(81) Ramp I-81 S Exit 32 to US 11	Washington County	0.26 <b>340 G</b>			_				0.109	F		340	G
	10.	US 11 Lee Highway											
South	From:	I-81 South			_				0.400	_		0000	_
81) Ramp I-81 S Exit 35 to SR 107	Town of Chilhowie (Maint: 86)				7				0.102	F		3300	G
		SR 107 White Top Ave			1								
South	From:	I-81 South							0.101	_		1000	_
Ramp I-81 S Exit 39 to US 11	Smyth County	0.11 <b>1600 G</b> US 11 Lee Highway			7				0.131	F		1600	G
0	From				1								
South (81) Ramp I-81 S Exit 44 to 86-730	Smyth County	0.13 <b>1000 A</b>							0.146	Α		1100	Α
81) Hallip 1-81 3 Exit 44 to 66-730	Smyth County	86-730 Paxton Rd			7				0.140	^		1100	^
Cauth	From:	I-81 South											
South (81) Ramp I-81 S Exit 45 to SR 16	Town of Marion (Maint: 86)	0.20 <b>1100 G</b>							0.103	F		1100	G
81) Hamp For a 2xit to to are to	To:	I-81 South Exit 45B to SR 10	6		7				0.100	•		1100	Ğ
South	From:	I-81-S045B TO RT 16 NORT											
(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	
<u> </u>	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 G</b>			_				0.101	F		1400	G
<u> </u>	To:	US 11 Lee Highway											
South	From:	I-81 South					-						
81 Ramp I-81 S Exit 50 to 86-622	Smyth County	0.14 <b>750 G</b>			7				NA			750	G
	10"	86-622 Nicks Creek Rd											
South	From:	I-81 S											
81 Ramp I-81 S Exit 54 to 86-683	Smyth County	0.27 <b>NA</b>			_				NA			NA	
	10.	86-683 Winsor Ave											

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

Route	Jurisdiction	Length AADT QA		Truck 2Axle 3+Axle 1Trail 2Trail		Dir AAWDT QW
South (81) Atkins Rest Area Ramp	From: Smyth County	I-81 South to Rest Area 0.07 NA		ZAXIE S+AXIE IIIAII ZIIAII	NA	NA
South (81) Atkins Rest Area Ramp	To: From: Smyth County	Enter Rest Area Parking I Exit Rest Area Parking L 0.09 NA			NA	NA
South (81) Ramp I-81 S Exit 60 to SR 90	To: From: Wythe County	I-81 South from Rest Are I-81 South 0.13 1800 G	ea		0.106 F	1800 G
South	To:	SR 90; 98-680 I-81 South			0.100	1000 G
81 52 Ramp I-81 S Exit 70 to US 21; US 58	Town of Wytheville (Maint: 98)	0.27 <b>3400 G</b> US 21; US 58			0.1 F	3400 G
South 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 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 Ramp I-81 S Exit 80 to US-52; SR 121	Wythe County To:	I-81 South 0.11 <b>3400 G</b> US 52; SR 121			0.083 F	3400 G
South Ramp	Wythe County To:	I-81 South 0.69 <b>6500 G</b> I-77 South	73% 1%		F 0.089 F	5700 G
South Ramp	Wythe County To:	I-81 South 0.14 <b>1700 G</b> 98-619 Major Grahams F	2d		0.124 F	1700 G
South Ramp	Wythe County To:	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			NA	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			NA	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			NA	570 G
South Ramp I-81 S Exit 94 to SR 99	Pulaski County	I-81 S 0.16 1400 G SR 99 Count Pulaski D:			NA	1400 G

# 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	QC K Factor	QK I	Dir -actor AAWDT	QW
South Ramp I-81 S Exit 98 to SR 100 N	Pulaski County	I-81 South 0.17 <b>4800 G</b> SR 100			NA		4800	G
South 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			NA		1600	G
South Ramp I-81 S Exit 105 to SR 232	Montgomery County	I-81 South 0.26 <b>940 F</b> SR 232 W Main St			0.111	F	940	F
South 81 Radford Rest Area Ramp	Montgomery County	I-81 South to Rest Area 0.04 1100 F Enter Rest Area Parking Lot			0.104	F	1100	F
South 81 Radford Rest Area Ramp	Montgomery County	Exit Rest Area Parking Lot  0.05 1500 G 72%  I-81 South from Rest Area	2%	2% 1% 23% 1%	C NA		1500	G
South Ramp I-81 S Exit 101 to SR 177	Montgomery County	I-81 South 0.23 <b>4500 F</b> SR 177			0.114	F	4500	F
South Ramp I-81 S Exit 101 to SR 177	Montgomery County	I-81-S109B TO RT 177 SOUTH  0.06 NA  SR 177 FROM RT 81 SOUTH			NA		NA	
South Ramp I-81 S Exit 101 to SR 177	Montgomery County	I-81 S 0.04 <b>NA</b> SR 177 S, Tyler Rd			NA		NA	
South Ramp I-81 S Exit 101 to SR 8	Town of Christiansburg (Maint: 60	I-81 South 0) 0.10 <b>3900 F</b> SR 8 W Main St			0.156	F	3900	F
South Ramp	Town of Christiansburg (Maint: 60	I-81 South Exit 118 Collector Rd			0.115	F	440	F
South Ramp	Town of Christiansburg (Maint: 60	I-81-S118X TO RT 460 & 11			NA		NA	
South Ramp	Town of Christiansburg (Maint: 60	I-81 South Exit 118D			0.093	F	6000	F
South Ramp	Town of Christiansburg (Maint: 60	I-81 South Exit 118 Collector Rd  0) 0.30 2000 F  US 11 Roanoke St			0.092	F	2000	F
South Ramp	Town of Christiansburg (Maint: 60	I-81-S118B TO RT 11  0) 0.23 <b>NA</b> S 460-W124A FROM PARKWAY DRIVE WE	ST		NA		NA	

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

		Filliary and interstate no	1165					
Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
South 81 Ramp	Town of Christiansburg (Maint: 60)	0.10 NA US 11 FROM RT 81 S	RIVE WEST		NA		NA	
South I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	I-81 South 0.34 <b>8000 F</b>			0.092	F	8000	F
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	I-81 South Exit 118C  0.14 6000 F  Ramp from US 11			0.094	F	6000	F
South I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	US 11-S121A FROM ROUTE 11 S 0.27 NA US 11-N121A FROM RT 11 NO			NA		NA	
South I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.51 <b>NA</b> I-81-S118B TO RT 460 & 1.		<u> </u>	NA		NA	
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.18 <b>NA</b> 460-W124B FROM PARKWAY DI		<del>-</del>	NA		NA	
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.14 <b>NA</b> -81-S118A TO PARKWAY DRIVI		 	NA		NA	
South 81 I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.14 <b>NA</b> 11- 120A FROM RT 11 & 46000- F		— ————	NA		NA	
South I-81 S Collector Rd	Town of Christiansburg (Maint: 60)	0.32 NA		_ 	NA		NA	
South 81 Ramp I-81 S Exit 128 to SR 8	Montgomery County	I-81 South  0.10 <b>1300 F</b> 60-603 N Fork Rd			0.114	F	1300	F
South Ramp	Roanoke County	I-81 South  0.22 <b>3200 G</b> 80-647 Dow Hollow Rd			0.177	F	3200	G
South Ramp	Roanoke County	I-81 South  0.18 <b>6400 G</b> SR 112 Wildwood Rd			0.096	F	6400	G
South Ramp	Roanoke County	I-81 South  0.11 <b>4200 G</b> SR 311 Thompson Memorial I	Or .		0.112	F	4200	G
South Ramp	Roanoke County	I-81 South  0.22 <b>5600 G</b> SR 419 Electric Rd			0.114	F	5600	G
South (81) (220) Ramp	Roanoke County	I-81 South 0.32 <b>9300 G</b> I-581 South	93% 1%	1% 1% 5% 0%	F 0.118	F	10000	G

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

Jurisdiction	Langth AADT OA /Tira Rus		AAWDT QW
Roanoke County	I-81 South 0.31 <b>2400 G</b> SR 115 Plantation Rd	0.141 F	2400 G
Botetourt County	I-81 South 0.61 <b>4700 F</b> I-81 South	0.089 F	4700 F
Botetourt County	I-81 South 0.19 <b>2100 F</b> ALT SR 220 S	0.101 F	2100 F
Botetourt County	I-81 South 0.19 <b>590 F</b> US 220 N, Roanoke Rd	0.116 F	590 F
Botetourt County	I-81 South 0.20 <b>300 F</b> 11-640 Brughs Mill Rd	0.131 F	300 F
Botetourt County	I-81 South to Rest Area  0.05 NA  Enter Rest Area Parking Lot	NA NA	NA
Botetourt County	Exit Rest Area Parking Lot  0.06 1600 A  I-81 South from Rest Area	0.134 A	1500 A
Botetourt County To:	I-81 South 0.11 <b>360 F</b> US 11 Lee Highway	0.115 F	360 F
Botetourt County	I-81 South 0.07 NA US 11	NA	NA
Botetourt County	I-81 South 0.10 <b>460 F</b> 11-614 Arcadia Rd	0.147 F	460 F
Rockbridge County	I-81 South 0.21 <b>380 G</b> US 11	0.104 F	380 G
Rockbridge County	I-81 South 0.16 <b>650 F</b> US 11 S, S Lee Highway	0.114 F	650 F
Rockbridge County	I-81 South 0.10 <b>370 F</b> US 11; FR 232	0.093 F	370 F
Rockbridge County	I-81 South 0.19 <b>2400 F</b> US 60 E, Midland Trail	0.094 F	2400 F
	Roanoke County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Botetourt County Tox  From:  Rockbridge County Tox  From:  Rockbridge County Tox  From:  Rockbridge County Tox  From:  Rockbridge County Tox  From:  Rockbridge County Tox  From:  Rockbridge County Tox  From:  Rockbridge County Tox  From:  Rockbridge County	Section   Length   AADT   QA   4Tire   Bus   Section   State   Bus   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	

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

Route	Jurisdiction	Length AADT OA ATire Rue	Truck 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
South Ramp I-81 S Exit 188 to US 60 W	Rockbridge County	I-81 South 0.21 <b>660 F</b> US 60 W, Midland Trail		0.106	F	660	F
South Ramp I-81 S Exit 195 to US 11	Rockbridge County	I-81 South  0.19 <b>1500 F</b> I-81 South Exit 195B		0.097	F	1500	F
South 81 Ramp I-81 S Exit 195 to US 11	Rockbridge County	I-81-S195B TO RT 11 NORTH 0.04 NA US 11 FROM RT 81 SOUTH	<u> </u>	NA		NA	
South Ramp I-81 S Exit 195 to US 11 N	Rockbridge County	Ramp IS 81 S195A  0.02 <b>NA</b> US 11 N, N Lee Highway		NA		NA	
South 81) Fairfield Rest Area Ramp	Rockbridge County	I-81 South to Rest Area 0.08 980 F Enter Rest Area Parking Lot		0.095	F	980	F
South 81 Fairfield Rest Area Ramp	Rockbridge County	Exit Rest Area Parking Lot 0.09 NA 1-81 South from Rest Area	<u> </u>	NA		NA	
South Ramp I-81 S Exit 200 to 81-710	Rockbridge County	I-81 South 0.20 <b>680 F</b> 81-710 Sterrett Rd		0.123	F	680	F
South Ramp I-81 S Exit 205 to 81-606	Rockbridge County	I-81 South  0.15 <b>2300 F</b> 81-606 Raphine Road		0.077	F	2300	F
Ramp I-81 S Exit 213 to US 11 S	Augusta County	I-81 South  0.30 <b>1500 F</b> US 11 S, Lee Jackson Hwy		0.114	F	1500	F
South Ramp I-81 S Exit 213 to US 11 N	Augusta County	I-81 South 0.23 460 F US 11 N, Lee Jackson Hwy		0.166	F	460	F
South Ramp I-81 S Exit 217 to 07-654	Augusta County	I-81 South  0.22 <b>2700 F</b> 07-654 White Hill Rd		0.111	F	2700	F
Ramp I-81 S Exit 220 to SR 262	Augusta County	I-81 South 0.20 <b>5600 G</b> SR 262		0.126	F	5600	G
South 81 Ramp	Augusta County	I-81 South 0.48 6100 A 88% 1% I-64 East	1% 1% 9% 0%	F 0.16	A	6400	Α
South Ramp I-81 S Exit 222 to US 250	Augusta County	I-81 South  0.15 <b>4600 F</b> I-81 South Exit 222B Ramp to US 250	<u>-</u>	0.117	F	4600	F

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

Route	Jurisdiction	n Length	AADT QA	4Tire	Duc	2Axle 3+ <i>A</i>			QC	K Factor	QK F	Dir actor	AAWDT	QW
South Ramp I-81 S Exit 222 to US 250	Fron: Augusta Cou		FROM RT 81 SC NA E060A TO & FROM							NA			NA	
South 81 Ramp I-81 S Exit 222 to US 250 E	From: Augusta Cou ™	inty 0.03	I-81 S <b>NA</b> US 250 E			j T				NA			NA	
South Ramp I-81 S Exit 225 to SR 275	From: Augusta Cou	inty 0.13	I-81 South 2700 F codrow Wilson P							0.143	F		2700	F
South (81) Ramp I-81 S Exit 225 to SR 275	From: Augusta Cou ™c	I-81-S225 inty 0.07	B TO RT 262 EA  NA  ROM RT 81 SOU	AST		<u> </u>				NA			NA	
South Ramp I-81 S Exit 225 to SR 275	From: Augusta Cou ™cc	Ran Inty 0.13	np I-81 S225A <b>NA</b> SR 275 E							NA			NA	
South Ramp I-81 S Exit 227 to 07-612	From: Augusta Cou ™c	inty 0.26	I-81 South 2100 F 2 Laurel Hill Rd			i T				0.135	F		2100	F
South Mt. Sydney Rest Area Ramp	From: Augusta Cou ™	I-81 So unty 0.10	outh to Rest Area  1000 F  st Area Parking I							0.105	F		1000	F
South 81 Mt. Sydney Rest Area Ramp	Fron: Augusta Cou To:	Exit Res	t Area Parking L  1500 G  uth from Rest Are	ot 76%	1%	2% 1	% 19%	1%	С	NA			1500	G
South Ramp I-81 S Exit 235 to SR 256	From: Augusta Cou ™c	inty 0.16	I-81 South 2500 F Weyers Cave Ro							0.119	F		2500	F
South Ramp	From Rockingham C	ounty 0.19	I-81 South 2600 G 7 Friedens Ch Rd		0%	1% 59	% 4%	0%	С	0.088	F		2600	G
South Ramp	Fron: Rockingham C		I-81 South <b>4200 G</b>							0.1	F		4200	G
South Ramp I-81 S Exit 245 to Port Republic Rd	From: City of Harrisonburg	(Maint: 82) 0.12	I-81 South  4900 A  Port Republic Re	97%	0%	1% 09	% 1%	0%	F	0.199	Α		4700	Α
South Ramp I-81 S Exit 247 to US 33 E	From: City of Harrisonburg τα	(Maint: 82) 0.12	I-81 S NA 3 E, E Market St							NA			NA	
South Ramp	City of Harrisonburg	(Maint: 82) 0.22	I-81 South  1300 G W, E Market St			<u> </u>				0.124	F		1300	G

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

		Primary and interstate Routes		
Route	Jurisdiction	Length AADT OA 4Tire Bus	Truck QC K QK Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South Ramp	Rockingham County	I-81 South 0.11 1200 G  Ramps I-81 N 251A; I-81 251A Ramp to US 11	0.121 F	1200 G
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 South 0.19 <b>2000 F</b> US 211	0.097 F	2000 F
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	NA	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	NA NA	2400 G
South Ramp I-81 S Exit 279 to SR 185	Shenandoah County	I-81 S 0.20 <b>1000 G</b> SR 185 Stoney Creek Blvd	NA	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	NA	3600 G
South 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	NA	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	NA	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	0.129 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>7800 G</b> 85% 1% I-66 E	1% 1% 12% 1% F NA	7200 G
South Ramp I-81 S Exit 302 to 34-627	Frederick County	I-81 S 0.14 <b>3300 G</b> 34-627 Reliance Rd	NA	3300 G
		<del>-</del>		

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

Route	Jurisdiction	Length AADT	ΩΔ	4Tire	Rus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟV
	Canadioneri		u,	71110	Dus	2Axle	3+Axle	1Trail	2Trail	Q O	Factor	QI.	Factor	70,000	
South 81 Scale Ramp	Frederick County	0.48 <b>5900</b>	G								NA			5900	G
81) Scale Hamp	To:	I-81 S	G								INA			3300	ď
South	From:	I-81 S													
81) Ramp I-81 S Exit 307 to SR 277	Frederick County	0.17 <b>4900</b>	G								NA			4900	G
31)	To:	SR 277													
outh	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	NA			5200	(
<u> </u>	To:	SR 37													
outh	From:	I-81 S													
81) Ramp I-81 S Exit 313 to US 50 E	Frederick County	0.17 <b>7300</b>	G								NA			7300	(
<u> </u>	To:	US 50 E, Millwood	Ave												
outh	From:	I-81 S													
81) Ramp I-81 S Exit 313 to US 50 W	Frederick County	0.22 <b>4600</b>	G	96%	0%	2%	0%	1%	0%	С	NA			4600	(
<u> </u>	To:	US 50 W, Millwood Ave; Ju	ıbal Ea	ırly Dr											
outh	From:	I-81 South												7000	
81) Ramp I-81 S Exit 315 to SR 7	Frederick County	0.31 <b>7600</b>	G								NA			7600	(
		SR 7 Berryville A	ve												_
outh 81) Ramp I-81 S Exit 317 to US 11	Frederick County	0.19 <b>5200</b>	G								NA			5200	(
81) Ramp I-81 S Exit 317 to US 11	Tredefick County	US 11 Martinsburg									INA			3200	
outh	From:	I-81 South to Welcome		ar.											_
81) Winchester Welcome Center	Frederick County	0.06 <b>1300</b>	A	75%	1%	1%	1%	21%	2%	F	0.142	Α		1300	,
81) ************************************	To:	Enter Welcome Center Pa			.,0		. , 0	,0	_,,	•	0			.000	
outh	From:	Exit Welcome Center Pa													
81) Winchester Welcome Center	Frederick County	0.08 <b>NA</b>									NA			NA	
<u> </u>	To:	I-81 South from Welcon	ne Cen	ter											
outh	From:	I-81 S													
81) Ramp I-81 S Exit 321 to 34-672	Frederick County	0.21 <b>700</b>	G								NA			700	(
<u> </u>	10:	34-672 Hopewell	Rd												
outh	From:	I-81 South								_		_			
81) Ramp I-81 S Exit 323 to 34-669	Frederick County	0.16 <b>2500</b>	Α	60%	0%	2%	1%	36%	1%	С	0.097	Α		2600	
~	10.	34-669 Rest Church													
Olympian d Dd	From:	US 19 Bus Main		000/	00/		40/	00/	00/	0	0.004	_	0.004	0500	
Cleveland Rd	Town of Lebanon	0.58 <b>3400</b>	F	96%	0%	1%	1%	3%	0%	С	0.091	F	0.621	3500	ı
	To: From:	NCL Lebanon													—
82) Cleveland St	Russell County	5.71 <b>1500</b>	F	91%	0%	0%	1%	7%	0%	С	0.087	F	0.714	1600	ı
<u></u>	To: From:	SCL Cleveland													
82)	Town of Cleveland (Maint: 83)	0.55 <b>1500</b>	N	91%	0%	0%	1%	7%	0%	Ν	0.087	Ν	0.714	1600	1
$\smile$	То:	83-600 Clevelan	ıd												

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

В.,	1		4.7.			Truc	:k			K	014	Dir	A A14/DT	
Route	Jurisdiction	Length AADT QA	41ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Olieture ed Hussi	From:	US 23 Bus Pound	0.40/	00/	10/	10/	40/	00/	_	0.001	F	0.574	0.400	,
83 Clintwood Hwy	Town of Pound (Maint: 97)	0.93 <b>6100 G</b>	94%	0%	1%	1%	4%	0%	F	0.081	Г	0.574	6400	(
	To: From:	ECL Pound 2.64 <b>6100 N</b>	94%	0%	1%	1%	4%	0%	N	0.081	N	0.574	6400	
83)	Wise County	2.64 <b>6100 N</b> Dickenson County Line	94%	0%	1%	1%	4%	0%	IN	0.061	IN	0.574	6400	
	From:	Wise County Line												
Dickenson Hwy	Dickenson County	3.91 <b>5500 G</b>	94%	0%	1%	1%	4%	0%	С	0.089	F	0.582	5700	
<u> </u>	Τα	SR 72 Georges Fork			<b>—</b>									
33) W Main St	Dickenson County	0.69 <b>7900 G</b>	95%	1%	1%	1%	3%	0%	С	0.094	F	0.514	8200	
9	Та	WCL Clintwood												
33)	Town of Clintwood (Maint: 25)	1.78 <b>7900 N</b>	95%	1%	1%	1%	3%	0%	Ν	0.094	Ν	0.514	8200	
9)	To													
3 Dickenson Hwy	Dickenson County	ECL Clintwood 5.57 <b>5600 G</b>	95%	1%	1%	1%	3%	0%	F	0.097	F	0.551	5800	
Dickenson Hwy	2 Ideal County			1 70		1 70	070	0 70	•	0.007	•	0.001	0000	
23 63 Dickenson Hwy	Dickenson County	SR 63 Fremont 4.94 <b>2900 G</b>	89%	0%	2%	1%	7%	0%	С	0.104	F	0.538	3100	
3 Dickenson Hwy	Tr.	SR 63 North of Clinchco		0 /6		1 /0	1 /0	0 /0	C	0.104	'	0.556	3100	
	From:	SR 63 North of Clinchco Beg R												
Dickenson Hwy	Dickenson County	2.44 <b>2800 G</b>	88%	1%	1%	2%	8%	0%	F	0.093	F	0.509	2900	
<u> </u>	To	25-607 Road Branch												
Dickenson Hwy	Dickenson County	3.23 <b>2500 G</b>	88%	1%	1%	2%	8%	0%	С	0.088	F	0.533	2600	
9	T _C	WCL Haysi												
33)	Town of Haysi (Maint: 25)	0.56 <b>2500 N</b>	88%	1%	1%	2%	8%	0%	Ν	0.088	Ν	0.533	2600	
,,,	To													
(80) Dickenson Hwy	From: From: Town of Haysi (Maint: 25)	SR 80 Haysi 0.34 <b>4500 G</b>	93%	0%	1%	2%	3%	0%	F	0.093	F	0.507	4600	
80) Blokenson Twy	Town of Flayor (Maint: 20)		30 70	0 70	170	270	0 /0	0 70	•	0.000	•	0.007	4000	
33 (80) Dickenson Hwy	Town of Haysi (Maint: 25)	E SR 63 1.08 <b>3700 G</b>	93%	0%	1%	2%	3%	0%	F	0.105	F	0.559	3800	
33 (80) Dickenson Hwy	Town of Flaysi (Maint. 23)		33 /6	0 /6	1 /0	2/0	3 /0	0 /0	'	0.103	'	0.559	3000	
	To: From:	NCL Haysi	000/	00/	10/	00/	00/	00/		0.405	N.	0.550	0000	
33) (80)	Dickenson County	0.01 <b>3700 N</b>	93%	0%	1%	2%	3%	0%	N	0.105	N	0.559	3800	
	To: From:	SR 80 Breaks Park Rd			<u> </u>						_			
33) Dickenson Hwy	Dickenson County	0.04 <b>2200 G</b>	93%	0%	1%	2%	3%	0%	С	0.103	F	0.531	2200	
	To: From:	WCL Haysi												
33	Town of Haysi (Maint: 25)	0.04 <b>2200 N</b>	93%	0%	1%	2%	3%	0%	Ν	0.103	Ν	0.531	2200	
	To: From:	ECL Haysi												
33	Dickenson County	3.38 <b>2200 N</b>	93%	0%	1%	2%	3%	0%	Ν	0.103	Ν	0.531	2200	
<u> </u>	Τα	Buchanan County Line												
	Puchasan County	Dickenson County Line	97%	0%	10/	10/	10/	Λο/	F	0.102	F	0.701	2100	
33)	Buchanan County	2.47 <b>2900 G</b> 13-604 Poplar Gap Rd	9170	U%	1%	1%	1%	0%	Г	0.102	г	0.721	3100	
	From:	13-604 Sunset Hollow												
83)	Buchanan County	5.96 <b>2900 G</b>	97%	0%	1%	1%	1%	0%	С	0.106	F	0.661	3000	
$\smile$	Tor	13-619 Lee Master Dr												

## 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:	13-61	19 Lee Maste	er Dr												
₈₃ ) Dickenson Hwy	Buchanan County	1.95	4600	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.682	4800	G
<u> </u>	To-		US 460													
33) (460)	Buchanan County	1.99	10000	G	95%	0%	1%	1%	3%	0%	F	NA			11000	(
	To:		SCL Grundy	,												
33) (460)	Town of Grundy (Maint: 1		9800	G	95%	0%	1%	1%	3%	0%	F	NA			11000	(
10) (400)	To:	U	IS 460 WES	Т												
<u></u>	From:		US 460 E										_			
Bodgewater Dr	Town of Grundy (Maint: 1	13) 1.49	6900	G	94%	1%	1%	1%	3%	0%	F	0.1	F	0.557	7200	
	To- From:		ECL Grundy	,												
3) State Creek Rd	Buchanan County	2.93	5300	G	94%	1%	1%	1%	3%	0%	F	0.093	F	0.614	5600	
<u> </u>	To	13-	-642 Elkins I	Br.												
3	Buchanan County	4.24	2800	G	94%	1%	1%	1%	3%	0%	С	0.099	F	0.531	3000	
<u> </u>	To:		13-643 Stacy	7												
13	Buchanan County	2.47	1700	G	94%	1%	1%	1%	3%	0%	F	0.107	F	0.566	1800	
33)	To								-,-							
<u> </u>	Buchanan County	4.67	8-640 Hale C <b>810</b>	r. G	94%	1%	1%	1%	3%	0%	F	0.098	F	0.740	850	
3)	To:		Virginia State		94%	1 70	170	1 70	3%	0%	Г	0.096	Г	0.740	630	
	From						1									
Mill Gap Rd	Highland County	5.87	Virginia State 170	G Line	95%	0%	3%	2%	1%	0%	F	0.142	F	0.546	180	
4) Willi Gap rid	riigiliana Gounty				33 70	0 70	<u> </u>	270	1 /0	0 70	'	0.142		0.540	100	
Mill Oran Dal	To:	0.04	45-600		050/	00/		00/	40/	00/		0.400		0.544	000	
4) Mill Gap Rd	Highland County	6.64	350	G	95%	0%	3%	2%	1%	0%	С	0.102	F	0.514	360	•
	To: From:		0 Meadowda													
4) Mill Gap Rd	Highland County	2.43	520	G	95%	0%	3%	2%	1%	0%	F	0.095	F	0.534	540	
	To:	US :	220 Vanderp	oool												
orth	From:		Carolina Stat													
5	Mecklenburg County	4.23	12000	Α	79%	1%	1%	1%	17%	2%	С	0.142	Α		10000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	24000	Α	79%	1%	1%	1%	17%	2%	С	0.136	Α	0.536	20000	
rth	To: From:		58-903													
5)	Mecklenburg County	8.14	12000	Α	79%	1%	1%	1%	17%	2%	F	0.141	Α		10000	
3)	Combined Traffic Estimates for 2 Parallel Roadwa			A	79%	1%	1%	1%	17%	2%	F	0.133	Α	0.543	21000	
	To				, .	. , ,		. , ,	,0	_,,	•	01.00		0.0.0		
rth	From:		CL South Hi	Ш												
5)	Town of South Hill (Maint:	,	12000	Α	79%	1%	1%	1%	17%	2%	F	0.141	Α		10000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	25000	Α	79%	1%	1%	1%	17%	2%	F	NA			21000	
	To- tions		US 58													
orth	Town of South Hill (Maint:	58) 2.53	11000	Α	79%	1%	1%	1%	17%	2%	_	0.138	Α		9500	
=															9700	
35	Combined Traffic Estimates for 2 Parallel Roadwa	•		A	79% 79%	1%	1%	1%	17%	2%	, F	0.127	A	0.58	19000	,

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

		rimary an		210 110	4100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
North	From:		US 1				ZAXIC	3+AXIC	TTTAII	ZIIdii		1 actor		1 40101		
85)	Town of South Hill (Maint: 58)	0.53	10000	Α	79%	1%	1%	1%	17%	2%	F	0.141	Α		8900	Α
<u></u>	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	21000	Α	79%	1%	1%	1%	17%	2%	F	NA			18000	Α
	To		CL South H	i11												
North	Mecklenburg County				79%	1%	1%	1%	17%	2%	_	0.141	Α		8900	Α
85		3.84	10000	A							F	•	А			
	Combined Traffic Estimates for 2 Parallel Roadways on this		21000 wick Count	A Line	79%	1%	1%	1%	17%	2%	Г	NA			18000	Α
North	From:		nburg Cour													
85)	Brunswick County	4.71	10000	Α	79%	1%	1%	1%	17%	2%	F	0.141	Α		8900	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	21000	Α	79%	1%	1%	1%	17%	2%	F	0.129	Α	0.500	18000	Α
	Tα	12-64	14 Brunswic	ck Dr												
North 85	Brunswick County	3.01	12-644 <b>11000</b>	Α	79%	1%	1%	1%	17%	2%	F	0.139	Α		9100	Α
(85)	Combined Traffic Estimates for 2 Parallel Roadways on this			A	79%	1%	1%	1%	17%	2%	F	0.139	A	0.580	18000	A
	Combined Tranic Estimates for 2 Faraller hoadways of this	s noute.		А	79%	1 70	1 70	1 70	1770	2%	Г	0.120	A	0.560	10000	А
North	To: From:		SR 46													
85)	Brunswick County	1.19	10000	Α	79%	1%	1%	1%	17%	2%	F	0.145	Α		8600	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	20000	Α	79%	1%	1%	1%	17%	2%	F	0.133	Α	0.522	17000	Α
	To From		US 1													
North 85	Brunswick County	6.39	10000	Α	79%	1%	1%	1%	17%	2%	F	0.136	Α		9100	Α
(85)	Combined Traffic Estimates for 2 Parallel Roadways on this			Ā	79%	1%	1%	1%	17%	2%	F	0.125	Α	0.538	18000	A
	Tame Estimates for 21 drailer floadways of this	o riouic.			7 5 76	1 /0	1 70	1 /0	17 /0	270	'	0.123	^	0.550	10000	
North	From:		12-630													
(85)	Brunswick County	4.71	11000	Α	79%	1%	1%	1%	17%	2%	F	0.140	Α		9200	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	21000	Α	79%	1%	1%	1%	17%	2%	F	0.129	Α	0.541	18000	Α
North	Tcc From:	12-71	12 Old Stag	e Rd												
85)	Brunswick County	0.76	11000	Α	79%	1%	1%	1%	17%	2%	F	0.139	Α		9500	Α
00)	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:		Α	79%	1%	1%	1%	17%	2%	F	NA			19000	Α
	Тα		ddie County	y Line												
North	From:		wick Count		700/	10/	101	40/	470/	00/	_	0.400			0500	
85)	Dinwiddie County	2.38	11000	Α	79%	1%	1%	1%	17%	2%	F _	0.139	Α		9500	A
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	22000	Α	79%	1%	1%	1%	17%	2%	F	0.127	Α	0.513	19000	Α
North	To: From:		SR 40													
85)	Dinwiddie County	5.95	11000	Α	84%	1%	1%	1%	13%	1%	F	0.133	Α		10000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	23000	Α	83%	1%	1%	1%	14%	1%	F	0.123	Α	0.537	20000	Α
	Та		26-650													
North	From: L	4.00		_	0.40/	10/	40/	10/	100/	40/	_	0.404			11000	
85	Dinwiddie County	4.88	12000	A	84%	1%	1%	1%	13%	1%	-	0.131	A	0.5	11000	A
-	Combined Traffic Estimates for 2 Parallel Roadways on this	s Houte:	24000	Α	83%	1%	1%	1%	14%	1%	F	0.121	Α	0.541	21000	Α
	To:		26-703													

# 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From		26-703													
85)	Dinwiddie Co	,	13000	Α	84%	1%	1%	1%	13%	1%	С	0.125	Α		12000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	В	83%	1%	1%	1%	14%	1%	С	0.115	Α	0.562	23000	В
North			US 460				$\Box$									
85) (460)	Dinwiddie Co	ounty 1.77	19000	Α	84%	1%	1%	1%	13%	1%	F	0.106	Α		18000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	85%	1%	1%	1%	12%	1%	F	0.099	Α	0.523	37000	Α
	Ta		US 1													
North	Dinwiddie Co	ounty 1.18	25000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		25000	Α
85 (460)	Combined Traffic Estimates for 2 Parallel	,		В	87%	1%	1%	1%	10%	1%	С	0.094 NA	А		47000	В
	Combined Traine Estimates for 2 Faraner				07 /6	1 /0	1 /0	1 /0	10 /6	1 /0	C	INA			47000	Ь
North ~~~	From		CL Petersbu	ırg												
(85) (460)	City of Petersburg	(Maint: 26) 1.01	25000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		25000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	В	87%	1%	1%	1%	10%	1%	С	0.095	Α	0.529	47000	В
North		Squi	irrel Level F	Road												
(85) (460)	City of Petersburg	(Maint: 26) 2.57	28000	Α	88%	1%	1%	1%	9%	1%	F	0.091	Α		28000	Α
00) (400)	Combined Traffic Estimates for 2 Parallel	•	53000	Α	87%	1%	1%	1%	10%	1%	F	0.093	Α	0.534	52000	Α
	To		amp To I-95													
North	From		•		000/	40/	40/	40/	00/	40/	_				00000	0
85 I-85 N Ramp	City of Petersburg	'	22000	G	88%	1%	1%	1%	9%	1%	-	NA			22000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	86%	1%	1%	1%	11%	1%	F	NA			44000	G
North	To From	Ramp to W	ashington S	st; Wythe	e St											
(85) Ramp	City of Petersburg	(Maint: 26) 0.11	19000	G	88%	1%	1%	1%	9%	1%	F	NA			19000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	G	86%	1%	1%	1%	11%	1%	F	NA			35000	G
	To		I-95 North													
North	From		h to Welcor													
85 Bracey Welcome Center	r Mecklenburg (		1100	N	83%	1%	1%	1%	14%	1%	N	0.156	N		920	N
North	From	Enter Welco Exit Welco					-									
85 Bracey Welcome Center	r Mecklenburg (		1100	A	83%	1%	1%	1%	14%	1%	С	0.156	Α		920	Α
,	To	I-85 North	from Welco	ome Cen	ter											
North	From		I-85 North													
85 Ramp	Mecklenburg (		1000	G	97%	0%	1%	1%	2%	0%	F	0.089	F		1000	G
$\overline{}$	То		58-903													
North	From		I-85 North													
(85) Ramp	Mecklenburg (		2200	G	81%	1%	1%	1%	16%	1%	F	NA			2200	G
<u> </u>	To		US 58 East													
North	From		I-85 North		0551	4-1		051	1651	001					1600	
85 Ramp	Mecklenburg (		1200	G	85%	1%	1%	2%	12%	0%	F	NA			1200	G
	10		US 58 West	t												

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

				Tr	uck			K	Di	ir	
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	) Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK Fac		QW
North	From:	I-85 North	40/	00/ 10/	400/	00/	_	NIA		000	0
85 Ramp	Mecklenburg County	0.28 <b>970 G</b> 84%	1%	2% 1%	12%	0%	F	NA		990	G
	10.	US 1 Mecklenburg Ave									
North _	From:	I-85-N TO SCALES									
85 Ramp	Brunswick County	0.26 <b>NA</b>						NA		NA	
<u> </u>	To:	I-85-N FR SCALES									
North	From:	I-85 North									
85) Ramp	Brunswick County	0.19 <b>100 G</b> 83%	1%	1% 2%	13%	0%	F	NA		100	G
<u> </u>	To:	12-644 Brunswick Dr									
North	From:	I-85 North									
85 Ramp	Brunswick County	0.18 <b>470 G</b> 90%	1%	1% 1%	7%	0%	F	NA		480	G
$\smile$	To:	SR 46 Christanna Hwy									
lorth	From:	I-85 North									
85) Ramp	Brunswick County	0.15 <b>270 G</b> 84%	1%	2% 1%	12%	0%	F	NA		280	G
	To:	US 1 Boydton Plank Rd	-								
lorth	From:	I-85 North to Rest Area									
85) Alberta Rest Area Ramp	Brunswick County	0.11 <b>640 A</b>		<del></del> !				0.148	Α	570	Α
00)	To:	Enter Rest Area Parking Lot									
North	From:	Exit Rest Area Parking Lot									
85) Alberta Rest Area Ramp	Brunswick County	0.12 <b>940 G</b> 76%	1%	<u>1</u> % 1%	21%	1%	С	NA		940	G
$\smile$	To:	I-85 North from Rest Area									
North	From:	I-85 North									
85) Ramp	Brunswick County	0.21 <b>180 G</b> 94%	2%	1% 1%	2%	0%	F	NA		180	G
$\bigcirc$	To:	12-630 Sturgeon Rd									
North	From:	I-85 North									
85) Ramp	Brunswick County	0.18 <b>590 G</b> 87%	1%	1% 1%	10%	0%	F	NA		600	G
	To:	12-712 Old Stage Rd									
Vorth	From:	I-85 North									
85) Ramp	Dinwiddie County	0.20 <b>350 G</b>		<del></del>				NA		350	G
	To:	SR 40 McKenney Hwy									
Vorth	From:	I-85 North									
Ramp	Dinwiddie County	0.21 <b>180 F</b>						0.438	F	180	F
83)		26-650 Hawkins Church Rd; Hamilton Arms F	Rd					000	•	.00	•
lauth	From:	I-85 North		l l							
lorth 85 Ramp	Dinwiddie County	0.37 <b>250 G</b>						NA		250	G
05) 141119	To:	26-703 Carson Rd						1 1/7		230	G
	E										
North	Dipwiddia Cousty	I-85 North to Rest Area 0.14 NA						NIA		NIA	
B5 Dinwiddie Rest Area Ramp	Dinwiddie County							NA		NA	
-	From	Enter Rest Area Parking Lot Exit Rest Area Parking Lot									
North											
North 85 Dinwiddie Rest Area Ramp	Dinwiddie County	0.19 <b>510 G</b> 72%	2%	0% 0%	23%	2%	С	NA		510	G

## 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	From:		I-85 North													
85) Ramp	Dinwiddie Co		690	G								NA			690	G
<u> </u>	To:		BUS US 460													
North Danser	From:		TO RT 460	& 460 I	BUS?							NIA			NIA	
Ramp	Dinwiddie Co		NA	T 05 NY								NA			NA	
<u> </u>	10.		60 FROM R													
lorth	From:		TO US 460	<b>&amp;</b> 460 l	BUS											
Ramp	Dinwiddie Co	•	NA									NA			NA	
<u>~</u>	Τα	CEUS 4	60 FROM R	T 85 NI	3											
orth	From:		I-85 North													
Ramp	Dinwiddie Co	ounty 0.15	600	G								NA			600	G
<u> </u>	To:	US 1	Boydton Pla	ınk Rd												
orth	From:		I-85 North													
Ramp	Dinwiddie Co	ounty 0.26	620	G								NA			620	G
	Τα	US 1	Boydton Pla	ınk Rd												
orth	From:		I-85 North													
Ramp	City of Petersburg (	(Maint: 26) 0.11	1300	G								NA			1300	G
,	To:		11 Squirrel L													
orth	From:		I-85 North													
85) (460) Ramp	City of Petersburg (	(Maint: 26) 0.10	6100	Α	88%	0%	1%	1%	10%	0%	С	0.154	Α		6400	А
400) (400)	To:	(((((((((((((((((((((((((((((((((((((((	I-95 South		0070	0 70		1 70	1070	0 70	Ū	0.101			0.100	•
o utla	From:	I 05 Nos	th Ramp to I	05 Nort	h											
orth 35) Ramp	City of Petersburg (		2800	-93 Non <b>G</b>	11							NA			2800	G
35) Hamp	To:	I-95 North Exit 51			chington S	Žt.						14/7			2000	
orth	From:	1-95 Hordi Exit 91	I-95 North		Simigton c	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,										
Ramp	City of Petersburg (	(Maint: 26) 0.22	5700	Α								0.109	Α		6100	Α
	To:		St & Washin	ngton St												
orth	From:		5 North Exit	68C												
Ramp	City of Petersburg	(Maint: 26) 0.17	3300	Α								0.116	Α		3600	P
<i></i>	To:	CEUS	460-P Washi	ngton St												
orth	From:	I-8	5 North Exit	68B												
Ramp	City of Petersburg (	(Maint: 26) 0.07	2400	Α								0.119	Α		2600	Α
	Τα	CE	US 460 Wytł	he St												
outh	From:	North	Carolina Sta	te Line												
35)	Mecklenburg C		12000	A	79%	1%	1%	1%	17%	1%	С	0.138	Α		9900	Δ
	Combined Traffic Estimates for 2 Parallel			Α	79%	1%	1%	1%	17%	2%	С	0.136	Α	0.536	20000	Δ
						. , •		. , •	,0	_,•	-			2.300		•
outh	To: From:		58-903													
35)	Mecklenburg C	County 7.78	13000	Α	79%	1%	1%	1%	17%	1%	F	0.132	Α		11000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	Α	79%	1%	1%	1%	17%	2%	F	0.133	Α	0.543	21000	Α
	To:		CL South H	ill												

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

		Primary an						Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	ΓQ
uth	From:	Sc	CL South Hil	1			2700	OTTIAL	TTTQII	ZIII		1 40101		1 dotor		
5	Town of South Hill		13000	Α	79%	1%	1%	1%	17%	1%	F	0.132	Α		11000	
	Combined Traffic Estimates for 2 Parallel	,		Α	79%	1%	1%	1%	17%	2%	F	NA			21000	
	Tor							.,.		_,,	-					
outh	From:		US 58													
35)	Town of South Hill	,	11000	Α	79%	1%	1%	1%	17%	1%	F	0.132	Α		9200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	Α	79%	1%	1%	1%	17%	2%	F	0.127	Α	0.58	19000	
uth	To: From:		US 1													
35)	Town of South Hill	(Maint: 58) 0.29	11000	Α	79%	1%	1%	1%	17%	1%	F	0.132	Α		9000	
33)	Combined Traffic Estimates for 2 Parallel	,		Α	79%	1%	1%	1%	17%	2%	F	NA			18000	
	Tor							.,.		_,,	-					
uth	From:		CL South Hil													
<u>55</u> )	Mecklenburg C	•	11000	Α	79%	1%	1%	1%	17%	1%	F	0.132	Α		9000	
	Combined Traffic Estimates for 2 Parallel			Α	79%	1%	1%	1%	17%	2%	F	NA			18000	
uth	To: From:		wick County enburg Count													
outh 35)	Brunswick Co	·	11000	A	79%	1%	1%	1%	17%	1%	F	0.132	Α		9000	
,,,	Combined Traffic Estimates for 2 Parallel	,		A	79%	1%	1%	1%	17%	2%	F	0.129	Α	0.500	18000	
	Technology and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	_				. , ,		. 70	,0	_,,	•	0=0		0.000	.0000	
outh	From:		44 Brunswick	k Dr												
35)	Brunswick Co	,	11000	Α	79%	1%	1%	1%	17%	1%	F	0.13	Α		9200	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	Α	79%	1%	1%	1%	17%	2%	F	0.128	Α	0.580	18000	
outh	To: From:		SR 46													
35)	Brunswick Co	ounty 1.66	10000	Α	79%	1%	1%	1%	17%	1%	F	0.132	Α		8900	
33)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	79%	1%	1%	1%	17%	2%	F	0.133	Α	0.522	17000	
	Tor							.,.		_,,	-					
outh	From:		US 1													
35)	Brunswick Co	•	11000	Α	79%	1%	1%	1%	17%	1%	F	0.129	Α		9100	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	Α	79%	1%	1%	1%	17%	2%	F	NA			18000	
outh	To: From:		12-630													
35)	Brunswick Co	ounty 4.86	10000	Α	79%	1%	1%	1%	17%	1%	F	0.131	Α		8900	
33)	Combined Traffic Estimates for 2 Parallel	•		Α	79%	1%	1%	1%	17%	2%	F	0.129	Α	0.541	18000	
	To:		12 Old Stage													
uth	From:		12-712													
55)	Brunswick Co	,	11000	Α	79%	1%	1%	1%	17%	1%	F	0.127	Α		9600	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	Α	79%	1%	1%	1%	17%	2%	F	NA			19000	
uth	To: From:	Bruns	wick County	Line												
outh 35)	Dinwiddie Co	ounty 2.78	11000	Α	79%	1%	1%	1%	17%	1%	F	0.127	Α		9600	
03)	Combined Traffic Estimates for 2 Parallel	•	22000	A	79%	1%	1%	1%	17%	2%	F	0.127	Α	0.513	19000	
	Combined Traine Estimates for 21 arailer	riodoways on this riodic.		_	10/0	1 /0	1 /0	1 /0	17/0	2/0		0.121	$\sim$	0.010	10000	

## 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:		SR 40													
85)	Dinwiddie Co	•	12000	Α	82%	1%	1%	1%	14%	1%	F	0.122	Α		10000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	Α	83%	1%	1%	1%	14%	1%	F	0.123	Α	0.537	20000	Α
South	To: From:		26-650													
(85)	Dinwiddie Co	ounty 4.95	12000	Α	82%	1%	1%	1%	14%	1%	F	0.121	Α		10000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	Α	83%	1%	1%	1%	14%	1%	F	0.121	Α	0.541	21000	Α
	To:		26-703				<u> </u>									
South 85	Dinwiddie Co	ounty 8.36	13000	В	82%	1%	1%	1%	14%	1%	С	0.118	Α		12000	В
(85)	Combined Traffic Estimates for 2 Parallel	,		В	83%	1%	1%	1%	14%	1%	C	0.115	Α	0.562	23000	В
	To	riodaways on this riodic.			00 70	1 /0	170	1 /0	1470	1 /0	Ü	0.110	,,	0.002	20000	
South	From:	<u> </u>	US 460													
<del>85)</del> {460}	Dinwiddie Co	•	19000	Α	87%	1%	1%	1%	10%	1%	F	0.104	Α		18000	Α
$\lor \lor$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	85%	1%	1%	1%	12%	1%	F	0.099	Α	0.523	37000	Α
South	To: From:		US 1													
(85) (460)	Dinwiddie Co	ounty 0.81	23000	В	87%	1%	1%	1%	10%	1%	С	0.108	Α		23000	В
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	В	87%	1%	1%	1%	10%	1%	С	NA			47000	В
	To:	SC	CL Petersbu	ırg			<u> </u>									
South	City of Petersburg		23000	В	87%	1%	1%	1%	10%	1%	С	0.108	Α		23000	В
85 (460)	Combined Traffic Estimates for 2 Parallel	,		В	87%	1%	1%	1%	10%	1%	С	NA	^		47000	В
	Combined Traine Estimates for 21 araner				01 70	1 /0	1 70	1 /0	10 /0	1 /0	O	14/3			47000	
South	From:		rrel Level I	Road												
<del>(85)</del> {460}	City of Petersburg	,	25000	Α	87%	1%	1%	1%	10%	1%	F	0.104	Α		25000	Α
$\vee \sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	53000	Α	87%	1%	1%	1%	10%	1%	F	0.093	Α	0.534	52000	Α
South	To: From:	Ran	np From I-9	95 N												
85 I-85 S Ramp	City of Petersburg	(Maint: 26) 0.33	24000	G	84%	1%	1%	1%	13%	1%	F	0.104	Ν		22000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	86%	1%	1%	1%	11%	1%	F	NA			44000	G
	To:	Ramp Fr	om Washin	gton Ave	·											
South	City of Petersburg		17000	A	84%	1%	1%	1%	13%	1%	F	0.1	Α		16000	Α
85 I-85 S Ramp	Combined Traffic Estimates for 2 Parallel	,		G	86%	1%	1%	1%	11%	1%	F	NA	A		35000	G
	To:	Hoadways on this Houte.	I-95 South		00 /6	1 /0	1 /0	1 /0	11/0	1 /0	•	INA			33000	G
South	From:		I-85 South													
Ramp	Mecklenburg C	County 0.18	1600	Α	97%	0%	1%	1%	2%	0%	F	0.133	Α		1600	Α
00) '	To:	,	58-903													
South	From:		I-85 South													
(85) Ramp	Mecklenburg C	County 0.29	910	G	81%	1%	1%	1%	16%	1%	F	NA			900	G
$\smile$	To:	US 58	8 E, E Atlaı	ntic St												
South	From:		I-85 South	l												
85 Ramp	Mecklenburg C		1400	Α	97%	0%	1%	1%	2%	0%	F	0.121	Α		1300	Α
$\sim$	To:	I-85-S01	2C TO RT	58 BUS												

4/20/2015

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

Route	Jurisdiction	Length AADT QA 4Tire	D	Truckle 3+Axle		$\sim$	C K Factor	QK Dir Factor	AAWDT	QW
South 85 Ramp	Mecklenburg County	I-85-S012C TO RT 58 BUS 0.12 NA CAUS 58 FROM RT 85 SOUTH					NA		NA	
South Ramp	Mecklenburg County	I-85-S012B TO Bus US 58 0.04 NA US 58 FROM RT 85 SB					NA		NA	
South Ramp	Mecklenburg County	I-85 South  0.31 1500 G 96%  US 1 Mecklenburg Ave	1% 1%	6 1%	2% 0%	% F	0.106	F	1500	G
South Ramp	Brunswick County	IS-00085-S(B)/TO SCALES 0.24 <b>NA</b> IS-00085-S(B)/FROM SCALES					NA		NA	
South Ramp	Brunswick County To:	I-85 South 0.16 <b>250 G</b> 83% 12-644 Brunswick Dr	1% 1%	% 2%	13% 0%	% F	NA		260	G
South 85 Ramp	Brunswick County	I-85 South  0.13 <b>640 G</b> 96%  US 1 Boydton Plank Rd	1% 1%	6 1%	2% 0%	% F	0.218	F	650	G
South Alberta Rest Area Ramp	Brunswick County	I-85 South to Rest Area  0.11 NA  Enter Rest Area Parking					NA		NA	
South 85 Alberta Rest Area Ramp	Brunswick County To:	Exit Rest Area Parking Lot  0.12 <b>600 A</b> 79%  I-85 South from Rest Area	1% 1%	6 1%	17% 2%	% F	0.146	Α	510	Α
South 85 Ramp	Brunswick County	I-85 South  0.21 <b>80 A</b> 94%  12-630 Sturgeon Rd	2% 1%	% 1%	2% 0%	% F	0.207	А	90	Α
South 85 Ramp	Brunswick County	I-85 South 0.18 <b>1200 G</b> 87% 12-712 Old Stage Rd	1% 1%	% 1%	10% 09	% F	0.084	F	1200	G
South Ramp	Dinwiddie County	I-85 South 0.18 <b>690 G</b>					NA		690	G
South 85 Ramp	Dinwiddie County	I-85 South Exit 42B to SR 40  0.02 NA  SR 40 McKenney Hwy			_		NA		NA	
South 85 Ramp	Dinwiddie County  Tec	I-85-S042A TO RT 40 0.02 <b>NA</b> SR 40 FROM RT 85 SB					NA		NA	
South Ramp	Dinwiddie County  To	I-85 South 0.21 <b>420 G</b> 26-650 Hamilton Arms Rd					NA		420	G

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

		Filliary and interstate noutes			Truc	k			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	e Bus		3+Axle 1		- (	QC I	Factor	QK	Factor	AAWDT	QW
South	From:	I-85 South											
85 Ramp	Dinwiddie County	0.26 <b>1800 G</b> 26-703 Carson Rd		_					NA			1800	G
November	From:	I-85-S053A TO RT 703											
South 85 Ramp	Dinwiddie County	0.10 <b>NA</b>							NA			NA	
<u> </u>	Tα	26-703 FROM RT 85 SB											
South	From:	I-85 South to Rest Area											
85) Dinwiddie Rest Area Ramp	Dinwiddie County	0.15 <b>NA</b>							NA			NA	
South	To: 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	NA			910	G
	То:	I-85 South from Rest Area											
South	From:	I-85 South											
85 Ramp	Dinwiddie County	0.18 <b>6600 G</b>							NA			6600	G
South	To: From:	I-85 South Exit 61B to US 460											
85) Ramp	Dinwiddie County	0.03 <b>NA</b>							NA			NA	
<u> </u>	To:	US 460 Airport St											
South	From:	I-85-S061A TO US 460											
85 Ramp	Dinwiddie County	0.05 <b>NA</b>							NA			NA	
<u> </u>	To:	US 460 US 460-E312A Gap TO											
South	Dinwiddie County	I-85 South 0.19 <b>3500 G</b>							NA			3500	G
Ramp	Tax	US 1 Boydton Plank Rd							INA			3300	G
South	From:	I-85 South											
85) Ramp	Dinwiddie County	0.21 <b>3600 G</b>							NA			3600	G
	To:	US 1 Boydton Plank Rd											
South	From:	I-85-S											
85 Ramp	City of Petersburg (Maint: 26)	0.13 <b>3000 A</b>							0.113	Α		3200	Α
<u> </u>	100	123-9011; Squirrel Level Rd											
86 South Main St	City of Danville	SCL Danville; NC State Line 1.11 11000 G 98%	0%	0%	0%	1% 0	·/	С	0.096	F	0.516	12000	G
86 South Main St	City of Dariville		0 70	0%	076	176 U	/o	C	0.096	г	0.516	12000	G
86 South Main St	City of Danville	Lockett Dr 0.61 <b>12000 G</b> 98%	0%	0%	0%	1% 0	/	F	0.092	F	0.53	12000	G
86) South Main St	City of Dariville		0 70	0%	076	176 U	/o	Г	0.092	г	0.55	12000	G
86) South Main St	City of Danville	Broadnax St 0.63 <b>18000 G</b> 99%	0%	1%	0%	0% 0	/	С	0.088	F	0.553	19000	G
86) South Main St	City of Dariville	Central Blvd	0 70	1 70	U 7/0	U/0 U	<b>′</b> 0	U	0.000	Г	0.003	19000	G
	From:	South Main St											
86) Central Blvd	City of Danville	0.38 <b>17000 G</b> 99%	0%	1%	0%	0% 09	%	С	0.089	F	0.587	18000	G
<u>~</u>	Toe From:	SR 293 West Main St											
86 Central Blvd	City of Danville	0.60 <b>22000 G</b> 99%	0%	0%	0%	0% 09	%	С	0.092	F	0.575	23000	G
$\smile$	To	Bus US 29 & SR 413 Memorial Dr											

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

Posts	Lord and Advance	Primary and int			Divis		Tru	ıck		-00	K	OK	Dir	AANAIDT	- 01
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Morehead Rd	Henry County	North Carolir 3.27 <b>76</b> 0		90%	1%	0%	1%	7%	1%	С	0.087	F	0.567	7900	G
Morehead Rd	Tierry County			30 /6	1 /0	U /0	1 /0	1 /0	1 /0	O	0.007	•	0.507	7 300	u
87) Morehead Ave	Town of Ridgeway (Maint: 44)	SCL Ric 0.55 <b>96</b> 0		90%	1%	0%	1%	7%	1%	F	0.090	F	0.505	10000	G
<u>e.,                                     </u>	То	Bus US 220 Chu		St											
87) Morehead Ave	Town of Ridgeway (Maint: 44)	0.28 <b>65</b> 0		90%	1%	0%	1%	7%	1%	F	0.083	F	0.524	6700	G
	Τα:	US 220 Gree	ensboro Rd												
	From:	North Carolin	a State Line												
89) Skyline Hwy	Grayson County	4.89 <b>52</b> 0	00 F	97%	0%	1%	1%	1%	0%	С	0.093	F	0.544	5500	F
	To- From:	SCL (													
89) Main St	City of Galax	1.26 <b>50</b> 0	00 G	97%	0%	1%	1%	1%	0%	С	0.091	F	0.566	5400	G
<u> </u>	To: From:	SR 97 Pipe													
89 Main St	City of Galax	0.90 <b>59</b> 0	00 G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.559	6200	G
	To: From:	Maroon													
89) Main St	City of Galax	0.16 <b>50</b> 0	00 G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.564	5300	(
	To: From:	Oldtov													
89) Main St	City of Galax	0.64 <b>30</b>		98%	0%	1%	0%	0%	0%	С	0.102	F	0.561	3200	C
	Econ.	US 58 S													_
90) Main St	Town of Rural Retreat (Maint: 98)	98-616 Baum 0.60 <b>63</b> 0		98%	0%	0%	0%	1%	0%	С	0.094	F	0.581	6600	(
90) main or	To.	NCL Rura			0 70		070	170	070		0.001	·	0.001	0000	
90)	Wythe County	0.66 <b>63</b> 0		98%	0%	0%	0%	1%	0%	N	0.094	N	0.581	6600	١
30)	To	US 11 Staleys					• , •		* / *						
90) Main St	Wythe County	0.47 <b>60</b>		98%	0%	0%	0%	1%	0%	F	0.079	F	0.858	6200	
30)	To:	I-8													
	From:	SR													
90) Ramp to I-81 N at Exit 60	Wythe County	0.13 <b>21</b> 0									0.105	F		2100	(
$\stackrel{\smile}{-}$	To:	I-81													
Dames to Lot 0 at Fait 00	From:	SR 90;									0.007	_		4000	,
90) Ramp to I-81 S at Exit 60	Wythe County	0.13 <b>10</b> 0									0.097	F		1000	(
	From:	Tennessee													
91) Mountain City Rd	Washington County	1.62 <b>26</b>		93%	0%	1%	1%	5%	0%	С	0.085	F	0.533	2700	(
<u> </u>	та	US 58 Douglas Di													
91) (58) Jeb Stuart Hwy	Washington County	0.54 <b>38</b> 0		95%	0%	0%	1%	3%	0%	N	0.081	N	0.552	4000	١
	Та	ECL Da	mascus												
91) 58 Jeb Stuart Hwy	Town of Damascus (Maint: 95)	0.45 <b>38</b> 0		95%	0%	0%	1%	3%	0%	F	0.081	F	0.552	4000	
	To	Damase													

# 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
	From:	US 58 Jeb Stuart Hwy												
91 Damascus Dr	Town of Damascus (Maint: 95)	0.70 <b>1700 G</b>	97%	0%	1%	0%	2%	0%	С	0.102	F	0.516	1800	G
	To: From:	NCL Damascus												
91)	Washington County	6.40 <b>1700 N</b>	97%	0%	1%	0%	2%	0%	N	0.102	N	0.516	1800	N
<u> </u>	To: From:	95-803 Liberty Hall Rd												
(91) Monroe Rd	Washington County	1.48 <b>2000 G</b>	97%	0%	1%	0%	2%	0%	F	0.102	F	0.516	2100	G
<u> </u>	Too From:	95-762 Loves Mill Rd												
91) Monroe Rd	Washington County	3.51 <b>2500 G</b>	96%	0%	1%	1%	1%	0%	С	0.094	F	0.52	2600	G
$\smile$	To:	US 11 Lee Hwy												
	Washington County	US 11 Lee Highway 0.51 <b>8400 N</b>	98%	0%	0%	0%	2%	0%	N	0.089	N	0.661	8900	Ν
91)	washington oddrity		30 /6	0 76	0 /6	0 /6	2/0	0 /6	14	0.003	14	0.001	0300	,
Marila Ct	Town of Olado Coving (Maint) OF)	SCL Glade Spring	000/	00/	-00/	00/	00/	0%		0.000		0.001	0000	_
91) Maple St	Town of Glade Spring (Maint: 95)	1.37 <b>8400 G</b>	98%	0%	0%	0%	2%	0%	F	0.089	F	0.661	8900	G
	From:	BUS SR 91 Glade St BUS SR 91 Maple St												
91) Monte Vista Dr	Town of Glade Spring (Maint: 95)	0.77 <b>4300 G</b>	98%	0%	0%	0%	2%	0%	С	0.096	F	0.686	4500	C
<u></u>	To	NCL Glade Spring												
91) Crescent Rd	™ Washington County	5.43 <b>2500 G</b>	98%	0%	0%	0%	2%	0%	F	0.088	F	0.789	2600	C
31)	Tol				<del></del> 1	-,-	_,-		-		-			
91) S Main St	Town of Saltville (Maint: 95)	WCL Saltville 0.52 <b>2600 G</b>	97%	0%	1%	0%	2%	0%	С	0.091	F	0.647	2800	(
g ₁ ) o Main ot	To:	Smyth County Line	31 70	0 70	170	0 70	2 /0	0 70	O	0.001	•	0.047	2000	
	From:	Washington County Line	)											
91) Main St	Town of Saltville (Maint: 86)	1.15 <b>2000 G</b>	93%	0%	1%	5%	1%	0%	С	0.091	F	0.567	2100	C
<u> </u>	To	Palmer Ave												
91) Main St	Town of Saltville (Maint: 86)	0.26 <b>6500 G</b>	93%	0%	1%	5%	1%	0%	F	0.106	F	0.547	6900	(
$\mathcal{O}$	To:	SR 107 Worthy Blvd												
91) E Main St	Town of Saltville (Maint: 86)	1.96 <b>2500 G</b>	93%	1%	1%	5%	0%	0%	С	0.1	F	0.59	2600	
3.)	To	NCL Saltville												
01	Smyth County	0.17 <b>2500 N</b>	93%	1%	1%	5%	0%	0%	N	0.1	N	0.59	2600	١
91)	To:	86-743 Clark St	30 70	1 /0	170	370	0 70	0 70	11	0.1	14	0.55	2000	
	From:	86-743 Upper Poor Valley	Rd											
91) Saltville Hwy	Smyth County	4.66 <b>1400 G</b>	93%	1%	1%	5%	0%	0%	F	0.109	F	0.513	1400	(
$\smile$	To	SR 42 Bluegrass Trail			<u> </u>									
91) Veterans Rd	Smyth County	0.54 <b>570 G</b>	93%	1%	1%	5%	0%	0%	F	0.099	F	0.594	600	
	To:	Tazewell County Line												
	From:	Smyth County Line												
91) Veterans Rd	Tazewell County	5.37 <b>60 F</b>	97%	1%	2%	0%	0%	0%	F	0.167	F	0.636	60	F
<u>~</u>	To: From:	92-607 Little Tumbling Cree	k Rd											
91 Madien Springs Rd	Tazewell County	5.64 <b>80 F</b>	97%	1%	2%	0%	0%	0%	С	0.152	F	0.6	90	F
$\smile$	To:	92-604 Thompson Valley l	Rd											

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

Devite	1	1 - 11		4.T.			Tru	ıck		00	K	<u> </u>	Dir	A A \ 4 \ F =	
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	92-604 Thomps													
91 Maiden Spring Rd	Tazewell County	2.62 <b>10</b>	0 F	97%	1%	2%	0%	0%	0%	F	0.142	F	0.533	100	F
<u></u>	Ta- From:	92-609 Colleg	e Estates Rd												
91) Whitten Valley Rd	Tazewell County	9.48 <b>13</b>	0 F	97%	1%	2%	0%	0%	0%	F	0.152	F	0.5	130	F
<u> </u>	To:	US 19 Croc	ketts Store												
	From:	SR	91												
91 Ramp to I-81 N at Exit 29	Washington County	0.19 <b>22</b> 0									NA			2200	(
<u> </u>	To:	I-81 N	Vorth												
	From:	SR													
Pamp to I-81 S at Exit 29	Washington County	0.15 440									0.116	F		4400	(
	10:	I-81													
<u>Sus</u>	From:	S SR 91 Gl		000/	00/		00/	00/	00/	_	0.440	_	0.500	700	
Glade St	Town of Glade Spring (Maint: 95			99%	0%	1%	0%	0%	0%	С	0.112	F	0.582	760	(
	100	N SR 91 Glade S		St											_
	Town of Poydton (Maint: 59)	US 58 0.32 <b>85</b>		98%	1%	0%	09/	0%	0%	С	0.12	F	0.688	870	(
92)	Town of Boydton (Maint: 58)			90%	1 70	0%	0%	076	0%	C	0.12	Г	0.000	670	,
	From:	NCL Bo						221							_
92)	Mecklenburg County	9.25 <b>85</b>	0 N	98%	1%	0%	0%	0%	0%	N	0.12	N	0.688	870	ı
	To: From:	SCL Cha													
92) S Main St	Town of Chase City (Maint: 58)	) 0.44 <b>32</b> 0	00 G	95%	1%	1%	1%	2%	0%	С	0.107	F	0.5	3300	(
<u></u>	To: From:	"B"	ST												
92) S Main St	Town of Chase City (Maint: 58)	) 0.23 <b>33</b> 0	00 G	95%	1%	1%	1%	2%	0%	F	0.095	F	0.514	3300	(
<u> </u>	To-	Sycamo	ore St			<u> </u>									
N Main St	Town of Chase City (Maint: 58)			95%	1%	1%	1%	2%	0%	F	0.092	F	0.502	5000	(
<i></i>	To:	E Seco													
F Canad St	Town of Change City (Maint, 50)	S RT		0.40/	00/	10/	00/	00/	00/	F	0.000	_	0.547	7000	,
92 (49) E Second St	Town of Chase City (Maint: 58)	) 0.19 <b>71</b> 0	00 G	94%	2%	1%	0%	3%	0%	Г	0.089	F	0.547	7300	(
	To- From:	Endl				<u> </u>						_			
(49) W Second St	Town of Chase City (Maint: 58)	) 0.56 <b>53</b> 0	00 G	93%	1%	1%	1%	4%	0%	С	0.096	F	0.564	5500	(
	To- From:	N SR													_
92)	Town of Chase City (Maint: 58)	) 0.22 <b>30</b> 0	00 G	92%	0%	1%	1%	5%	0%	С	0.094	F	0.502	3000	(
	To: From:	WCL Ch	ase City												
92	Mecklenburg County	3.42 <b>30</b> 0	00 N	92%	0%	1%	1%	5%	0%	Ν	0.094	Ν	0.502	3000	1
	To	58-609;	58-684												
92	Mecklenburg County	0.21 300		92%	0%	1%	1%	5%	0%	Ν	0.094	Ν	0.502	3000	1
<i>)</i>	То:	58-600 Ai	rnort Rd												
92)	Mecklenburg County	1.52 <b>30</b> 0	•	92%	0%	1%	1%	5%	0%	Ν	0.094	Ν	0.502	3000	١
	To:	Charlotte C			- /-	$\exists$	, -		- / -			-			•
	From:	Mecklenburg	County Line												
₉₂ ) JEB Stuart Hwy	Charlotte County	2.11 <b>22</b> 0	00 G	92%	0%	1%	1%	5%	0%	F	0.096	F	0.554	2300	(
$\sim$	To:	US 15 Barne	es Junction												

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

		Primary and Interstate Ro	ules											
Б			4.77	_		Tru	ıck			K	014	Dir	AAMADT	
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	US 15 Barnes Junction												
JEB Stuart Hwy	Charlotte County	3.80 <b>2000 G</b>	92%	0%	1%	1%	5%	0%	F	0.096	F	0.537	2000	
	Too	YY0 260 YY												
JEB Stuart Hwy	Charlotte County	US 360 Kings Hwy 0.70 <b>430 G</b>	92%	4%	1%	1%	1%	0%	F	NA			440	
JEB Stuart Hwy	Trailotte County	Halifax County Line	3Z /0	4 /0	1 /0	1 /0	1 /0	0 /6		INA			440	
	From:	Charlotte County Line												
Olover Rd	Halifax County	4.19 <b>180 F</b>	92%	4%	1%	1%	1%	0%	С	0.152	F	0.552	180	
92) 3.616.114	Trainax County		0_70	.,,		. , 0	. , 0	0 / 0	Ū	002	•	0.002	.00	
	To: From:	NCL Clover												
O2) Clover Rd	Clover (Maint: 41)	0.47 <b>180 N</b>	92%	4%	1%	1%	1%	0%	N	0.152	Ν	0.552	180	
<i></i>	To	41-746; 41-1001			$\neg$									
Clover Rd	Clover (Maint: 41)	0.33 <b>180 N</b>	92%	4%	1%	1%	1%	0%	Ν	0.152	Ν	0.552	180	
	Tec	acr. ci												
Clayer Dd	Helifay County	SCL Clover 0.80 <b>180 N</b>	000/	40/	10/	10/	10/	00/	N	0.150	N	0.550	180	
O2 Clover Rd	Halifax County		92%	4%	1%	1%	1%	0%	IN	0.152	IN	0.552	160	
	10.	US 360 South of Clover												
	From:	North Carolina State Line												
3) Wilson Hwy	Grayson County	0.92 <b>630 F</b>	91%	0%	2%	4%	2%	0%	С	0.105	F	0.578	670	
<i></i>	To:	US 58 Near Mouth Of Wilso	n											
	From:	US 58 West of Galax												
Riverside Dr	Grayson County	4.22 <b>1700 F</b>	96%	0%	1%	1%	1%	0%	С	0.091	F	0.574	1800	
9	Tec	CD 274 B: 11 B												
Scenic Rd	From:	SR 274 Riverside Dr 2.05 <b>1900 F</b>	95%	2%	10/	10/	10/	00/	F	0.100	F	0.543	2000	
4) Scenic Rd	Grayson County			270	1%	1%	1%	0%	Г	0.100	Г	0.545	2000	
	From:	38-805 Southwest of Fries Spring 38-805 Spring Valley Rd	valley											
Scenic Rd	Grayson County	2.20 <b>1800</b> F	95%	2%	1%	1%	1%	0%	С	0.094	F	0.508	1900	
4) 3001110 110	arayson county		0070	270		1 /0	1 /0	0 70	J	0.004	•	0.000	1000	
	To- From:	WCL Fries												
4)	Town of Fries (Maint: 38)	0.48 <b>1800 N</b>	95%	2%	1%	1%	1%	0%	N	0.094	Ν	0.508	1900	
<u> </u>	To	38-1001 W Main St												
Scenic Rd	Town of Fries (Maint: 38)	0.56 <b>1900 F</b>	95%	2%	1%	1%	1%	0%	F	0.093	F	0.538	2000	
9	Tec	No. E.												
	From:	NCL Fries	050/	00/	10/	10/	10/	00/	N.	0.000	N.I.	0.500	0000	
4)	Grayson County	0.63 <b>1900 N</b>	95%	2%	1%	1%	1%	0%	N	0.093	N	0.538	2000	
	From:	Carroll County Line Grayson County Line												
lvanhoe Rd	Carroll County	9.20 <b>1000 G</b>	95%	2%	1%	1%	1%	0%	F	0.086	F	0.519	1100	
4) Ivannoe Hu	Tax	Wythe County Line	95 /6	2/0	1 /0	1 /0	1 /0	0 /6		0.000	'	0.519	1100	
	From:	Carroll County Line												
4) Ivanhoe Rd	Wythe County	0.85 <b>1200 G</b>	95%	2%	1%	1%	1%	0%	F	0.092	F	0.621	1200	
17 17 18 18 10 1 10	wythe county		0070	<b>-</b> /0	. /0	1 /0	1 /0	0 /0	•	0.002	•	0.021	1200	
	To: From:	98-639 Riverview Rd												
	14/ 11 0	2.66 <b>2100 G</b>	95%	2%	1%	1%	1%	0%	F	0.090	F	0.555	2100	
4) Ivanhoe Rd	Wythe County	2.00 <b>2100 G</b>												
14 Ivanhoe Rd	Wythe County													
Ivanhoe Rd  Ivanhoe Rd	Wythe County  Wythe County	98-619 Austinville Rd; Huddle 3.48 <b>4000 G</b>		2%	1%	1%	1%	0%	F	0.094	F	0.631	4100	

4/20/2015

# 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	QW
94) Ivanhoe Rd	From: Wythe Cour	nty	98-634 Lo	ots Gap Rd R <b>3700</b>	Ricky Ro	95%	2%	1%	1%	1%	0%	F	0.095	F	0.730	3800	G
	To:		US 5	52 Farmers St	tore												
95) Ramp	From: Greensville Co	ountv	JB-4	0 FROM RT NA	95								NA			NA	
95) 1 141111	To:	odinty		301 Skippers	Rd												
— Dama	From:	to (Mainte 00)		A JB-20 FRO	OM RT 9	95							NIA			NIA	
95 Ramp	City of Colonial Height	ts (Maint: 20)	0.18 SR 14	NA 44 FROM RT	Г 95								NA			NA	
~	From:			0 FROM RT	95												
95 Ramp	City of Richmond (I	Maint: 20)	0.05	NA SP 161 A C	1 TO								NA			NA	
	From:			SR 161- A G 95 North 73A													
95) Ramp	City of Richmond (I	Maint: 20)		10000	, A	91%	1%	1%	1%	6%	0%	F	0.105	Α		11000	Α
<u> </u>	Τα:			-7561 Maury													
95) Ramp	City of Richmond (I		95-N074C I- 0.16	·95-S074C FI <b>NA</b>	ROM R	OUT							NA			NA	
95) 1141115	To:	Mant. 10)		FROM ROU	JTE 95												
	From:			72A FROM	RT 95												
95 Ramp	Fairfax Cou		0.09	NA 8- 6A TO AN	ID FRO	M RT		<u> </u>					NA			NA	
	From:			175B TO RO													
95 Ramp	Fairfax Cou	nty	0.11	NA									NA			NA	
FNI	To:			41 FROM RT													
ExpN 95) NB Express Lanes	City of Alexandria (	Maint: 29)	0.95	xpress Roadw	vay NB								NA			NA	
	Combined Traffic Estimates for Parallel	Roadways on thi	s Route:	NA									NA			NA	
ExpN	<u>To-</u> Fronc		US 1 P	Patrick St; Mi	ill Rd												
95) NB Express Lanes	City of Alexandria (		0.87	NA									NA			NA	
$\smile$	Combined Traffic Estimates for Parallel			NA ımbia Line, P	Potomoo	Divor		i					NA			NA	
ExpS	From:	Dis		Express Lanes		Kivei											
95) SB Express Lanes	City of Alexandria (	Maint: 29)	0.80	NA	552								NA			NA	
	Combined Traffic Estimates for Parallel	Roadways on thi	s Route:	NA									NA			NA	
ExpS	To: From:			Patrick St; Mi	ill Rd												
95 SB Express Lanes	City of Alexandria (	,	0.95	NA									NA			NA	
	Combined Traffic Estimates for Parallel			NA ımbia Line, P	Potomac	River		1					NA			NA	
ExpS	From:	Dis		B Express La		-11.01											
95) Ramp	City of Alexandria	Maint: 29)	0.65	NA									NA			NA	
$\sim$	To:			Mill Rd													

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

		Primary and						Tru	ck			K		Dir		
Route	Jurisdiction	Length I	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	G
rth	From:	North Ca	arolina State	Line			ZAXIE	3+Axie	TITALI	ZIIali		i actor		i actor		
5)	Greensville County		20000	A	82%	1%	1%	1%	15%	0%	С	0.148	Α		16000	
3)	Combined Traffic Estimates for 2 Parallel Roadways on t			Α	83%	1%	1%	1%	15%	0%	C	0.136	Α	0.556	32000	
	To Tax					170		1 70	1070	070	Ü	0.100		0.000	02000	
orth	From:		529 Skippers													
95)	Greensville County		20000	Α	82%	1%	1%	1%	15%	0%	F	0.144	Α		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	40000	Α	83%	1%	1%	1%	15%	0%	F	0.134	Α	0.502	33000	
orth	To: From:	US 301 S	South of Emp	poria												
95)	Greensville County	1.70	20000	Α	82%	1%	1%	1%	15%	0%	F	0.145	Α		17000	
,9)	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	40000	Α	83%	1%	1%	1%	15%	0%	F	0.133	Α	0.527	34000	
	To:	SC	CL Emporia													
orth	City of Emporia (Maint: 40)				000/	10/	10/	10/	150/	0%	_	0.145	Α		17000	
95			20000	A	82%	1%	1%	1%	15%		F	0.145 NA	А		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	nis Route: 4	40000	Α	83%	1%	1%	1%	15%	0%	Г	NA			34000	
orth	To: From:		US 58													
95)	City of Emporia (Maint: 40)	0.62	17000	Α	82%	1%	1%	1%	15%	0%	F	0.149	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route: 3	34000	Α	84%	1%	1%	1%	14%	0%	F	NA			28000	
ıl.	To: Prom:	NC	CL Emporia				$\neg$ $\vdash$									
orth 95)	Greensville County	1.37	17000	Α	82%	1%	1%	1%	15%	0%	F	0.149	Α		14000	
95)	Combined Traffic Estimates for 2 Parallel Roadways on t			A	84%	1%	1%	1%	14%	0%	F.	0.136	Α	0.597	28000	
	To		North of Emp					.,.			-					
orth	From:								. =		_				.=	
95)	Greensville County			G	82%	1%	1%	1%	15%	0%	F _	0.157	A		15000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	.his Route: :	35000	G	84%	1%	1%	1%	14%	0%	F	0.14	Α	0.560	28000	
orth	To: From:	40-614	4 Otterdam R	Rd												
95)	Greensville County	3.63	17000	В	82%	1%	1%	1%	15%	0%	F	0.151	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	34000	В	84%	1%	1%	1%	14%	0%	F	0.134	Α	0.64	28000	
	To:		x County Lin													
orth	Sussex County		ille County L	Line B	82%	1%	1%	1%	15%	0%	_	0.151	Α		14000	
95)	Combined Traffic Estimates for 2 Parallel Roadways on t			В	84%	1%	1%	1%	14%	0%	· -	NA	^		28000	
	Combined Trainic Estimates for 2 Faraller Hoadways of t			Ь	04 /6	1 /0	1 /0	1 /0	14 /0	0 /6	'	INA			20000	
orth	To: From:		US 301													
05)	Sussex County		17000	Α	82%	1%	1%	1%	15%	0%	F	0.152	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route: :	34000	Α	84%	1%	1%	1%	14%	0%	F	0.137	Α	0.7	28000	
arth	To- From:	91-	-631 Jarratt													
orth 95	Sussex County	4.04	15000	Α	82%	1%	1%	1%	15%	0%	F	0.155	Α		13000	
90)	Combined Traffic Estimates for 2 Parallel Roadways on t		32000	A	84%	1%	1%	1%	14%	0%	F	0.133	Α	0.586	27000	
	Johnshied Frame Estimates for 21 arailer Hoduways off t	ino rioute.	32000	~	UT /0	1 /0	1 /0	1 /0	17/0	0 /0		0.141	$\overline{}$	0.500	2,000	

# 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
North	From:		91-645													
95)	Sussex County		17000	Α	82%	1%	1%	1%	15%	0%	F	0.151	Α		14000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	34000	Α	84%	1%	1%	1%	14%	0%	F	0.135	Α	0.572	28000	Α
North	To- From:	SR 4	40 Stony C	reek												
95)	Sussex County	0.22	17000	Α	85%	1%	1%	0%	13%	0%	F	0.149	Α		15000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	35000	Α	85%	1%	1%	0%	13%	0%	F	0.132	Α	0.558	29000	Α
North	To- From:	SC	L Stony Cr	eek												
95)	Town of Stony Creek (M	Maint: 91) 0.09	17000	Α	85%	1%	1%	0%	13%	0%	F	0.149	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	35000	Α	85%	1%	1%	0%	13%	0%	F	NA			29000	Α
North	Tov From:	NC	L Stony Cr	eek												
95)	Sussex County	2.14	17000	Α	85%	1%	1%	0%	13%	0%	F	0.149	Α		15000	Α
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	35000	Α	85%	1%	1%	0%	13%	0%	F	NA			29000	Α
NIl-	Tro- From:	91-60	2 Cabin Po	int Rd												
North 95	Sussex County	1.37	18000	Α	84%	1%	1%	0%	14%	0%	С	0.147	Α		15000	Α
<u></u>	Combined Traffic Estimates for 2 Parallel Ro		35000	Α	85%	1%	1%	0%	13%	0%	F	0.131	Α	0.714	30000	Α
	Τα		George Cou	_												
North 95	Prince George Co.		ex County 18000	Line A	84%	1%	1%	0%	14%	0%	С	0.147	Α		15000	Α
93)	Combined Traffic Estimates for 2 Parallel Ro	•		A	85%	1%	1%	0%	13%	0%	F	NA			30000	Α
	Tor		1-623 Carso	on												
North 95	Prince George Cou		18000	Α	84%	1%	1%	0%	14%	0%	F	0.146	Α		15000	Α
95)	Combined Traffic Estimates for 2 Parallel Roa	•		Ā	85%	1%	1%	0%	13%	0%	F	0.131	Α	0.593	31000	A
	To-		1, SR 35, S			. , ,		0,0	.070	0,70		01.01		0.000	0.000	
North	Prince George Cou		20000		85%	1%	1%	0%	13%	0%	С	0.138	Α		17000	Α
95	Combined Traffic Estimates for 2 Parallel Ro			A A	85%	1%	1%	0%	13%	0% 0%	С	0.138	A	0.647	34000	A
	To Tarille Latinates for 2 Farance From	adways on this rioute.			00 70	1 /0		0 70	10 /0	0 70	J	0.120	^	0.047	04000	^
North	From:		US 301													
95	Prince George Cou	•	21000	Α	85%	1%	1%	0%	13%	0%	F	0.134	A	0.500	19000	A
	Combined Traffic Estimates for 2 Parallel Roa	•	43000 I-295 West	Α	85%	1%	1%	0%	13%	0%	F	0.118	Α	0.566	37000	Α
North	From:		I-295 East													
95	Prince George Cou		14000	Α	85%	1%	1%	0%	13%	0%	F	0.128	Α		12000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	29000	Α	85%	1%	1%	0%	13%	0%	F	0.116	Α	0.542	25000	Α
North	To- From:		Rives Rd													
95)	City of Petersburg (Ma	•	16000	Α	85%	1%	1%	0%	13%	0%	F	0.118	Α		15000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roa	•		Α	85%	1%	1%	0%	13%	0%	F	0.108	Α	0.563	30000	Α
	To:		Wagner Rd	1												

# 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	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	. Q
orth	From:		Wagner Rd													
5	City of Petersburg (	'	23000	Α	85%	1%	1%	0%	13%	0%	F	0.105	Α		22000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	Α	85%	1%	1%	0%	13%	0%	F	0.096	Α	0.538	44000	
rth	T _O : From:	US 460 Cour	nty Rd; US 3	301 Crate	er Rd											
) <del>5</del> )	City of Petersburg (	(Maint: 74) 0.03	20000	Α	85%	1%	1%	0%	13%	0%	F	0.111	Α		19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	Α	85%	1%	1%	0%	13%	0%	F	0.101	Α	0.574	37000	
	Τα	Maintenan	ce Jurisdicti	ion Chan	ige											
rth	City of Petersburg (	Maint: 26) 0.44	I-85 <b>44000</b>	Α	92%	1%	1%	1%	6%	0%	E	0.094	Α		43000	
95)	Combined Traffic Estimates for 2 Parallel	,		A	91%	1%	1%	1%	6%	0%	F	0.094	A	0.507	85000	
	- I					1 /0	170	1 /0	0 70	0 70	'	0.032	^	0.507	03000	
rth	From:	US 301, Bu	s US 460 W	ashingto												
5	City of Petersburg (	` '	51000	Α	92%	1%	1%	1%	6%	0%	F	0.093	Α		51000	
	Combined Traffic Estimates for 2 Parallel	•		Α	91%	1%	1%	1%	6%	0%	F	NA			101000	)
rth	To: From:		Colonial He													
orth 95)	City of Colonial Heigh		51000	A A	92%	1%	1%	1%	6%	0%	F	0.093	Α		51000	
	Combined Traffic Estimates for 2 Parallel	,	103000	Α	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.503	101000	)
	To		outhpark Blv	ud												
orth	From:		•		000/	40/	401	40/	201	201	_				40000	
95)	City of Colonial Heigh	,	43000	Α	92%	1%	1%	1%	6%	0%	-	0.093	A	0.540	43000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	88000	Α	91%	1%	1%	1%	6%	0%	F	0.09	Α	0.513	87000	
orth	To: From:	SR	144 Temple	Ave												_
95)	City of Colonial Heigh	ts (Maint: 20) 2.38	48000	Α	92%	1%	1%	1%	6%	0%	С	0.093	Α		48000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	96000	Α	91%	1%	1%	1%	6%	0%	С	NA			96000	
	To:	NCL	Colonial He	eights			_									
orth 95)	Chesterfield C	ounty 1.55	48000	Α	92%	1%	1%	1%	6%	0%	С	0.093	Α		48000	
95)	Combined Traffic Estimates for 2 Parallel	,		A	91%	1%	1%	1%	6%	0%	С	0.092	Α	0.502	96000	
	Table 1 Table 2 Still along 101 2 Table 1				0170	1 70	170	1 /0	0 70	070	Ü	0.002	, ·	0.002	50000	
orth	From:		0 Woods Ed	ige Rd												
95)	Chesterfield C	,	47000	Α	92%	1%	1%	1%	6%	0%	F	0.091	Α		48000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	95000	Α	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.502	96000	
orth	To: From:	SR 10	West Hund	red Rd												
95)	Chesterfield C	ounty 1.81	56000	Α	92%	1%	1%	1%	6%	0%	F	0.096	Α		58000	
ン	Combined Traffic Estimates for 2 Parallel	•		Α	91%	1%	1%	1%	6%	0%	F	0.096	Α	0.513	114000	)
	To:	<u>,                                      </u>	SR 288													
orth	From:	2001		_	000/	10/	40/	10/	00/	00/	_	0.440			F0000	
95	Chesterfield C	•	48000	A	92%	1%	1%	1%	6%	0%	-	0.112	A	0.500	50000	
-	Combined Traffic Estimates for 2 Parallel		97000 -613 Willis	Α	91%	1%	1%	1%	6%	0%	F	0.093	Α	0.596	100000	)

# 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
orth	From:			000/	40/	10/	40/	00/	00/	_	0.400	^		50000	
95)	•									-			0.500	52000	,
	Combined Traffic Estimates for 2 Parallel Roadways of	1 this Route: 101000	Α	91%	1%	1%	1%	6%	0%	F	0.093	Α	0.593	104000	,
orth	Tox. From:	SR 150 Chippenha	am Pkwy												
95)	Chesterfield County	0.80 <b>47000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.122	Α		49000	
	Combined Traffic Estimates for 2 Parallel Roadways of	1 this Route: <b>95000</b>	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α	0.658	98000	1
orth	To: From:	SCL Richmo	ond												
95)	City of Richmond (Maint: 20)	1.12 <b>47000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.122	Α		49000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 95000	Α	91%	1%	1%	1%	7%	0%	F	NA			98000	
	To- Book	SR 161 Bells	Rd												
rth 5	City of Richmond (Maint: 20)	3.81 46000	Δ	91%	1%	1%	1%	6%	0%	С	0 116	Α		47000	
9)	Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 10000   A   91%   1%   1%   1%   1%   1%   1%   1	0.579	95000												
	To						.,.	. , .							
orth	City of Dialogous d (Mainty CO)	-		010/	10/	10/	10/	<b>C</b> 0/	00/	_	0.104	^		FF000	
5	,												0.570	55000	
	Combined Trainic Estimates for 2 Parallel Roadways of			91%	170	1%	170	170	0%	Г	0.09	А	0.578	110000	
rth	From:	James River B	ridge												
5)	, , ,			91%						F		Α		55000	
	Combined Traffic Estimates for 2 Parallel Roadways or	1 this Route: 107000	Α	91%	1%	1%	1%	7%	0%	F	NA			110000	
th	To: From:	SR 195 Downtown F	Expressw	ay											_
5)	City of Richmond (Maint: 43)	0.62 <b>58000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.099	Α		60000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 128000	Α	91%	1%	1%	1%	7%	0%	F	0.087	Α	0.599	133000	
	To- From:	US 250 Broa	d St			<u> </u>									
rth 5	City of Richmond (Maint: 43)	0.92 61000	Δ	91%	1%	1%	1%	6%	0%	F	0.093	Α		63000	
3)	,									F			0.555	132000	
	τα.														
orth East	From:			000/	10/	10/	10/	<b>F</b> 0/	00/	_	0.000	^		70000	
5 64	• • • • • • • • • • • • • • • • • • • •									F			0.500	72000	
	Combined Trainic Estimates for 2 Parallel Roadways of			93%	1%	1%	1%	5%	0%	г	0.088	А	0.508	151000	
rth East	To: From:	Chamberlayne	Ave												
5 (64)	City of Richmond (Maint: 43)	0.24 <b>58000</b>	Α	93%	1%	1%	1%	5%	0%	F	0.092	Α		60000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 119000	Α	93%	1%	1%	1%	5%	0%	F	0.09	Α	0.514	123000	
orth East	To: From:	US 1, US 301 Bel	videre St												
95) (64)	City of Richmond (Maint: 43)	1.97 <b>67000</b>	Α	93%	1%	1%	1%	5%	0%	С	0.088	Α		69000	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 136000	Α	93%	1%	1%	1%	5%	0%	F	0.088	Α	0.513	141000	
	To:	SR 161 Boule													

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

		- Timary an	id interstat	.0 1101				Tru	ck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
orth East	From:	SR	161 Boulevar	rd			ZAXIC	0+AXIC	TTTAII	ZIIali		1 40101		1 actor		
95) (64)	City of Richmond (Maint		72000	A	93%	1%	1%	1%	5%	0%	F	0.094	Α		75000	,
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	146000	Α	93%	1%	1%	1%	5%	0%	F	0.089	Α	0.532	152000	
	Toc	I-64 Nort	h Interchange	e: I-19:	5											
orth	City of Richmond (Maint		57000	Α	92%	1%	1%	1%	6%	0%	F	0.093	Α		58000	
95)	Combined Traffic Estimates for 2 Parallel Road	,		G	91%	1%	1%	1%	6%	0%	' F	NA	^		113000	
	Traine Estimates for 21 drainer fload				3170	1 /0	1 /0	1 /0	0 /0	0 70	'	14/3			110000	
orth	From:		Richmond, SR	161												
95)	Henrico County	0.91	53000	Α	92%	1%	1%	1%	6%	0%	F	0.095	Α		54000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	108000	Α	91%	1%	1%	1%	6%	0%	F	0.089	Α	0.501	110000	
orth	To: From:	U	S 1 Brook Rd	l												
95)	Henrico County	0.30	49000	Α	92%	1%	1%	1%	6%	0%	F	0.098	Α		50000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	97000	Α	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.503	99000	
	To	US 301	Chamberlayn	ne Ave												
orth	From: Laprice County				92%	1%	10/	10/	<b>C</b> 0/	00/	0	0.005	۸		47000	
95)	Henrico County Combined Traffic Estimates for 2 Parallel Road	1.82	47000	В			1%	1%	6% 6%	0% 0%	C	0.095	A A	0.504	47000	
	Combined Trainic Estimates for 2 Parallel Road			В	91%	1%	1%	1%	0%	0%	C	0.09	А	0.504	94000	
orth	To: From:	SR	73 Parham R	ld												_
95)	Henrico County	1.47	53000	Α	92%	1%	1%	1%	6%	0%	F	0.097	Α		52000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	87000	Α	91%	1%	1%	1%	6%	0%	F	0.088	Α	0.674	87000	
auth	To- From:		I-295													
orth 95	Henrico County	1.94	66000	Α	87%	1%	1%	1%	10%	0%	F	0.092	Α		63000	
,5)	Combined Traffic Estimates for 2 Parallel Road			A	87%	1%	1%	1%	10%	0%	F	0.088	Α	0.522	127000	
	To:		ver County L													
orth	From:		ico County L								_					
95	Hanover County	0.95	66000	Α	87%	1%	1%	1%	10%	0%	F _	0.092	Α		63000	
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	133000	Α	87%	1%	1%	1%	10%	0%	F	NA			127000	
orth	To: From:	42-65	6 Sliding Hill	l Rd												_
95)	Hanover County	1.79	57000	Α	87%	1%	1%	1%	10%	0%	С	0.095	Α		53000	
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	115000	Α	87%	1%	1%	1%	10%	0%	С	0.09	Α	0.511	105000	
	To	42-80	2 Lewistown	Rd			_									
orth 95)	Hanover County	2.12	54000	Α	87%	1%	1%	1%	10%	0%	F	0.098	Α		48000	
9)	Combined Traffic Estimates for 2 Parallel Road			A	87%	1%	1%	1%	10%	0%	F	0.092	Α	0.504	97000	
					J. 70	. 70		. 70	. 5 / 6	J /0	•	0.002		0.004	0,000	
	From:	S	CL Ashland													
orth																
orth 95	Town of Ashland (Maint Combined Traffic Estimates for 2 Parallel Road	,	54000	A A	87% 87%	1% 1%	1% 1%	1% 1%	10% 10%	0% 0%	F	0.098 NA	Α		48000 97000	

# 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
rth	From:		R 54 Ashlan													
5	Town of Ashland (Maint: 42)	1.72	50000	Α	87%	1%	1%	1%	10%	0%	F	0.104	Α		44000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	101000	Α	87%	1%	1%	1%	10%	0%	F	NA			88000	
:h	To: From:	N	NCL Ashland	i												
5)	Hanover County	4.29	50000	Α	87%	1%	1%	1%	10%	0%	F	0.104	Α		44000	
/	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	101000	Α	87%	1%	1%	1%	10%	0%	F	0.097	Α	0.524	88000	
	To- From:	SR 30 Kins	gs Dominion	Boulev	ard											
h )	Hanover County	3.36	48000	Α	87%	1%	1%	1%	10%	0%	F	0.104	Α		42000	
)	Combined Traffic Estimates for 2 Parallel Roadways on			A	87%	1%	1%	1%	10%	0%	F	NA	,,		84000	
	To:		line County		0.70	.,.		.,.			-					
1	From:		over County		070/	40/		40/	400/	00/	_	0.404			40000	
)	Caroline County	3.07	48000	A	87%	1%	1%	1%	10%	0%	F	0.104	A	0.500	42000	
	Combined Traffic Estimates for 2 Parallel Roadways on			Α	87%	1%	1%	1%	10%	0%	Г	0.099	Α	0.529	84000	
ו	Tox. From:	SR 207	Rogers Clar	rk Blvd												_
h )	Caroline County	6.12	45000	Α	86%	1%	1%	0%	11%	1%	F	0.102	Α		39000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	89000	G	86%	1%	1%	1%	12%	1%	F	NA			77000	
າ	To: From:	16-6.	39 Ladysmit	h Rd												_
	Caroline County	6.35	46000	Α	86%	1%	1%	0%	11%	1%	F	0.101	Α		40000	
/	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	93000	Α	86%	1%	1%	1%	12%	1%	F	0.096	Α	0.501	81000	
	To:		lvania Coun	_												
)	Spotsylvania County	Caro	line County 46000	Line A	86%	1%	1%	0%	11%	1%	E	0.101	Α		40000	
)	Combined Traffic Estimates for 2 Parallel Roadways on	_		A	86%	1%	1%	1%	12%	1%	F	NA	^		81000	
	Tool				0070	1 /0		1 70	1270	1 70	•	1471			01000	
h N	From:		Mudd Tave													
)	Spotsylvania County	7.58	47000	Α _	86%	1%	1%	0%	11%	1%	С	0.100	Α		42000	
	Combined Traffic Estimates for 2 Parallel Roadways on		<b>95000</b> 17, Ramp I-9	F	86%	1%	1%	1%	12%	1%	С	0.086	В	0.508	83000	
า	From:		7 Jefferson													
17	Spotsylvania County	2.81	57000	Α	86%	1%	1%	0%	11%	1%	F	0.089	Α		53000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	116000	Α	86%	1%	1%	1%	12%	1%	F	0.084	Α	0.513	107000	
l-	T _O .	SCI	Frederickst	ourg			$\Box$									
h 17	City of Fredericksburg (Maint: 88)	0.89	57000	A	86%	1%	1%	0%	11%	1%	F	0.089	Α		53000	
[17]	Combined Traffic Estimates for 2 Parallel Roadways on			A	86%	1%	1%	1%	12%	1%	F	NA	•		107000	J
	To		R 3 Plank R													
th	From:				000/	40/	40/	00/	110/	40/		0.070			70000	
5) [17]	City of Fredericksburg (Maint: 88)	2.29	73000	A	86%	1%	1%	0%	11%	1%	F	0.079	A	0.510	70000	
	Combined Traffic Estimates for 2 Parallel Roadways on		ord County	В	86%	1%	1%	1%	12%	1%	F	0.076	Α	0.516	137000	

## 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	Q
orth	From:	NCI	Fredericksh	ourg			1	017100	111411	Liian		1 40101		- 40101		
)5) (17)	Stafford Count		73000	A	86%	1%	1%	0%	11%	1%	F	0.079	Α		70000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	143000	В	86%	1%	1%	1%	12%	1%	F	NA			137000	
	To- From:	US 17; BUS	S US 17 Wa	rrenton	Rd											
orth 95	Stafford Count	tv 2.53	65000	Α	91%	1%	1%	1%	7%	0%	F	0.077	Α		63000	
15)	Combined Traffic Estimates for 2 Parallel Ro	•		A	91%	1%	1%	1%	7%	0%	F	0.073	Α	0.507	125000	
	To	89-890	0 Centreport	Pkwv												
orth	Stafford Count		67000	A	91%	1%	1%	1%	7%	0%	E	0.077	Α		65000	
95	Combined Traffic Estimates for 2 Parallel Ro	•		A	91%	1%	1%	1%	7%	0%	F	0.077	Α	0.528	127000	
	To To		0 Courthous		0170	1 /0		170	, , ,	070	•	0.070	,,	0.020	127000	
rth	From:				2121											
<del>1</del> 5	Stafford Count	•	66000	A	91%	1%	1%	1%	7%	0%	С	0.077	A	0.540	64000	
	Combined Traffic Estimates for 2 Parallel Ro			Α	91%	1%	1%	1%	7%	0%	С	0.073	Α	0.518	127000	
orth	To- From:	89-610	) Garrisonvil	lle Rd												_
5)	Stafford Count	,	67000	Α	91%	1%	1%	1%	7%	0%	F	0.085	Α		65000	
	Combined Traffic Estimates for 2 Parallel Ro			Α	91%	1%	1%	1%	7%	0%	F	NA			130000	
orth	To: From:		Villiam County I	_	:											
95)	Prince William Co		67000	A	91%	1%	1%	1%	7%	0%	F	0.085	Α		65000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	134000	Α	91%	1%	1%	1%	7%	0%	F	0.072	Α	0.51	130000	
	To- From:	Russ	sell Rd Quan	tico												
orth 95	Prince William Co	ounty 2.32	67000	Α	91%	1%	1%	1%	7%	0%	F	0.080	Α		66000	
33)	Combined Traffic Estimates for 2 Parallel Ro			A	91%	1%	1%	1%	7%	0%	F	0.073	Α	0.527	130000	
	Tor		619 Joplin F	Rd												
orth	Prince William Co		78000	G	91%	1%	1%	1%	7%	0%	E	0.084	F		76000	
95)	Combined Traffic Estimates for 3 Parallel Ro	· · · · · ·		G	91%	1%	1%	1%	7%	0%	F	NA	•		160000	
	Trailing Estimates for 6 1 drailer Fit	<u> </u>			0170	1 /0		1 70	7 70	0 70	•	1471			100000	
orth	From:		34 Dumfries								_					
95)	Prince William Co	•	68000	F	91%	1%	1%	0%	7%	0%	С	0.075	F		66000	
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	155000	G	93%	1%	0%	0%	5%	0%	F	NA			153000	
orth	Ta- From:	76-	784 Dale Bl	vd												
5	Prince William Co	,	69000	G	91%	1%	1%	0%	7%	0%	F	0.075	F		69000	
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	163000	G	93%	1%	1%	0%	5%	0%	F	NA			167000	
orth	Ta- From:	76-3000 I	Prince Willia	ım Pkw	у											
95)	Prince William Co	ounty 1.92	83000	G	91%	1%	1%	0%	7%	0%	F	0.076	F		84000	
	Combined Traffic Estimates for 3 Parallel Ro	•	187000	G	93%	1%	1%	0%	6%	0%	F	NA			194000	
	To:		23 Gordon E	3lvd												

## 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:		123 Gordon													
95)	Prince William County	0.74	91000	G	91%	1%	1%	0%	7%	0%	F	0.088	F		92000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Roadways on t			G	93%	1%	0%	0%	5%	0%	F	NA			216000	G
NIII-	To:	Fairfax Cour ince William C														
North 95	Fairfax County	0.38	91000	G	91%	1%	1%	0%	7%	0%	F	0.088	F		92000	G
95)	Combined Traffic Estimates for 3 Parallel Roadways on t			G	93%	1%	0%	0%	5%	0%	F	NA	•		216000	G
	- Turno Estimates for 51 drainer readways on				0070	1 70	070	0 70	0 /0	0 70	•	1471			210000	G
North	From:	US	1 Richmond	Hwy												
95)	Fairfax County	2.49	78000	G	91%	1%	1%	0%	7%	0%	F	NA			75000	G
$\bigcirc$	Combined Traffic Estimates for 3 Parallel Roadways on t	this Route:	193000	G	93%	1%	1%	0%	5%	0%	F	NA			189000	G
	To From	29	-642 Lorton	Rd			<u> </u>									
North 95	Fairfax County	1.90	89000	G	91%	1%	1%	1%	7%	0%	F	NA			87000	G
95)	Combined Traffic Estimates for 3 Parallel Roadways on t			G	93%	1%	1%	0%	5%	0%	F	NA			208000	G
	Combined Traine Estimates for or arallel Hoddways of the				30 /6	1 /0	1 70	0 70	370	0 70	'	IVA			200000	ч
North	From:	Ramp	to Express	Lanes												
North 95	Fairfax County	0.79	93000	G	91%	1%	1%	0%	7%	0%	F	NA			91000	G
$\bigcirc$	Combined Traffic Estimates for 3 Parallel Roadways on t	this Route:	211000	G	93%	1%	1%	0%	5%	0%	F	NA			218000	G
	To 29-61	17 Backlick R	d, SR 286 Fa	airfax Co	ounty Pkw	v										
North 95	Fairfax County	2.56	111000	G	91%	1%	1%	0%	7%	0%	F	NA			108000	G
95)	Combined Traffic Estimates for 3 Parallel Roadways on t			-	93%	1%	1%	0%	6%	0%	' F	NA			218000	G
	Combined Trainic Estimates for 3 Faranier Hoadways of the				93 /6	1 /0	1 /0	0 /6	0 /0	0 /6	'	INA			210000	G
North	Tre: From:	Exp	oress Lane R	amp												
95)	Fairfax County	0.14	111000	N	91%	1%	1%	0%	7%	0%	Ν	NA			108000	Ν
$\bigcirc$	Combined Traffic Estimates for 3 Parallel Roadways on t	this Route:	244000	N	93%	1%	1%	0%	6%	0%	Ν	NA			247000	Ν
	- Tα- I-39	5; 29-644 Fra	nconia Rd: 0	Old Keer	ne Mill Rd		<b>—</b> —									
North	Fairfax County	1.96	123000	G	91%	1%	1%	0%	7%	0%	F	NA			124000	G
95	Combined Traffic Estimates for 2 Parallel Roadways on t			G	92%	1%	1%	0%	6%	0%		NA			224000	G
	Toc		5 Capital Bel	_	<i>32</i> /6	1 /0	1 /0	0 /6	0 /0	0 /6	'	INA			224000	G
North	From:	1 1).	I-495	itwuy												
95 Capital Beltway	Fairfax County	0.96	92000	Α	91%	1%	1%	0%	7%	0%	F	0.088	Α		99000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	182000	Α	92%	1%	1%	0%	6%	0%	F	0.083	Α	0.519	195000	Α
	Cap	oital Beltwa	y is also s	signed	as I-495	5										
	To:	29-0	613 Van Doi	rn St			$\neg$ $\vdash$									
North	Fairfax County				Ω10/	10/	10/	00/	70/	00/	E	NA			72000	C
95 Capital Beltway	,	1.54	69000	G	91%	1%	1%	0% 0%	7%	0% 0%						G
	Combined Traffic Estimates for 2 Parallel Roadways on t				92%	1% -	1%	0%	6%	0%	г	NA			161000	G
	Cap	oital Beltwa		_	as 1-495	)										
	10.	Eisenho	ower Ave Co	nnector												

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

Route	Jurisdict	tion	l enath	AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	ΟW
	ourisdict	11011				71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
North 95 Capital Beltway	Fairfax Co	ountv	Eisenho 1.55	wer Ave Co	onnector <b>G</b>	91%	1%	1%	0%	7%	0%	F	NA			72000	G
95) Capital Bellway	Combined Traffic Estimates for 2 Paralle	•			G	92%	1%	1%	0%	6%	0%	F	NA			153000	G
		-	pital Beltwa					. , 0	0,0	0,70	0,70					.00000	<b>O</b> .
		To:		41 Telegrap	_												
North (95) Capital Beltway	Fairfax Co	om: L	1.26	65000	G	95%	1%	1%	1%	2%	0%	F	NA			64000	G
95) Capital Beltway	Combined Traffic Estimates for 2 Paralle	•			G	94%	1%	1%	1%	2 % 4%	0%	F	NA			139000	G
	Combined Traine Estimates for 21 draine	-	pital Beltwa					1 /0	1 /0	7/0	0 /0		INA			100000	ч
		To:		CL Alexand		40 1 100											
North	Fro	om:		fax County													
95 Capital Beltway	City of Alexandria	,	0.25	65000	G	95%	1%	1%	1%	2%	0%	F	NA			64000	G
~	Combined Traffic Estimates for 4 Paralle	•			G		_						NA			NA	
		Ca	pital Beltwa		•	as I-495	5										
North	Fro	To: om:	US 1	Richmond	Hwy												
95 Capital Beltway	City of Alexandria	a (Maint: 29)	1.07	80000	G	91%	1%	1%	0%	7%	0%	F	NA			80000	G
$\circ$	Combined Traffic Estimates for 4 Paralle	el Roadways on	this Route:	164000	G								NA			NA	
		Ca	pital Beltwa				5										
		To:	District of Colu	ımbia Line,	Potoma	c River											
North	Fre	om:		h to Welcor	ne Cente	er										NIA	
95 Skippers Welcome (	Center Greensville	County	0.05 Enter Welco	NA Conton	Doulsino	Lat							NA			NA	
North	Fro	om:		me Center													
(95) Skippers Welcome (	Center Greensville	County	0.04	1600	Α	97%	0%	1%	0%	1%	0%	С	0.161	Α		1300	Α
N. II	En	To:	RAOA FR	OM PARKI	NG AR	EA		_									
North Skippers Welcome (	Center Greensville	County	0.01	NA									NA			NA	
93) 6		To:		I-95 North													
North	Fro	om:		I-95 North													
95) Ramp	Greensville	County	0.15	1300	G								NA			1300	G
$\overline{}$		To:	40-629	Moores Fe	rry Rd												
North		om:		I-95 North													
95 Ramp	Greensville	County	0.18	1100	G								NA			1100	G
		To:	I-95	South Exit	8A												
North	City of Emparia	(Maint: 40)	0.13	I-95 North	G								NA			3300	G
95 Ramp	City of Emporia	(IVIAITIL 4U)		3300 n Exit 11A I	-	lit		1					INA			3300	G
North	Fre	om:		11C TO RT													
95) Ramp	City of Emporia	(Maint: 40)	0.04	NA									NA			NA	
		To:	US 58	FROM RT	95 N												
North	•	om:		I-95 North									_				
95) Ramp	City of Emporia	(Maint: 40)	0.12	1100	G			1					NA			1100	G
		10:		US 58													

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

Route	Jurisdiction	Longth AADT OA ATiro Buc	Truck QC K Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT	QW
North 95 Ramp	City of Emporia (Maint: 40)	I-95-N011A TO Bus US 58 0.05 <b>NA</b> FROM RT 95 N	NA	NA	
North 95 Ramp	Greensville County	I-95 North 0.08 <b>530 A</b> US 301	0.150 A	630	Α
North 95 Ramp	Greensville County	I-95 North 0.24 <b>210 G</b> 40-614 Otterdam Rd	NA	210	G
North 95 Ramp	Sussex County	I-95 North 0.16 1000 G US 301 Blue Star Hwy	NA	1000	G
North 95 Ramp	Sussex County	I-95 North 0.22 <b>310 G</b> 91-631 Jarratt Rd	NA	310	G
North 95 Ramp	Sussex County	I-95 North 0.21 <b>140 G</b> 91-645 Owen Rd	NA	140	G
North 95 Ramp	Sussex County	I-95 North 0.23 <b>610 G</b> SR 40 Sussex Dr	NA	610	G
North 95 Ramp	Sussex County	I-95 North 0.21 <b>1000 G</b> 91-602 Cabin Point Rd	NA	1000	G
North 95 Carson Rest Area Ramp	Prince George County	I-95 North to Rest Area	1% 0% 20% 0% C NA	1200	G
North 95 Carson Rest Area Ramp	Prince George County	Exit Rest Area Parking Lot 0.20 NA 1-95 North from Rest Area	NA NA	NA	
North 95 Ramp	Prince George County	I-95 North 0.25 <b>340 G</b> 74-623 Rowanty Rd	NA	340	G
North 95 Ramp	Prince George County	I-95 North to Weigh Station  0.36 <b>2200 G</b> I-95 North from Weigh Station	NA	2200	G
North 95 Ramp	Prince George County	I-95 North 0.23 <b>460 G</b> SR 35 Courtland Rd	NA NA	460	G
North 95 Ramp	Prince George County	I-95 North  0.80 <b>490 G</b> US 301 Crater Rd	NA	490	G

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

		Filliary and interstate noutes		<del>-</del> .		D:		
Route	Jurisdiction	Length AADT QA 4Tire	Δ Rue	Truckxle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
North	From:	I-95 North	270	Nie Officie Titali Zitali	1 40101	1 40101		
(95) Ramp	City of Petersburg (Maint: 74)	0.17 <b>890 A</b>			0.109	Α	870	Α
	To:	123-9008 Rives Rd						
North	From:	I-95 North						
(95) Ramp	City of Petersburg (Maint: 74)	0.35 <b>270 A</b>			0.132	Α	290	Α
	To:	123-9010 Wagner Rd						
North	From:	I-95 North						
95) Ramp	City of Petersburg (Maint: 74)	0.23 <b>690 G</b>			NA		690	G
	To:	123-9010 Wagner Rd						
North	From:	I-95 North Collector Rd						
(95) Ramp	City of Petersburg (Maint: 74)	0.11 <b>720 G</b>			NA		720	G
	To:	US 460 County Dr						
North	From:	I-95 Collector Rd			<del>-</del>			
(95) Ramp	City of Petersburg (Maint: 74)	0.14 <b>500 G</b>			NA		500	G
	To:	BUS US 460 P						
North	From:	I-95 Collector Rd						
(95) Ramp	City of Petersburg (Maint: 74)	0.16 <b>1900 G</b>			NA		1900	G
	To:	US 301						
North	From:	I-95 North						
95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.04 <b>NA</b>		!	NA		NA	
	To	Ramp to US 460 East						
North	From:	•						_
95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.15 <b>2800 G</b>			NA		2800	G
North	To: From:	Ramp From US 460 West						
95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.26 <b>11000 A</b>			0.142	Α	12000	Α
93) 1 00 1101111 02 110 01 100, 00 00 1				Ī	J		000	
North	From:	Ramp to US 301 North						
95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.22 <b>NA</b>			NA		NA	
	To.	Ramp to US 301 South						
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.06 <b>9700 G</b>			NA		9700	G
95 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.08 <b>9700 G</b>			INA		9700	G
North	To: From:	Ramp From US 301						
95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.14 <b>14000 A</b>			0.121	Α	16000	Α
	Too	Ramp to Wythe & Washington Streets						
North	From:							-
95) I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.01 <b>NA</b>		İ	NA		NA	
<u> </u>	Τα	I-95 North						
North	From	I-95 North Collector Rd						_
95) Ramp	City of Petersburg (Maint: 26)	0.47 <b>3600 G</b>	~	İ	NA		3600	G
<u> </u>	To I-8	35 North Exit 68B To Wythe St & Washington	on St					

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tir	O Buc	Truck Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
North 95 Ramp	City of Petersburg (Maint: 26)	I-95 North  0.43 <b>5400 G</b> I-85 South		_ 	NA		5400	G
North 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.19 <b>970 F</b> US 301 Par, Bank St			0.116	F	970	F
North 95 Ramp	City of Colonial Heights (Maint: 20)	I-95 North  0.21 11000 A  106-2 Southpark Blvd			0.112	Α	11000	Α
North 95 Ramp	City of Colonial Heights (Maint: 20)	I-95 North	% 0%	0% 0% 1% 0%	C 0.084	F	6300	G
North 95 Ramp	Chesterfield County	I-95 North 0.29 <b>8000 G</b> 20-746 Ruffin Mill Rd			0.089	F	8000	G
North 95 Ramp	Chesterfield County	I-95 North  0.38 <b>2900 G</b> SR 10 E, West Hundred Rd			0.084	F	2900	G
North 95 Ramp	Chesterfield County	I-95 North  0.24 <b>4500 G</b> SR 10 W, West Hundred Rd			0.111	F	4500	G
North 95 Ramp	Chesterfield County	I-95 North 0.09 <b>3200 A</b> 20-613 Willis Rd			0.132	Α	3600	Α
North 95 Ramp	Chesterfield County	I-95 North 0.70 <b>2500 A</b> SR 895 East			0.110	Α	2600	Α
North 95 Ramp	Chesterfield County	I-95 North  0.48 <b>12000 G</b> 1SR 150-P			0.102	F	12000	G
North 95 Ramp	City of Richmond (Maint: 20)	I-95 North  0.30 <b>5700 G</b> I-95 South Exit 69A Ramp			0.143	F	5700	G
North 95 Ramp	City of Richmond (Maint: 20)	I-95 North  0.50 <b>1800 A</b> I-95 South Exit 73A			0.193	Α	2100	Α
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.26 NA SR 195			NA		NA	
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North  0.06 <b>10000 G</b> I-95-N074D TO BROAD ST VIA 17TH S	Τ		0.135	F	10000	G

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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 2Axle 3+Axle 1Trail 2Trail Factor	QK Dir Factor	AAWDT	QW
North 95 Ramp	City of Richmond (Maint: 43)	I-95-N074D TO BROAD ST VIA 17TH ST  0.14 <b>4300 G</b> I-95-S074C I-95- 74C FROM ROUT	0.184	F	4300	G
North 95 Ramp	City of Richmond (Maint: 43)	I-95-N074C TO BROAD ST VIA 17TH ST 0.15 <b>5900 G</b> 1US 360-P; 127-7608 VENABLE ST	0.115	F	5900	G
North 95 Ramp	From: City of Richmond (Maint: 43)  Toc	Ramp to 7th Street	0.093	Α	21000	Α
North 95 Ramp	City of Richmond (Maint: 43)		NA NA		NA	
North 95 Ramp	City of Richmond (Maint: 43)	127-44-N001C FROM 7TH STREET  0.12 NA  1-64-E FROM RT 95 NORTH & 7TH STREET	NA NA		NA	
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North Exit 75A 0.16 <b>1800 G</b> 7th Street	0.134	F	1800	G
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North 0.10 <b>12000 G</b> 127-50 Chamberlayne Pkwy	0.105	F	12000	G
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North  0.08 <b>4100 G</b> I-95 North Exit 78B	0.130	F	4100	G
North 95 Ramp	City of Richmond (Maint: 43)	I-95-N078B Ramp 0.04 <b>4100 N</b> 127-7603 Hermitage Rd	0.130	N	4100	N
North 95 Ramp	City of Richmond (Maint: 43)	I-95-N078A Ramp 0.02 <b>NA</b> 127-7603 Hermitage Rd	NA NA		NA	
North 95 Ramp	City of Richmond (Maint: 43)	I-95 North  0.15 <b>5300 A</b> 99% 0%  127-7576 Westbrook Ave		Α	5600	Α
North 95 Ramp	Henrico County	I-95 North 0.13 <b>4600 G</b> Wilmer Ave	0.116	F	4600	G
North 95 Ramp	Henrico County	I-95 North 0.18 <b>6000 A</b> US 301; 2US 301-P FROM R	0.131	Α	6500	Α
North 95 Ramp	Henrico County	I-95 North 0.27 <b>2500 G</b> SR 73 E, Parham Rd	0.145	F	2500	G

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

Route	Jurisdiction	Longth AADT OA ATiro Dug		AAWDT QW
North	From:	I-95 North		5000 0
95 Ramp	Henrico County	0.22 <b>5800 G</b> SR 73 W, Parham Rd	0.109 F	5800 G
North	From:	I-95 North		
95) Ramp	Henrico County	0.30 <b>4200 G</b>	0.149 F	4200 G
	To:	I-295 East Collector Road		
North 95 Ramp	Henrico County	I-95 North 0.24 <b>6300 G</b>	 0.132 F	6300 G
93) 1	To:	I-295 West Collector Road	<u> </u>	
North	From:	I-95 North		
95) Ramp	Hanover County	0.40 <b>8800 G</b>	NA	8800 G
	10:	42-656 Sliding Hill Rd		
North 95 Ramp	Hanover County	I-95 North 0.24 <b>3300 G</b>	NA	3300 G
93)	To	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>	NA	13000 G
North	To- From:	I-95-N086A TO RT 656	<u> </u>	
95 Collector Distributor Ramp	Hanover County	0.16 <b>NA</b>	NA	NA
North	To- From:	42-656-E000B FROM RT 656 EAST		
95 Collector Distributor Ramp	Hanover County	0.19 <b>NA</b>	NA	NA
$\overline{}$	To: From:	I-95-N086B TO RT 656 WEST	7	
North  (95) Collector Distributor Ramp	Hanover County	0.18 <b>NA</b>	NA	NA
North	To- From:	42-656-W000B FROM RT 656		
95) Collector Distributor Ramp	Hanover County	0.08 <b>NA</b>	NA	NA
$\overline{}$	То:	I-95-N END COLLECTOR ROAD00- RT 656	20.	
North	From:	I-95 North		
95 Ramp	Hanover County	0.16 <b>5300 G</b> 42-802 Lewistown Rd	0.138 F	6000 G
North	From:	I-95 North		
(95) Ramp	Hanover County	0.19 <b>1400 G</b>	NA NA	1400 G
	Tα	SR 54 East Patrick Henry Rd		
North	From:	I-95-N TO RT 54		
95 Ramp	Hanover County	0.24 <b>7400 G</b>	NA	7400 G
News	From	SR 54 FROM RT 95		
North 95 Ramp	Hanover County	I-95-N TO RT 30 0.17 <b>2600 G</b>	NA	2600 G
<u> </u>	To	I-95-N098B JB-42 FROM RT 95		

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

Route	Jurisdiction	Length AADT Q	<b>A</b> 4Tire	Bus			rail 2Tra	$\sim$	, K Factor	QK	Dir Factor	AAWDT	QW
North 95 Ramp	Hanover County	I-95-N098B JB-42 FROM 0.04 <b>NA</b> SR 30 FROM RT 95	RT 95						NA			NA	
North 95 Ramp	From: Hanover County To:	I-95-N098A JB-42 FROM 0.03 <b>NA</b> SR 30 SR 30- B TO AND FR							NA			NA	
North 95 Ramp	From: Caroline County	I-95 North  0.20 <b>10000 F</b> I-95 North Exit 104B Ramp to		1%	2%	1% 3	7% 1%	. С	0.081	F		10000	F
North 95 Ramp	Caroline County	I-95-N104B FROM RT 0.09 <b>8100 C</b> SR 207 FROM RT 95	95 <b>i</b>						0.081	N		8100	G
North 95 Ramp	Caroline County	I-95-N104A FROM RT 0.05 <b>NA</b> SR 207 TO AND FROM							NA			NA	
North Ladysmith Rest Area Ramp	Caroline County	I-95 North to Rest Are 0.17 <b>2600</b> C Enter Rest Area Parking	a i 82%	1%	1%	1% 1	4% 0%	. C	NA			2600	G
North 95 Ladysmith Rest Area Ramp	Caroline County	Exit Rest Area Parking l 0.07 <b>2200 A</b> I-95 North from Rest Ar	Lot						0.13	Α		2000	Α
North 95 Ramp	Caroline County	I-95 North 0.15 <b>2000 F</b> 16-639 Ladysmith Rd							0.101	F		2000	F
North 95 Ramp	Spotsylvania County	I-95-N TO RT 66 0.22 <b>2400 C</b> 88-606 FR RT 95 TO F							NA			2400	G
North 95 Ramp	Spotsylvania County	I-95 North 0.29 <b>4300 C</b> US 1 Jefferson Davis H							NA			4300	G
North 95 Ramp	Spotsylvania County	I-95-N TO RT 1 0.08 <b>1700 C</b> US 1 Gap FROM RT 9							NA			1700	G
North 95 Ramp	Spotsylvania County	I-95 North 0.37 <b>3500</b> G SR 3 Plank Rd							NA			3500	G
North 95 Ramp	Spotsylvania County	I-95-N TO RT 3 WB 0.18 <b>6000 C</b> SR 3 SR 03-E032B TO AND F	ì						NA			6000	G
North 95 Ramp	Stafford County	I-95 Collector Rd 0.29 <b>2000</b> C US 17 BUS		1%	2%	1% 3	% 0%	. C	NA			2000	G

# 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	QW
North	From:		5 Collector R				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
95) 17 Ramp, I-95 N to US 17 N	Stafford County		15000	G	87%	1%	1%	1%	9%	0%	С	0.085	Ν	0.564	15000	G
	To:		BUS US 17													
North	From:		I-95 North													
95 17 Collector Rd	Stafford County	0.45	17000	G	87%	1%	1%	1%	9%	0%	С	NA			17000	G
North	To: From:	I-95-N13	3A TO RT 1	17 BUS												
95) (17) Collector Rd	Stafford County	0.30	NA									NA			NA	
	To: From:	US 17-S180A FRC	OM RT 17 SC	OUTH (	@ 17 BUS		_									
North (95) (17) Collector Rd	Stafford County	0.20	NA									NA			NA	
	To:	I-95-N133	BB RAMP TO	O RT 1	7		$\neg$									
North (95) Collector Rd	Stafford County	0.18	NA									NA			NA	
93) Comostor Ha	To:			7 DIIC	NODTH											
North	From:	C1US 17-N002A				201	40/	40/	40/	00/	_				10000	
95 Collector Rd	Stafford County		11000 I-95 North	G	96%	0%	1%	1%	1%	0%	F	NA			12000	G
North	From:	I-95-N TO CE		DADE	WAV											
North (95) Ramp	Stafford County	0.37	NA	FARK	WAI							NA			NA	
1	To:	89-8900	ΓΟ & FROM	1 95 NC	)											
North	From:	I-95	5-N TO RT 6	30												
95 Ramp	Stafford County	0.19	NA									NA			NA	
	To:	89-630; 89-63		T 95 FI	R RT											
North Ramp	Stafford County	0.20	I-95 North <b>4200</b>	G	96%	0%	1%	1%	2%	0%	С	NA			4200	G
95 Ramp	To:		fferson Davi		90 /6	0 /6	1 /0	1 /0	2/0	0 /6	C	INA			4200	G
North	From:		I-95 North				i									
(95) Ramp	Stafford County	0.25	6900	G	97%	1%	1%	0%	1%	0%	С	NA			6900	G
	To:	89-610	) Garrisonvill	le Rd												
North	From:	I-95-N TO	GOVERNM	IENT R	:D											
(95) Ramp	Prince William County	,	4300	G								NA			4300	G
	To:		ROM RT 95													
North	Prince William County		I-95 North <b>20000</b>	G	98%	0%	1%	00/	00/	00/	F	0.077	۸		20000	G
95 Ramp	Prince William County	Split of ramp from 1					1 %	0%	0%	0%	r	0.077	А		20000	G
North	From:	Split of ra	amp from I-9			-										
95 Ramp	Prince William County		NA									NA			NA	
	Τα·		19 Joplin Rd													
North Pomp	Prince William County		amp from I-9	5 North	1							NIA			NΙΔ	
95 Ramp	Prince William County	•	NA 9 Joplin Rd	WB			_					NA			NA	
	I	/0-01	> Jopili Ku	מיזי												

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

Route	Jurisdiction		4Tire Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 95 Ramp	Prince William County	I-95 North  0.24 3100 G  SR 234 Dumfries Rd		<u> </u>					NA			3100	G
North 95 Ramp	Prince William County	I-95-N152A FROM RT 95 0.22 <b>NA</b> SR 234 FROM RT 95							NA			NA	
North 95) Dale City Rest Area Ramp	Prince William County	I-95 North to Scales 0.22 <b>4600 G</b>	13% 5%	3%	4%	72%	2%	С	NA			4600	G
North 95 Dale City Rest Area Ramp	Prince William County	Enter Scales  Exit Rest Area Parking Lot  0.45	38% 4%	2%	2%	52%	2%	С	NA			4800	G
North (95) Ramp	Prince William County	I-95 North from Rest Area I-95-N156X TO RT 784-DALE B 0.29 4800 G	LVD						0.091	F		4800	G
North (95) Ramp	Prince William County	FROM RT 95  I-95-N156X TO RT 784-DALE B  0.24 NA	LVD						NA			NA	
North  (95) Dale City Rest Area Ramp	Prince William County	76-784 FR RT 95  I-95 North to Rest Area  0.20 <b>1500</b> F							0.077	F		1500	F
North 95 Dale City Rest Area Ramp	Prince William County	Enter Rest Area Parking Lot Exit Rest Area Parking Lot 0.23 1900 F  I-95 North from Rest Area	96% 1%	2%	0%	1%	0%	С	0.316	F		1800	F
North 95 Ramp	Prince William County	I-95-N BEG COLL RD- RT 784-DAL 0.19 NA	E BLVD						NA			NA	
North 95 Ramp	Prince William County	I-95-N156A TO RT 784-DALE B 0.11 <b>NA</b>							NA			NA	
North 95 Ramp	Prince William County	76-784-E006B FROM RT 784-DAL							NA			NA	
North 95 Ramp	Prince William County	0.14 NA							NA			NA	
North 95 Ramp	Prince William County	76-784-W006B FROM RT 784-DAL  0.17 NA  76-2000-E004A FROM RT 2000-OPT							NA			NA	
North 95 Ramp	Prince William County	0.27 <b>NA</b> 76-2000-W004A FROM RT 2000-OPI							NA			NA	
North 95 Ramp	Prince William County	0.21 <b>NA</b> I-95-N END COLL RD00- RTS 784 &							NA			NA	

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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 B	us 2Axle 3+Axle 1Trail 2Trail		Dir Factor AAWDT QW
North	From:	I-95-N158X TO RT 3000 EAST			
95 Ramp	Prince William County	0.26 <b>NA</b>		NA	NA
	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
(33)	To:	76-3000; 76-3000-E014B TO & FROM ROUTE			
North	From:	I-95-N BEG COLL RD00- RT 3000PR WM PKW	İ		
(95) Ramp	Prince William County	0.12 <b>NA</b>		NA	NA
95) 1 101119	1 miles William County			1471	1471
North	To: From:	I-95-N158A TO RT 3000 EAST			
95 Ramp	Prince William County	0.11 <b>NA</b>		NA	NA
93	,				
North	From:	76-3000-E014B FROM RT 3000 EAST			
(95) Ramp	Prince William County	0.12 <b>NA</b>		NA	NA
	Tor	I-95-N158B TO RT 3000 WEST			
North	From:				
95) Ramp	Prince William County	0.13 <b>NA</b>		NA	NA
<u> </u>	To	76-3000-W014B FROM RT 3000 WEST			
North	From:				<b>.</b>
95 Ramp	Prince William County	0.12 <b>NA</b>		NA	NA
<u> </u>	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
$\smile$	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	COMMUTER PARKING LOT EXIT			
North	From:				
95) Ramp	Prince William County	0.14 <b>NA</b>		NA	NA
$\overline{}$	Too	COMMUTER PARKING LOT ENT			
North	From:				
95) Ramp	Prince William County	0.01 <b>NA</b>		NA	NA
<u> </u>	10:	SR 123 FROM ROUTE 95 NORTH			
North	From:	I-95 North			
95) Exit 161 Ramp	Fairfax County	0.42 <b>16000 G</b> 91% 1	% 1% 1% 7% 0%	F NA	15000 G
$\bigcirc$	To:	US 1 Richmond Hwy			
North	From:	I-95-N TO RT 642			
(95) Ramp	Fairfax County	0.23 <b>NA</b>		NA	NA
	To:	29-642; 29-642- 2B TO			
North	From	I-95-N TO FAIRFAX CO PARKWAY SOUTH			
(95) Ramp	Fairfax County	0.22 <b>NA</b>		NA	NA
90) Tallib				INU	NA
	To	I-95-N166C TO LOISDALE ROAD @ FFX CO P			
North	From:	1 75 THOSE TO EOISDINEE ROAD & TIMEOT			
North (95) Ramp	Fairfax County	0.04 <b>NA</b>		NA	NA

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

		Trimary and interstate ributes		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	2Axle 3+Axle 1Trail 2Trail QC Factor F	Dir AAWDT QW
North 95 Ramp	From: Fairfax Cour ™	I-95-N TO FAIRFAX CO PARKWAY NORTH  tty 0.18 NA  FAIRFAX CO PARKWAY FROM ROUTE 95 NORTH	NA NA	NA
North 95 Ramp	Form Fairfax Cour	I-95-N166A TO LOISDALE ROAD @ FFX CO P	NA NA	NA
lorth 95 Ramp	From: Fairfax Cour ™	I-95-N RAMP TO RTS 789 & 64400- LOISDAL  ty 0.45 <b>NA</b> 29-789 Loisdale Rd	NA NA	NA
lorth 95 Ramp	Fior Fairfax Cour	I-95-N169A TO RT 64400- OLD KEEN MILL R  0.59 <b>NA</b> 29-644 FROM 95 NORTH	NA NA	NA
lorth 95 Ramp	From Fairfax Cour	I-95 North	0.109 A	13000 A
North 95 Ramp	Form Fairfax Cour	I-95-N TO EISENHOWER AVE CONN.  1ty 0.10 NA  100-6579 FROM & TO ROU	NA NA	NA
North 95 Ramp	^{From} . Fairfax Cour ^{Tα}	I-95-N TO RT 241 TELEGRAPH RD  1ty 0.37 NA  SR 241; 29-4117 FROM RT 9	NA NA	NA
lorth 95 Ramp	From From Fairfax Cour	I-95-N TO RT 241 TELEGRAPH RD  O.50 NA  I-95-S175B TO ROUTE	NA NA	NA
lorth 95 Exit 177 A B	From City of Alexandria (N	I-95 N Maint: 29) 0.11 <b>NA</b> Exit 177 A; Exit 177 B	NA NA	NA
exit 177 A	From: City of Alexandria (N To:	Exit 177 A B	NA	NA
lorth 95 Ramp	From: City of Alexandria (N	I-95 N Maint: 29) 0.37 <b>NA</b> US 1 Patrick St N	NA NA	NA
Rev 95	From: Prince William C	Stafford County Line  Sounty 4.41 12000 F  I-95 Between 76-6 Joplin Rd and SR 234 Dumfries Rd	0.193 F	12000 F
Rev 95	From: To:	I-95 Near 89-610 Garrisonville  12000 N  Prince William County Line	0.193 N	12000 N
Rev 95	Prince William C Prince William C Combined Traffic Estimates for 3 Parallel F		0% 0% 0% 0% C 0.140 B 1% 1% 7% 0% F NA	14000 F 160000 G

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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	QW
Rev	From:	Ramp Fr I-95 N Between														
Rev 95	Prince William Co	,	13000	N	99%	1%	0%	0%	0%	0%	N	0.140	N		14000	N
$\smile$	Combined Traffic Estimates for 3 Parallel R	loadways on this Route:	146000	N	93%	1%	0%	0%	6%	0%	Ν	NA			143000	N
Rev	To: From:	Ramp to I-95 S Between	een SR 234 a	and 76-7	84 Dale B	lvd										
Rev 95	Prince William Co	ounty 3.05	23000	G	99%	1%	0%	0%	0%	0%	F	NA			24000	G
	Combined Traffic Estimates for 3 Parallel R	oadways on this Route:	155000	G	93%	1%	0%	0%	5%	0%	F	NA			153000	G
D	To: From:	76-	-784 Dale Bl	lvd												
Rev 95	Prince William Co	ounty 0.95	14000	G	99%	1%	0%	0%	0%	0%	F	0.122	F		18000	G
93)	Combined Traffic Estimates for 3 Parallel R	•		G	93%	1%	1%	0%	5%	0%	F	NA	•		167000	-
	To	<u> </u>	Prince Willia													
Rev 95	Prince William Co		22000	G	97%	1%	0%	0%	2%	0%	_	NA			29000	G
95	Combined Traffic Estimates for 3 Parallel R	•		G	93%	1%	1%	0%	2% 6%	0%	F	NA			194000	
	Tallic Estimates for 31 arailer fr				30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	'	INA			134000	u
Rev	From:		23 Gordon I													
Rev 95	Prince William Co	•	33000	F	98%	1%	0%	0%	1%	0%	С	0.12	Α	1	39000	F
$\smile$	Combined Traffic Estimates for 3 Parallel R	•		G	93%	1%	0%	0%	5%	0%	F	NA			216000	G
Rev	From:	Fairfax Coun Prince V	ty Line, Occ Villiam Cour	_	River		-+									
Rev 95	Fairfax Count		33000	F	98%	1%	0%	0%	1%	0%	С	0.12	Α	1	39000	F
$\bigcirc$	Combined Traffic Estimates for 3 Parallel R	oadways on this Route:	210000	G	93%	1%	0%	0%	5%	0%	F	NA			216000	G
Dev	To- From:	US 1	Richmond l	Hwy			⊐⊢									
Rev 95	Fairfax Count	ty 3.71	37000	G	97%	1%	0%	0%	2%	0%	F	NA			43000	G
93)	Combined Traffic Estimates for 3 Parallel R	,		G	93%	1%	1%	0%	5%	0%	F	NA			189000	G
	To	Frm I-95 NB N		542 Lort	on Rd											
Rev 95	Fron: <b>∟</b> Fairfax Count		37000	N	97%	1%	0%	0%	2%	0%	N	NA			43000	N
95)	Combined Traffic Estimates for 3 Parallel R	,		N	93%	1%	1%	0%	2 % 5%	0%	N	NA			212000	
	Tollier Traine Estimates for 61 arailer fr	<u> </u>				1 /0	1 70	0 70	370	0 70	14	INA			212000	11
Rev (95)	From:		B South of N													
95	Fairfax Count	,	38000	G	96%	1%	1%	1%	2%	0%	F -	NA			50000	G
	Combined Traffic Estimates for 3 Parallel R	loadways on this Route:	211000	G	93%	1%	1%	0%	5%	0%	F	NA			218000	G
Rev	To: From:	To I-95 N	NB North of	29-7100	)											
Rev 95	Fairfax Count	ty 0.71	32000	G	96%	1%	1%	1%	2%	0%	F	NA			32000	G
$\smile$	Combined Traffic Estimates for 3 Parallel R			G	93%	1%	1%	0%	6%	0%	F	NA			218000	G
Davis	To:	Frm I-95 SB (														
95)	Fairfax Count		amp South o 24000	of 29-644 <b>G</b>	96%	1%	1%	1%	2%	0%	F	NA			32000	G
95)	Combined Traffic Estimates for 3 Parallel R	•		N	93%	1%	1%	0%	6%	0%	N	NA			247000	-
	Tax	29-7900 Franconia-S						370	<b>3</b> /0	3 /0	. •	. 4/ 1			, 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	Q
Rev	From: 29-790	00 Franconia-	Springfield I	Pkwy Po	inting Sou	th										
Rev 95)	Fairfax County	0.38	24000	N	96%	1%	1%	1%	2%	0%	Ν	NA			32000	- 1
	Combined Traffic Estimates for 3 Parallel Roadways on t	this Route:	244000	N	93%	1%	1%	0%	6%	0%	Ν	NA			247000	
ev.	T _C 29-790	00 Franconia-	Springfield I	Pkwy Po	inting Nor	th										
ev 05)	Fairfax County	0.28	24000	N	96%	1%	1%	1%	2%	0%	Ν	NA			32000	
	Combined Traffic Estimates for 3 Parallel Roadways on t	this Route:		N	93%	1%	1%	0%	6%	0%	Ν	NA			247000	
		I 395 Rerversi		outh of 2	9-644											
uth	From:		Carolina Sta	te Line												
5	Greensville County	4.39	20000	Α	83%	1%	1%	1%	14%	0%	С	0.151	Α		16000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	40000	Α	83%	1%	1%	1%	15%	0%	С	0.136	Α	0.556	32000	
uth	To: From:	40	)-629 Skippe	ers												
5	Greensville County	3.83	20000	Α	83%	1%	1%	1%	14%	0%	F	0.151	Α		16000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	40000	Α	83%	1%	1%	1%	15%	0%	F	NA			33000	
	To- From	US 30	1 South of E	Imporia			_									
uth	Greensville County	1.81	20000	Α	83%	1%	1%	1%	14%	0%	F	0.148	Α		17000	
95)	Combined Traffic Estimates for 2 Parallel Roadways on t			A	83%	1%	1%	1%	15%	0%	F	0.133	Α	0.527	34000	
	Tol				0070	1 70		1 70	1070	070	•	0.100	,,	0.027	0.1000	
uth	From:		SCL Empori												.=	
95	City of Emporia (Maint: 40)	1.24	20000	Α	83%	1%	1%	1%	14%	0%	-	0.148	Α		17000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	nis Route:	40000	Α	83%	1%	1%	1%	15%	0%	F	NA			34000	
uth	To: From:		US 58													
95)	City of Emporia (Maint: 40)	0.35	17000	Α	86%	1%	1%	0%	12%	0%	F	0.153	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	34000	Α	84%	1%	1%	1%	14%	0%	F	NA			28000	
	To From		NCL Empori	ia			$\neg$ $\vdash$									
outh 95	Greensville County	1.89	17000	Α	86%	1%	1%	0%	12%	0%	F	0.153	Α		14000	
93)	Combined Traffic Estimates for 2 Parallel Roadways on t			A	84%	1%	1%	1%	14%	0%	F	0.136	Α	0.597	28000	
	то.		614 Otterdan					.,.			-					
outh	From:				000/	10/	401	00/	100/	00/	_	0.440			4 4000	
95	Greensville County	3.63	17000	В	86%	1%	1%	0%	12%	0%	F _	0.140	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadways on t		34000 sex County	B	84%	1%	1%	1%	14%	0%	F	0.134	Α	0.64	28000	
uth	From:		sex County .  sville Count													
95)	Sussex County	0.58	17000	В	86%	1%	1%	0%	12%	0%	F	0.140	Α		14000	
	Combined Traffic Estimates for 2 Parallel Roadways on t	this Route:	34000	В	84%	1%	1%	1%	14%	0%	F	NA			28000	
	To:		US 301				$\neg$ $\vdash$									
outh 95	Sussex County	3.04	17000	Α	86%	1%	1%	0%	12%	0%	F	0.151	Α		14000	
95)	Combined Traffic Estimates for 2 Parallel Roadways on t			A	84%	1%	1%	1%	14%	0%	' E	0.131	A	0.7	28000	
	Trolling Trainic Estimates for 2 Faraller noddways off t		91-631 Jarra		0470	1 70	1 70	1 70	1470	U 70	Г	0.137	٨	0.7	20000	

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

-							Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	91-631	l Jarratt												
95)	Sussex County	3.92 <b>170</b>	000 A	86%	1%	1%	0%	12%	0%	F	0.153	Α		14000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 320	000 A	84%	1%	1%	1%	14%	0%	F	0.141	Α	0.586	27000	Α
Courth	To: From:	91-	-645			$\Box$									
South 95	Sussex County	6.54 <b>170</b>	000 A	86%	1%	1%	0%	12%	0%	F	0.152	Α		14000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadways of			84%	1%	1%	1%	14%	0%	F	0.135	Α	0.572	28000	Α
-	Та		ony Creek			—									
South	Sussex County			86%	1%	1%	0%	12%	0%	_	0.148	Α		15000	۸
95	Combined Traffic Estimates for 2 Parallel Roadways of			85%	1%	1%	0% 0%	13%	0% 0%	F	0.148	A	0.558	29000	A
	Combined Trainc Estimates for 2 Farallel hoadways to			00%	170	1 70	0%	13%	0%	г	0.132	А	0.556	29000	А
South	To- From:	91-	-602												
95)	Sussex County		000 A	86%	1%	1%	0%	12%	0%	F	0.151	Α		14000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of			85%	1%	1%	0%	13%	0%	F	NA			30000	Α
South	1c: From:	Prince George	e County Line ounty Line	2		_									
South 95	Prince George County		000 A	86%	1%	1%	0%	12%	0%	F	0.151	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 350	000 A	85%	1%	1%	0%	13%	0%	F	NA			30000	Α
	To	74-623	Carson			<u> </u>									
South	Prince George County	3.42 180		86%	1%	1%	0%	12%	0%	F	0.144	Δ		15000	Δ
95	Combined Traffic Estimates for 2 Parallel Roadways of			85%	1%	1%	0%	13%	0%	F	0.131	Α	0.593	31000	A
	Tallo Estimates for 21 arailor rioadways of			00 70	1 /0	1 70	0 70	10 /0	0 70	•	0.101	^	0.555	31000	^
South	From:	·	R 35, SR 156												
95)	Prince George County	5.45 <b>200</b>		86%	1%	1%	0%	12%	0%	С	0.138	Α		17000	Α
V	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 400	000 A	85%	1%	1%	0%	13%	0%	С	0.123	Α	0.647	34000	Α
South	To- From:	US	301												
95)	Prince George County	0.16 <b>220</b>	000 A	86%	1%	1%	0%	12%	0%	F	0.131	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 430	000 A	85%	1%	1%	0%	13%	0%	F	0.118	Α	0.566	37000	Α
	To	I-2	295			$\neg$ $\vdash$									
South 95	Prince George County	0.84 <b>150</b>	000 A	86%	1%	1%	0%	12%	0%	F	0.127	Α		13000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways of			85%	1%	1%	0%	13%	0%	· F	0.127	Α	0.542	25000	A
	Tol			0070	1 70		0 / 0	10 70	0 70	•	0.110	,,	0.042	20000	,,
South	From:		etersburg												
95)	City of Petersburg (Maint: 74)	0.34 150		86%	1%	1%	0%	12%	0%	F	0.127	Α		13000	Α
~	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 290	000 A	85%	1%	1%	0%	13%	0%	F	NA			25000	Α
South	To: From:	Rive	es Rd												
South 95	City of Petersburg (Maint: 74)	1.22 <b>170</b>	000 A	86%	1%	1%	0%	12%	0%	F	0.114	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 340	000 A	85%	1%	1%	0%	13%	0%	F	0.108	Α	0.563	30000	Α
	To:	Wagr	ner 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		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
South	From:	(14:1.74)	Wagner Rd		000/	10/	10/	00/	100/	00/	_	0.404			00000	_
95	City of Petersburg	,	23000	Α	86%	1%	1%	0%	12%	0%	F _	0.101	Α		22000	A
	Combined Traffic Estimates for 2 Parallel			A	85%	1%	1%	0%	13%	0%	F	0.096	Α	0.538	44000	Α
outh	From:	US 460 Cour South of US 460														_
95)	City of Petersburg		20000	A	86%	1%	1%	0%	12%	0%	F	0.109	Α		19000	F
30)	Combined Traffic Estimates for 2 Parallel	'	40000	Α	85%	1%	1%	0%	13%	0%	F	0.101	Α	0.574	37000	1
		North of US 460		US 301	Crater Rd											
outh 95	City of Petersburg	(Maint: 26) 0.41	30000	Α								0.094	Α		29000	,
93)	Combined Traffic Estimates for 2 Parallel	,		A								NA			48000	,
	To:		I-85													
outh 95)	City of Petersburg	(Maint: 26) 0.66	43000	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α		41000	
95)	Combined Traffic Estimates for 2 Parallel	,		Ā	91%	1%	1%	1%	6%	0%	F	0.092	Α	0.507	85000	,
	To	US 301, Bu				170		170	070	070		0.002	,,	0.007	00000	
outh	From:	,				10/	10/	10/	70/	00/	_	0.001	^		F0000	
95	Cambined Treffic Felimetes for 2 Parallal	,	51000	A	91%	1%	1%	1%	7%	0% 0%	F	0.091	Α		50000	4
	Combined Traffic Estimates for 2 Parallel		Colonial He	A	91%	1%	1%	1%	6%	0%	Г	NA			101000	•
outh	From:		CL Petersbu													
95)	City of Colonial Heigh	ts (Maint: 20) 0.37	51000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α		50000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	103000	Α	91%	1%	1%	1%	6%	0%	F	NA			101000	
outh.	To: From:	Se	outhpark Bly	vd												
outh 95	City of Colonial Heigh	ts (Maint: 20) 1.05	44000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α		44000	,
93)	Combined Traffic Estimates for 2 Parallel	,		A	91%	1%	1%	1%	6%	0%	F	0.09	Α	0.513	87000	
	To:	<u> </u>	144 Temple			.,.		.,,								
outh	City of Colonial Heigh		48000		91%	1%	1%	1%	7%	0%	С	0.094	Α		48000	,
95	Combined Traffic Estimates for 2 Parallel	,		A	91%	1%	1%	1%	7% 6%	0% 0%	С	0.094 NA	А		96000	,
	Combined Trainic Estimates for 2 Parallel			Α	91%	170	170	176	0%	0%	C	INA			96000	,
outh	To: From:	NCL	Colonial He	eights												
95)	Chesterfield C	ounty 1.60	48000	Α	91%	1%	1%	1%	7%	0%	С	0.094	Α		48000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	96000	Α	91%	1%	1%	1%	6%	0%	С	0.092	Α	0.502	96000	
outh	To: From:	20-62	0 Woods Ed	lge Rd												
outh 95	Chesterfield C	ounty 3.25	48000	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α		48000	
	Combined Traffic Estimates for 2 Parallel	,		Α	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.502	96000	,
	Tev		West Hundi													
outh	Chesterfield C		54000	A	91%	1%	1%	1%	7%	0%	F	0.100	Α		56000	
95	Combined Traffic Estimates for 2 Parallel	,		A	91%	1%	1%	1%	7% 6%	0% 0%		0.100	A	0.513	114000	
	Combined Trainic Estimates for 2 Parallel	noadways on this Route:	SR 288	A	91%	170	170	170	0%	U%	г	0.096	А	0.513	114000	,

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

		Primary an	ia miorote	210 110	4100							1.4				
Route	Jurisdiction	ı Length	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	Q'
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
outh	From:	0.10	SR 288		010/	10/	10/	10/	70/	00/	_	0.111	۸		F0000	,
95)	Chesterfield Co	•	48000	A	91%	1%	1%	1%	7%	0%		0.111	A	0.500	50000	F
	Combined Traffic Estimates for 2 Parallel F	loadways on this Route:	97000	Α	91%	1%	1%	1%	6%	0%	F	0.093	Α	0.596	100000	F
outh	Te: From:	20-	-613 Willis	Rd												
95)	Chesterfield Co	ounty 3.14	51000	Α	91%	1%	1%	1%	7%	0%	F	0.11	Α		52000	,
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	101000	Α	91%	1%	1%	1%	6%	0%	F	0.093	Α	0.593	104000	1
	Τα	SR 150	Chippenhar	n Pkwy												
outh 95	Chesterfield Co	ounty 0.24	47000	Α	91%	1%	1%	1%	7%	0%	E	0.121	Α		49000	,
95)	Combined Traffic Estimates for 2 Parallel F	,		Ā	91%	1%	1%	1%	7%	0%	F	0.093	Α	0.658	98000	
	Combined Traine Estimates for 21 arailer	•			3176	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.033	^	0.000	30000	,
outh	From:	So	CL Richmor	nd												
95)	City of Richmond (N	Maint: 20) 1.39	47000	Α	91%	1%	1%	1%	7%	0%	F	0.121	Α		49000	-
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	95000	Α	91%	1%	1%	1%	7%	0%	F	NA			98000	
usth	To: From:	SF	R 161 Bells l	Rd												
outh 95)	City of Richmond (N	Maint: 20) 3.86	46000	Α	91%	1%	1%	1%	7%	0%	С	0.115	Α		48000	
15)	Combined Traffic Estimates for 2 Parallel F	,		A	91%	1%	1%	1%	7%	0%	C	0.093	Α	0.579	95000	
	T. T.				0.70	. , ,		. , ,	. , 0	0 / 0	Ū	0.000		0.070	00000	
outh	From:		Maury St								_					
95)	City of Richmond (N	•	54000	Α	91%	1%	1%	1%	7%	0%	F	0.104	Α		56000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	107000	Α	91%	1%	1%	1%	7%	0%	F	0.09	Α	0.578	110000	
uth	To: From:	SR 19:	5 Downtown	n Expy												
95)	City of Richmond (N	Maint: 43) 0.45	70000	Α	91%	1%	1%	1%	7%	0%	F	0.097	Α		73000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	128000	Α	91%	1%	1%	1%	7%	0%	F	0.087	Α	0.599	133000	
	Τα	US	S 250 Broad	St												
outh	City of Richmond (M		66000	A	91%	1%	1%	1%	7%	0%	_	0.091	Α		69000	
95	Combined Traffic Estimates for 2 Parallel F	•		A	91%	1%	1%	1%	7%	0%	· -	0.087	A	0.555	132000	
	Combined Trainic Estimates for 2 Faraller P				91/6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.007	^	0.555	132000	
outh East	To: From:	I-64 S	South Intercl	hange												
	City of Richmond (N	Maint: 43) 0.25	75000	Α	93%	1%	1%	1%	5%	0%	F	0.088	Α		78000	
5 (64)				Α	93%	1%	1%	1%	5%	0%	F	0.088	Α	0.508	151000	
5 64	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	144000	~			.,.	1 /0	- , -	0,0						
	Combined Traffic Estimates for 2 Parallel F		<b>144000</b> JS 301 Belv				ightharpoonup	170								
uth East	Tec. From:	US 1, U	JS 301 Belv	idere St		1%					F		A			
uth East	Tro- From: City of Richmond (M	US 1, U Maint: 43) 0.28	JS 301 Belv	idere St	93%	1% 1%	1%	1%	5%	0%	F F	0.089	Α	0.514	63000	
uth East	Tec. From:	US 1, U Maint: 43) 0.28 Roadways on this Route:	JS 301 Belv 61000 119000	A A		1% 1%					F F			0.514		
outh East 64	City of Richmond (M Combined Traffic Estimates for 2 Parallel F	US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1,	JS 301 Belv 61000 119000 gh St; Gilme	A A er St	93% 93%	1%	1% 1%	1% 1%	5% 5%	0% 0%	F F	0.089 0.09	A A	0.514	63000 123000	
buth East 64	Tro- From: City of Richmond (M	US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1, US 1,	05 301 Belv 61000 119000 gh St; Gilme 69000	A A	93%		1%	1%	5%	0%	F F	0.089	Α	0.514	63000	,

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Lo	ength <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South East	From:	SR 161 Boule	evard												
95 (64)	,	0.48 <b>74000</b>	Α	93%	1%	1%	1%	5%	0%	F	0.093	Α		77000	Α
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 146000	) A	93%	1%	1%	1%	5%	0%	F	0.089	Α	0.532	152000	Α
South	To: From:	64 North Intercha	inge, I-19	5											
95)	City of Richmond (Maint: 43)	0.82 <b>62000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.101	Α		64000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 119000	) A	91%	1%	1%	1%	6%	0%	F	NA			122000	Α
Courth	Toe From:	SR 161													
South 95	City of Richmond (Maint: 43)	0.19 <b>53000</b>	G	91%	1%	1%	1%	6%	0%	F	0.097	N		54000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 110000	) G	91%	1%	1%	1%	6%	0%	F	NA			113000	G
	To-	NCL Richm	ond												
South 95	Henrico County	0.76 <b>55000</b>		91%	1%	1%	1%	6%	0%	F	0.097	Α		56000	Α
93)	Combined Traffic Estimates for 2 Parallel Roadways on this R			91%	1%	1%	1%	6%	0%	F	0.089	Α	0.501	110000	Α
	Toe	US 1 Brook													
South 95	Henrico County	1.06 <b>48000</b>		91%	1%	1%	1%	6%	0%	_	0.106	Α		49000	Α
(95)	Combined Traffic Estimates for 2 Parallel Roadways on this R			91%	1%	1%	1%	6%	0%	, F	0.100	A	0.503	99000	A
	·				1 70		1 /0	070	0 /0	•	0.001	,,	0.000	55000	,,
South	rion.	US 301 Chamberl			40/	10/	40/	00/	00/	_	0.000			47000	
95	•	1.60 <b>47000</b>	A	91%	1%	1%	1%	6%	0% 0%	C	0.096	A A	0.504	47000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this R			91%	1%	1%	1%	6%	0%	C	0.09	А	0.504	94000	В
South	To: From:	SR 73 Parhar	n Rd												
95)	,	2.04 <b>34000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.088	Α		34000	Α
•	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: <b>87000</b>	Α	91%	1%	1%	1%	6%	0%	F	0.088	Α	0.674	87000	Α
South	Toe From:	I-295													
95)	Henrico County	0.98 <b>67000</b>	Α	87%	1%	1%	1%	10%	0%	F	0.088	Α		64000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this R			87%	1%	1%	1%	10%	0%	F	0.088	Α	0.522	127000	Α
South	To: From:	Hanover Count Henrico Count	2												
95)	Hanover County (	0.63 <b>67000</b>	_	87%	1%	1%	1%	10%	0%	F	0.088	Α		64000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this R	oute: 133000	) A	87%	1%	1%	1%	10%	0%	F	NA			127000	Α
	To-	42-656 Sliding	Hill Rd												
South	Hanover County	2.36 <b>58000</b>		87%	1%	1%	1%	10%	0%	С	0.09	Α		52000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways on this R			87%	1%	1%	1%	10%	0%	С	0.09	Α	0.511	105000	A
	та	42-802 Lewisto		- /-				- · ·							
South 95	Fron: Language County	1.87 <b>54000</b>		87%	1%	10/	10/	100/	00/	_	0.000	Α		49000	۸
95)	Hanover County  Combined Traffic Estimates for 2 Parallel Roadways on this R			87% 87%	1% 1%	1% 1%	1% 1%	10% 10%	0% 0%	F	0.092	A	0.504	97000	A A
	Tax	SCL Ashla		0770	1 70	1 70	1 70	1070	U 70	Г	0.092	A	0.304	91000	^
	<b>i</b>	DCL / ISING													

# 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	. QI
outh	From:	SCL As													
95)	Town of Ashland (Maint: 42)	0.87 <b>540</b>		87%	1%	1%	1%	10%	0%	F	0.092	Α		49000	ŀ
	Combined Traffic Estimates for 2 Parallel Roadways	n this Route: 1080	000 A	87%	1%	1%	1%	10%	0%	F	NA			97000	
uth	To: From:	SR 54 En	ngland St												
95)	Town of Ashland (Maint: 42)	1.38 <b>510</b>	000 A	87%	1%	1%	1%	10%	0%	F	0.096	Α		44000	
9	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 1016	000 A	87%	1%	1%	1%	10%	0%	F	NA			88000	
	Tot	NCL A	shland												
uth	Hanover County	4.77 <b>510</b>		87%	1%	1%	1%	10%	0%	E	0.096	Α		44000	
DE )	Combined Traffic Estimates for 2 Parallel Roadways			87%	1%	1%	1%	10%	0%	F	0.090	A	0.524	88000	
	Combined Tranic Estimates for 21 araner floadways (				1 /0	1 /6	1 /0	10 /6	0 /6	'	0.037	^	0.524	00000	
<u>uth</u>	From:	SR 30 Kings Don	ninion Bouley												
5	Hanover County	2.88 <b>490</b>		87%	1%	1%	1%	10%	0%	F	0.102	Α		42000	
	Combined Traffic Estimates for 2 Parallel Roadways			87%	1%	1%	1%	10%	0%	F	NA			84000	
ıth	To: From:	Caroline Co Hanover Co													_
outh 05	Caroline County	3.67 <b>490</b>		87%	1%	1%	1%	10%	0%	F	0.102	Α		42000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 980	000 A	87%	1%	1%	1%	10%	0%	F	0.099	Α	0.529	84000	
	то	SR 207 Roger													
uth	From:			050/	40/		401	100/	40/	_				00000	
95)	Caroline County	6.02 440		85%	1%	1%	1%	12%	1%	-	NA			38000	
	Combined Traffic Estimates for 2 Parallel Roadways	n this Route: 890	000 G	86%	1%	1%	1%	12%	1%	F	NA			77000	
uth	To: From:	16-639 Lad	lysmith Rd												_
5	Caroline County	6.05 <b>470</b>	000 A	85%	1%	1%	1%	12%	1%	F	0.098	Α		40000	
	Combined Traffic Estimates for 2 Parallel Roadways			86%	1%	1%	1%	12%	1%	F	0.096	Α	0.501	81000	
	To:	Spotsylvania													
outh 95)	Spotsylvania County	2.07 <b>470</b>		85%	1%	1%	1%	12%	1%	F	0.098	Α		40000	
15)	Combined Traffic Estimates for 2 Parallel Roadways	-		86%	1%	1%	1%	12%	1%	F	NA	, ·		81000	
	To To				. , ,		. , ,	,	. , 0	•				0.000	
outh	From:	88-606 Mudo								_		_			
95)	Spotsylvania County	7.07 <b>480</b>		85%	1%	1%	1%	12%	1%	С	0.088	В		41000	
	Combined Traffic Estimates for 2 Parallel Roadways	n this Route: 950	000 F	86%	1%	1%	1%	12%	1%	С	0.086	В	0.508	83000	
uth	To: From:	US 1, US 17 Jeffe	erson Davis I	łwy											
5) (17)	Spotsylvania County	3.10 <b>590</b>	000 A	85%	1%	1%	1%	12%	1%	F	0.084	Α		54000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 116	000 A	86%	1%	1%	1%	12%	1%	F	0.084	Α	0.513	107000	)
	Tot	SCL Frede	ericksburg												
outh	City of Fredericksburg (Maint: 88			85%	1%	1%	1%	12%	1%	_	0.084	Α		54000	
95) [17]	Combined Traffic Estimates for 2 Parallel Roadways										0.084 NA	А			)
	Trainic Estimates for 2 Parallel Hoadways (	SR 3 Pla		86%	1%	1%	1%	12%	1%	г	INA			107000	

# 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
South	From:		R 3 Plank R													
95) {17}	City of Fredericksburg (Maint:	•	71000	В	85%	1%	1%	1%	12%	1%	F	0.080	Α		67000	В
V ~	Combined Traffic Estimates for 2 Parallel Roadway			В	86%	1%	1%	1%	12%	1%	F	0.076	Α	0.516	137000	В
South	From:		ord County  Fredericks													
95) (17)	Stafford County	1.26	71000	В	85%	1%	1%	1%	12%	1%	F	0.080	Α		67000	В
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	143000	В	86%	1%	1%	1%	12%	1%	F	NA			137000	В
South	To: From:	US 17; BU	S US 17 Wa	arrenton	Rd											
95)	Stafford County	2.58	64000	Α	90%	1%	1%	1%	7%	0%	F	0.08	Α		62000	Α
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	130000	Α	91%	1%	1%	1%	7%	0%	F	0.073	Α	0.507	125000	Α
South	To: From:	89-890	0 Centrepor	t Pkwy												
95)	Stafford County	4.11	64000	Α	90%	1%	1%	1%	7%	0%	F	0.081	Α		62000	Α
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	131000	Α	91%	1%	1%	1%	7%	0%	F	0.073	Α	0.528	127000	Α
South	T _G . From:	89-63	0 Courthous	se Rd												
South 95	Stafford County	3.53	65000	Α	90%	1%	1%	1%	7%	0%	С	0.081	Α		63000	Α
30)	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	130000	Α	91%	1%	1%	1%	7%	0%	С	0.073	Α	0.518	127000	Α
Pouth	T _O . From:	89-61	) Garrisonvi	lle Rd												
South 95	Stafford County	4.06	67000	Α	90%	1%	1%	1%	7%	0%	F	0.08	Α		66000	Α
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	134000	Α	91%	1%	1%	1%	7%	0%	F	NA			130000	Α
	Tα		Villiam Cou	_												
South	Prince William County	0.34	ord County 67000	Line A	90%	1%	1%	1%	7%	0%	E	0.08	Α		66000	Α
95	Combined Traffic Estimates for 2 Parallel Roadway			A	91%	1%	1%	1%	7%	0%	, E	0.072	Α	0.51	130000	
	To To		sell Rd Quar		0170	170		170	7,0	070		0.072	,,	0.01	100000	,,
South	From:		•		000/	10/	10/	10/	70/	00/	_	0.070	۸		0.4000	^
95	Prince William County	2.02	65000	A	90%	1%	1%	1%	7%	0%	F	0.076	A	0.507	64000	A
	Combined Traffic Estimates for 2 Parallel Roadway			Α	91%	1%	1%	1%	7%	0%	Г	0.073	Α	0.527	130000	Α
South	To- From:	76-	-619 Joplin	Rd												
95)	Prince William County	2.85	71000	G	90%	1%	1%	1%	7%	0%	F	0.073	F		69000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route:	162000	G	91%	1%	1%	1%	7%	0%	F	NA			160000	G
South	To: From:	SR 2	234 Dumfrie	s Rd												
95)	Prince William County	4.23	65000	F	93%	1%	0%	0%	5%	0%	С	0.075	F		63000	F
$\smile$	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route:	155000	G	93%	1%	0%	0%	5%	0%	F	NA			153000	G
South	To- From:	76-	784 Dale B	lvd												
95)	Prince William County	1.58	81000	G	93%	1%	0%	0%	5%	0%	F	0.073	F		79000	G
	Combined Traffic Estimates for 3 Parallel Roadway	s on this Route:	163000	G	93%	1%	1%	0%	5%	0%	F	NA			167000	G
	To:		Prince Willi	am Pkw	у											

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

					4	_		Tru	ıck			K	011	Dir		0144
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		Prince Will		-	10/	00/	00/	F0/	00/		0.070	F		01000	
95	Prince William (	•	83000	G	93%	1%	0%	0%	5%	0%	F	0.070	F		81000	G
	Combined Traffic Estimates for 3 Parallel I	Roadways on this Route:	18/000	G	93%	1%	1%	0%	6%	0%	F	NA			194000	G
South	To: From:	SR 1	23 Gordon	Blvd												
95)	Prince William (	County 0.29	86000	G	93%	1%	0%	0%	5%	0%	F	0.072	F		85000	G
$\bigcirc$	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	210000	G	93%	1%	0%	0%	5%	0%	F	NA			216000	G
0 11	To:	Fairfax Cour														
South 95	Fairfax Cou	Prince William C	86000	<u>, Оссоді</u> <b>G</b>	93%	1%	0%	0%	5%	0%	F	0.072	F		85000	G
95)	Combined Traffic Estimates for 3 Parallel I	,		-	93%	1%	0%	0%	5%	0%	F	NA	·		216000	G
	Tallo Estimates for or drainer				0070	1 /0		0 70	0 70	070	•	1471			210000	u
South	From:		Richmond													
95)	Fairfax Cou	-,	77000	G	93%	1%	0%	0%	5%	0%	F	NA			71000	G
$\smile$	Combined Traffic Estimates for 3 Parallel I	Roadways on this Route:	193000	G	93%	1%	1%	0%	5%	0%	F	NA			189000	G
South	To- From:	29-	-642 Lorton	Rd												
95)	Fairfax Cour	nty 2.45	80000	G	93%	1%	0%	0%	5%	0%	F	NA			78000	G
	Combined Traffic Estimates for 3 Parallel I	Roadways on this Route:	206000	G	93%	1%	1%	0%	5%	0%	F	NA			208000	G
	To		From Expres													
South	From:	•				40/	20/	00/	F0/	00/	_				70000	_
95	Fairfax Cour	•	80000	G	93%	1%	0%	0%	5%	0%	-	NA			78000	G
	Combined Traffic Estimates for 3 Parallel I	Roadways on this Route:	211000	G	93%	1%	1%	0%	5%	0%	F	NA			218000	G
South	To: From:	29-617 Backlick Rd	l; 29-7100 F	Fairfax C	ounty Pkv	vy										
95)	Fairfax Coul	nty 1.12	77000	G	93%	1%	0%	0%	5%	0%	F	NA			77000	G
$\bigcirc$	Combined Traffic Estimates for 3 Parallel I	Roadways on this Route:	220000	G	93%	1%	1%	0%	6%	0%	F	NA			218000	G
	To	Ramp	to Express	Lanes			_									
South	Fairfax Cour	nty 1.13	109000	G	93%	1%	0%	0%	5%	0%	F	NA			107000	G
95	Combined Traffic Estimates for 3 Parallel I	•			93%	1%	1%	0%	6%	0%	N	NA			247000	N
	Tol	<u> </u>				1 70	. 70	0 70	0 70	070		1471			247000	
South	From:	29-644 Franco	-													
95)	Fairfax Cou	,	102000	G	93%	1%	0%	0%	5%	0%	F	NA			100000	G
$\smile$	Combined Traffic Estimates for 3 Parallel I	Roadways on this Route:	255000	G	93%	1%	1%	0%	5%	0%	F	NA			263000	G
South	To: From:		I-395													
95) Ramp	Fairfax Cour	nty 1.38	102000	N	93%	1%	0%	0%	5%	0%	Ν	NA			100000	N
'	Combined Traffic Estimates for 2 Parallel I	•		N	92%	1%	1%	0%	6%	0%	N	NA			224000	N
	Tα:	•	Capital Be													
South	From:		I-495		25::			•								
95 Capital Beltway	Fairfax Coul	•	90000	Α	93%	1%	0%	0%	5%	0%	F	0.081	Α		96000	A
~	Combined Traffic Estimates for 2 Parallel I	•			92%	1%	1%	0%	6%	0%	F	0.083	Α	0.519	195000	Α
		Capital Beltwa		_	as I-49	5										
	10:	29-6	513 Van Do	rn St												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Leng	th <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	ΩK	actor	AAWDT	Q۷
South	Fron		9-613 Van Do													
95) Capital Beltway	Fairfax Co	•		G	93%	1%	0%	0%	5%	0%	F	NA			89000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>155000</b>	G	92%	1%	1%	0%	6%	0%	F	NA			161000	G
		Capital Beltv	vay is also	signed	as I-495	5										
outh	To From	Eiser	hower Ave C	Connector												
outh 95) Capital Beltway	Fairfax Coi	unty 2.41	81000	G	93%	1%	0%	0%	5%	0%	F	NA			80000	C
33)	Combined Traffic Estimates for 2 Parallel	,			92%	1%	1%	0%	6%	0%	F	NA			153000	(
		Capital Beltv					.,.									
	To	·	R 241 Telegra													
outh 55 Capital Beltway	Fairfax Coi			G	93%	1%	0%	0%	5%	0%	_	NA			75000	(
Gapital Deliway	Combined Traffic Estimates for 2 Parallel	,		_	94%	1%	1%	1%	3 % 4%	0%	F	NA			139000	,
	Combined Trainic Estimates for 2 Faraner	Capital Beltv					1 /0	1 /0	4 /0	0 /6	'	INA			139000	
	To		WCL Alexan		as 1-490	,										
uth	Fron		airfax County													_
Sapital Beltway	City of Alexandria	(Maint: 29) 0.15	77000	G	93%	1%	0%	0%	5%	0%	F	NA			75000	
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route	e: <b>142000</b>	G								NA			NA	
		Capital Beltv	vay is also	signed	as I-495	5										
	To	γ.	US 1 Patrick	c St												
outh 5 Capital Beltway	City of Alexandria	(Maint: 29) 1.17		G	93%	1%	0%	0%	5%	0%	F	NA			84000	
5 Capital Beltway	Combined Traffic Estimates for 4 Parallel	,			93 /6	1 /0	0 /6	0 /6	J /0	0 /6	'	NA			NA	
	Combined Trainic Estimates for 4 Faraner	•			ac I 40F	-						INA			INA	
	To	Capital Beltv	olumbia Line			,										
	From	District of C			c reiver											_
uth 5 Ramp	Greensville C	Eounty 0.14	I-95 South	G G								NA			1500	
5) Hamp	Transfer Street 13 ville C		629 Moores F									INA			1300	
L	From	TO-1														_
(5) Ramp from I-95 South	h to Ramp to US 301 Greensville C	County 0.35	I-95 South	G								NA			1100	
7 Hamp Hom 1 33 Godi	Tree reality to do do!		om I-95 Nort		301							IVA			1100	
.th	Fron	ramp n	I-95 South		.01		<u> </u>									_
uth 5) Ramp	City of Emporia (	Maint: 40) 0.13		F								0.077	F		1500	
5)	To To	× 0.10	US 58	•								0.077	•		1000	
uth	Fron	r.	I-95 South	h			<u> </u>									=
Ramp	City of Emporia (	Maint: 40) 0.18		G								NA			1900	
3)	To To		58 West Atla													
uth	Fran	r	I-95 South				j									_
Ramp	Greensville C	County 0.16		G								NA			670	
	Te		0-614 Otterda													
outh	Fron	Ľ	I-95 South	h			j									_
95) Ramp	Sussex Co	unty 0.15		G								NA			320	
	To		301 Blue Sta													

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC 2Axle 3+Axle 1Trail 2Trail	K Factor	Dir Factor	AAWDT	QW
South 95 Ramp	Sussex County	I-95 South 0.23 <b>750 A</b> 91-631 Jarratt Rd		0.125	A	750	Α
South 95 Ramp	Sussex County Tcc	I-95 South 0.21 170 A 91-645 Owen Rd		0.162	A	170	Α
South 95 Ramp	Sussex County Toc	I-95 South 0.14 <b>840 A</b> SR 40 Sussex Dr		0.119	A	850	Α
South 95 Ramp	Sussex County Toc	I-95-S TO RT 602 0.21 <b>1300 A</b> 91-602; 91-602- 1A TO RT 95		0.137	A	1100	Α
South 95 Ramp	Prince George County	I-95 South 0.20 <b>720 A</b> US 301 Crater Rd		0.141	A	710	Α
South 95 Ramp	Prince George County	I-95 South to Weigh Station 0.23 <b>2200 G</b> I-95 South from Weigh Station		NA		2200	G
South 95 Ramp	Prince George County	I-95 South 0.22 <b>2200 G</b> I-95 South Exit 41B		NA		2200	G
South 95 Ramp	Prince George County	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>2200 A</b> US 301 Crater Rd		0.138	A	2200	Α
South 95 Ramp	Prince George County	I-95 South  0.36 <b>1200 G</b> 78% 1%  I-295 North	 1% 1% 20% 0% F	NA		1100	G
South 95 Ramp	City of Petersburg (Maint: 74)	I-95 South 0.16 <b>3500 G</b> 123-9008 Rives Rd		NA		3500	G
South 95 Ramp	City of Petersburg (Maint: 74)	I-95 South 0.25 <b>2400 G</b> 123-9010 Wagner Rd		NA		2400	G
South 95 Ramp	City of Petersburg (Maint: 74)	I-95 South 0.31 <b>5200 A</b> 123-9010 Wagner Rd		0.103	A	5700	Α

# 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	QK	Dir	AAWDT	QV
South	From:	I-95 South Collector	r Rd		ZAXIE	3+Axie	TTRAIL	21raii		Factor		Factor		
Ramp	City of Petersburg (Maint: 74)	0.09 <b>6300</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.088	F		6300	G
	To:	123-9012 Graham	Rd											
outh	From:	I-95 South												
95) (460) Ramp	City of Petersburg (Maint: 74)	0.06 <b>9500</b>	Α							0.097	Α		10000	Α
outh	T _{CC} From:	Ramp to Graham I	Rd											
95) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07 <b>11000</b>	<b>G</b> 91%	0%	1%	1%	7%	0%	С	0.112	F		11000	G
outh Bus	To: From:	Ramp from US 30	01											
95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.18 <b>NA</b>								NA			NA	
Duth Bug	To: From:	Ramp from US 30	01											
outh Bus 95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.27 <b>12000</b>	Α							0.115	Α		13000	A
outh	To: From:	US 460 Ramp												
95) Ramp	City of Petersburg (Maint: 74)	0.22 <b>3500</b>	G							NA			3500	G
$\mathcal{I}$	Τα:	I-95 South												
outh	From:	I-95 South												
Ramp	City of Petersburg (Maint: 74)	0.12 <b>NA</b>								NA			NA	
outh	T _{CC} From:	I-95-S052B to Washington	ton Street											
95) Ramp	City of Petersburg (Maint: 74)	0.19 <b>NA</b>								NA			NA	
	To:	CEUS 460 FROM RT 95	5 SOUTH											
outh	From:	I-95 South												
95) Ramp	City of Colonial Heights (Maint: 20)	0.06 <b>2900</b>	G							0.099	F		2900	C
~	10:	West Roslyn Rd	i											
outh Pomp	City of Colonial Heights (Maint: 20)	I-95 South 0.06 <b>10000</b>	<b>G</b> 97%	0%	1%	10/	10/	00/	0	NA			10000	C
Ramp	City of Colonial Heights (Maint. 20)	Ramp from I-95 No		0%	1%	1%	1%	0%	С	INA			10000	Ċ
outh	From:	I-95 South	orui											
95) Ramp	Chesterfield County	0.17 <b>3800</b>	G							0.104	F		3800	C
33)	To:	20-620 E, Woods Edg												
outh	From:	I-95-S TO ROUTE 620	) WEST											
95) Ramp	Chesterfield County	0.26 <b>NA</b>								NA			NA	
<u> </u>	To:	20-620 FROM ROUTE 9:	5 SOUTH											
outh	From:	I-95 South												
95) Ramp	Chesterfield County	0.17 <b>12000</b>	G							0.102	F		12000	G
outh	To: From:	I-95 South Exit 61C To I-95-S061C TO RT												
95) Ramp	Chesterfield County	0.07 <b>NA</b>	1 10							NA			NA	
33)	Tr	SR 10 FROM RT	05											

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

Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK F	Dir actor	AAWDT	QW
South 95 Ramp	Chesterfield County	0.39 <b>5</b>	South 200 G est Hundred Ro	1							0.121	F		5200	G
South 95 Ramp	Chesterfield County	I-95-S061	A TO RT 10								NA			NA	
South 95 Ramp	Chesterfield County	0.25 <b>5</b>	South  OOO G  N Ramp	96%	0%	1%	1%	2%	0%	F	NA			5600	G
South 95 Ramp	Chesterfield County	0.08 <b>5</b>	South  800 G  Willis Rd								0.102	F		5800	G
South 95 Ramp	City of Richmond (Maint: 2	0) 0.31 <b>4</b>	South  800 G  Exit 69A Ramp								0.116	F		4800	G
South 95 Ramp	City of Richmond (Maint: 2	0) 0.22 <b>8</b>	South  300 A  th Exit 73A	87%	1%	2%	4%	6%	0%	F	0.101	Α		9000	Α
South   95   I-95   S   Exit   74   B	City of Richmond (Maint: 4	3) 0.07 I	95-S <b>NA</b> ıklin St								NA			NA	
South 95 Ramp	City of Richmond (Maint: 4	3) 0.11 <b>3</b>	South <b>G</b> th Exit 74C								0.121	F		3800	G
South 95 Ramp	City of Richmond (Maint: 4	3) 0.08 <b>8</b>	South  600 G  Leigh St								0.094	F		8600	G
South 95 Ramp	City of Richmond (Maint: 4	3) 0.21 <b>9</b>	South 300 G Boulevard	96%	1%	1%	1%	2%	0%	С	0.114	F		9300	G
South 95 Ramp	Henrico County	0.22 <b>3</b>	700 G								0.149	F		3700	G
South 95 Ramp	Henrico County	0.09	South  20 G  Parham Rd								0.147	F		720	G
South 95 Ramp	Henrico County	0.19 <b>4</b>	South 200 G , Parham Rd								0.117	F		4200	G
South 95 Ramp	Henrico County	I-95 1.42 <b>23</b>	South 8000 A 05 East								0.108	Α		21000	Α

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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 Dir Axle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
South 95 Ramp	From: Henrico County Tel	I-95 South 0.19 <b>8300 G</b>	0.119 F	8300 G
South 95 Ramp	From:  Hanover County  To:	Ramp From I-95 N  I-95-S TO RT 656 EAST  0.21 1000 G  FROM RT 95 SOUTH	NA	1000 G
South 95 Ramp	From: Hanover County To:	I-95-S TO RT 656 WEST 0.17 1300 G FROM RT 95 SOUTH	NA	1300 G
South 95 Ramp	Hanover County  Tec	I-95 South 0.17 <b>1700 G</b> 42-802 Lewistown Rd	0.092 F	1900 G
South 95 Ramp	Hanover County	I-95 South 0.16 <b>3400 G</b>	NA	3400 G
South 95 Ramp	Hanover County	I-95 South Exit 92B  0.02 NA  SR 54 East Patrick Henry Rd; England St	NA	NA
South 95 Ramp	Hanover County	I-95-S092A JB-42 FROM RT 95  0.04 NA  SR 54 FROM RT 95	NA	NA
South 95 Ramp	From: Hanover County	I-95 South 0.24 <b>1400 G</b>	NA	1400 G
South 95 Ramp	Hanover County	1-95-S098B FROM RT 95 TO RT 30 0.18 <b>NA</b> FROM RT 725	NA NA	NA
South 95 Ramp	Hanover County  To:	0.32 <b>NA</b> 42-99007-N000A KINGS DOMINION GATE	NA	NA
South 95 Ramp	Hanover County  To:	I-95-S098A JB-42 FROM RT 95 0.09 <b>NA</b> SR 30 FROM RT 95	NA	NA
South 95 Ramp	Caroline County		]  % 3% 46% 0% C 0.076 F	3800 F
South 95 Ramp	Caroline County	Ramp Split before SR 207  0.03 <b>1700 G</b> 48% 2% 2  SR 207 S, Rogers Clark Blvd		1700 G
South 95 Ramp	Caroline County	I-95-S104A FROM RT 95 0.03 <b>NA</b> SR 207 FROM RT 95	NA	NA

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

		<u> </u>				True	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle 3				QC	Factor	QK F	actor A	AWDT	QW
South	From:	I-95 South to Rest	Area											
(95) Ladysmith Rest Area Ramp	Caroline County	0.13 <b>NA</b>								NA			NA	
	To:	Enter Rest Area Parki												
South  (95) Ladysmith Rest Area Ramp	Corolina County	Exit Rest Area Parkii		2%	20/	10/	150/	00/	0	0.001	F		2200	_
95 Ladysmith Rest Area Ramp	Caroline County	0.14 <b>2300</b> I-95 South from Rest		270	2%	1%	15%	0%	С	0.081	Г		2300	Г
			Alea											
South	Caroline County	I-95 South 0.15 <b>3700</b>	F							0.107	F		3700	F
95 Ramp	Taroline County	16-639 Ladysmith			_					0.107	Г		3700	Г
	- 1													
South	Spotsylvania County	I-95-S TO RT 60 0.24 <b>4100</b>								NA			4100	G
95 Ramp	Spoisylvania County	88-606 FR RT 95 TO	G							INA			4100	G
					_									
South	Spotovkyonia County	I-95-S TO RT I 0.32 <b>17000</b>								NA			17000	G
95 Ramp	Spotsylvania County	US 1 TO AND FRO	G M PT							INA			17000	G
			WI K I											
South	Spetaulyonia County	I-95 SB 0.20 <b>6900</b>								NA			6900	G
95 Ramp at I-95 Exit 130	Spotsylvania County	0.20 <b>6900</b> SR 3 Plank Rd E	G		_					NA			6900	G
			В											
South	From:	I-95 South											10000	_
95) Ramp at I-95 Exit 130	Spotsylvania County	0.36 <b>19000</b> SR 3 Plank Rd W	G		_					NA			19000	G
South Contain Malagraph Contain	From:	I-95 South to Welcome	Center							NIA			N.1.A	
95 Fredericksburg Welcome Center	Spotsylvania County	0.06 <b>NA</b>	1: Y.		_					NA			NA	
South	From:	Enter Welcome Center Pa Exit Welcome Center Pa												
95) Fredericksburg Welcome Center	Spotsylvania County	0.06 2100	<b>B</b> 85%	1%	1%	1%	12%	1%	F	0.129	Α		1900	В
93)	To:	I-95 South from Welcon			T									
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
(55)	To:	US 17 Warrenton			T									-
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
93)	To:	US 17 Warrenton		- , -	Ť		- , -							-
South	From:	I-95-S TO CENTREPORT	PARKWAY											
(95) Ramp	Stafford County	0.30 <b>NA</b>	LIMMAI							NA			NA	
	To		T D A D LOVY A T Y											
South	From	I-95-S136B TO CENTREPOR	I PAKKWAY											
(95) Ramp	Stafford County	0.03 <b>NA</b>								NA			NA	
$\overline{}$	To	89-8900 TO & FROM	95 SO											
South	From:	I-95-S136A TO CENTREPOR	T PARKWAY											
(95) Ramp	Stafford County	0.10 <b>NA</b>								NA			NA	

# 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
South (95) Ramp	Stafford County	I-95-3	S TO RT 630			Zrixio	OTTIALC	TTTGII	ZHan		NA		uotoi	NA	
93)	To:		R RT 95 TO RT												
South (95) Ramp	From:		95 South												
95 Ramp	Stafford County	0.22	3800 G Garrisonville Rd	98%	0%	1%	0%	1%	0%	С	NA			3800	G
South	From:		95 South												
95) Ramp	Stafford County	0.24		98%	1%	1%	0%	1%	0%	С	0.126	Α		13000	Α
	To:	89-610	Garrisonville Rd												
South (95) Ramp	From:		OVERNMENT F	RD											
95 Ramp	Prince William Count	,	NA OM RT 95								NA			NA	
South	From:		S TO RT 619												
(95) Ramp	Prince William Count		NA								NA			NA	
	To:	FR	OM RT 95												
South	From:		95 South												
95) Ramp at I-95 Exit 150	Prince William Count		NA 19 Joplin Rd								NA			NA	
South	From:		I-95 N												
95) Exit 152 A	Prince William Count		NA								NA			NA	
	To:	SR 234	Dumfries Rd S												
South	From:		I-95 S												
95 Exit 152 B	Prince William Count	•	NA Dumfries Rd N								NA			NA	
South	From:		I-95 SB												
95) Dale City Weigh Station Ramp	Prince William Count		5500 G	11%	5%	2%	7%	73%	2%	С	0.071	N		5500	G
$\overline{}$	To:		nter Scales												
South (95) Dale City Weigh Station Ramp	Prince William Count		on; Truck Rest Ai	21%	4%	3%	3%	66%	2%	С	0.071	F		5100	F
93) Baile Billy Weight Station Flamp	To:	•	I-95 SB	2170	170		070	0070	270		0.071	•		0.00	·
South	From:	I-95-S156X TO	RT 784-DALE E	LVD											
95) Ramp	Prince William Count		NA								NA			NA	
	10:		AND FROM RT												
South 95 Ramp	Prince William Count		RT 784-DALE E	BLVD							NA			NA	
95)	To:		6C TO RT 1780								. 4/ 1			. 4/ 1	
South	Prince Milliage County										NIA			NIA	
95) Ramp	Prince William Count		<b>NA</b> 84 FR RT 95								NA			NA	
South	From:		Exit 156 B			1									
95) Exit 156 C	Prince William Count		NA								NA			NA	
$\overline{}$	Tα	76-1780 I	Potomac Mills Rd												

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC 2Axle 3+Axle 1Trail 2Trail	C K QK Dir Factor Factor	AAWDT QW
South (95) Dale City Rest Area Ramp	Prince William County	I-95 South to Rest Area 0.06 <b>NA</b>		NA	NA
South	To: From:	Enter Rest Area Parking Lot Exit Rest Area Parking Lot			
95) Dale City Rest Area Ramp	Prince William County	0.08 <b>1000 G</b> 97% 1%	1% 0% 1% 0% C	NA	1000 G
	To:	I-95 South from Rest Area			
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
$\overline{}$	To	76-784-W006A FROM RT 784-DALE BLVD			
South	Prince William County	0.21 <b>NA</b>		NA	NA
95 Ramp	Finice William County			IVA	INA
South	To: From:	I-95-S156A TO RT 784-DALE BLVD			
95) Ramp	Prince William County	0.12 <b>NA</b>		NA	NA
South	To: From:	76-784-E006A FROM RT 784-DALE BLVD			
95) Ramp	Prince William County	0.39 <b>NA</b>		NA	NA
00)	To	I-95-S156R FR REST AREA	<u> </u>		
South (95) Ramp	Prince William County	0.13 <b>NA</b>		NA	NA
South	To: From:	I-95-S156R TO REST AREA			
95) Ramp	Prince William County	0.10 <b>NA</b>		NA	NA
00)	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
<u> </u>	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
	10.	76-3000 FROM ROUTE 95 SOUTH			
South	Prince William County	I-95-S TO RT 123 NORTH 0.23 <b>NA</b>		NA	NA
95 Ramp	Tax	SR 123 FROM RT 95 SOUTH	$\neg$	IVA	INA
South	From:	I-95-S TO ROUTE 1 SOUTH			
(95) Ramp	Fairfax County	0.03 <b>NA</b>		NA	NA
$\overline{}$	To	FROM REVERSIBLE LANE			
South	From L		<b>—</b>	NIA	NIA
95 Ramp	Fairfax County	0.12 <b>NA</b> 6US 01-P FROM RT 95 SOUTH	$\neg$	NA	NA
Courth	From:	I-95-S TO RT 642	I		
South (95) Ramp	Fairfax County	0.24 <b>NA</b>		NA	NA
33)	To:	29-642; 29-642- 2A TO AND FROM RT	$\neg$		* <del>**</del> *

4/20/2015

# 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	Truck2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Facto	AAWDT QW
South	From:	I-95-S TO FAIRFAX CO PARKWAY	<u> </u>		
(95) Ramp	Fairfax County	0.22 <b>NA</b>		NA	NA
33)		AIRFAX CO PARKWAY FROM ROUTE 95 SOUTH			
South	From:	I-95 South			
South (95) Ramp	Fairfax County	0.24 <b>4300 A</b>		0.182 A	5300 A
33)	To:	Fairfax County Pkwy			
South	From:	I-95-S TO RT 617	1		
95 Ramp	Fairfax County	0.31 <b>NA</b>		NA	NA
93)	To:	FROM RT 95			
South	From:	I-95-S TO RT 613			
Ramp	Fairfax County	0.32 <b>NA</b>		NA	NA
95 Ramp	To:	FROM RT 95		1000	14/1
Carith	From:	I-95-S TO EISENHOWER Ave CONN			
South (95) Ramp	Fairfax County	0.12 <b>NA</b>		NA	NA
(95) Hamp	Tarrax County	100-6579 FROM & TO ROU		INA	INA
	Francisco				
South	Fairfay County	I-95-S175X TO RT 241 0.15 <b>NA</b>		NA	NA
95 Ramp	Fairfax County	SR 241 FROM RT 95	<del></del>	INA	INA
South	From:	I-95-S175X TO RT 241		NIA	NIA
95 Ramp	Fairfax County	0.13 <b>NA</b> I-95-N175B I-95- 175B TO ROUTE		NA	NA
South 95 Ramp	From:	I-95-S BEGIN COLL RD00- RT 241 TELEGRAP		A1.A	
	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
	To:	SR 241-N001B FROM RT 241			
South	Fairfax County	0.15 <b>NA</b>	<u>-</u>	NA	NA
95 Ramp	Tamax County			INA	INA
South	To: From:	I-95-S175A TO RT 241			
95 Ramp	Fairfax County	0.10 <b>NA</b>		NA	NA
	To	SR 241-S001B FROM RT 241			
South	From:				
95 Ramp	Fairfax County	0.09 <b>NA</b>		NA	NA
	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
$\overline{}$	То:	US 1 Richmond Hwy S			
South	From:	I-95 S			
95 I-95 S Exit 177 B C	City of Alexandria (Maint: 29	0.08 <b>NA</b>		NA	NA
$\overline{}$	Tα	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

							Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		S Exit 177 B C												
95) I-95 S Exit 177 B	City of Alexandria (	,	NA								NA			NA	
<u> </u>	To:	US	1 Patrick St N												
South	From:		S Exit 177 B C												
95) I-95 S Exit 177 C	City of Alexandria (	Maint: 29) 0.10	NA								NA			NA	
$\overline{}$	To:		Church St												
	From:	US 501	S of Cluster Spring	ζS											
96 Virgilina Rd	Halifax Cou	nty 7.11	1400 F	84%	1%	1%	1%	13%	0%	С	0.091	F	0.674	1400	F
$\bigcirc$	Too	V.	CL Virgilina												
O6	From: I Town of Virgilina (N		1400 N	84%	1%	1%	1%	13%	0%	Ν	0.091	Ν	0.674	1400	Ν
96				0.70	. , ,		. , 0	.0,0	0 / 0		0.00		0.07		
	From:	(Animate 44) 0.40	N SR 49	000/	00/	10/	00/	<b>F</b> 0/	00/		0.007	F	0.507	4000	F
96 49 Florence Ave	Town of Virgilina (N	<u> </u>	1600 F	92%	2%	1%	0%	5%	0%	F	0.087	F	0.567	1600	F
	AV.		Carolina State Line	<b>;</b>											
	From:		R 89 Main St							_		_			_
(97) Pipers Gap Rd	City of Gala	ax 0.11	2500 G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.611	2700	G
<u> </u>	Too From:		ECL Galax												
97) Pipers Gap Rd	Grayson Cou	unty 0.78	2600 F	98%	0%	1%	1%	0%	0%	С	0.099	F	0.631	2800	F
	To:	Carr	oll County Line												
	From:		son County Line							_		_			_
(97) Pipers Gap Rd	Carroll Cour	nty 3.76	2000 G	99%	0%	0%	0%	1%	0%	С	0.091	F	0.605	2200	G
<u> </u>	Too From:	17-3	713 Pipers Gap												
97) Pipers Gap Rd	Carroll Cour	nty 4.51	1000 G	99%	0%	0%	0%	1%	0%	F	0.103	F	0.518	1100	G
	To:	Blue	Ridge Parkway												
	From:	US 52 S S	cenic Hwy Bland	CH											
98 Main St	Bland Cour		230 G	98%	1%	1%	0%	0%	0%	С	0.15	F	0.6	240	G
	Tα:	10-605	South of Bland CI	I											
	From:		NCL Pulaski												
99 Randolph Ave	Town of Pula		1100 F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.537	1200	F
99)								• , •		-		-			-
Dandalah A	From:	- ald: 0.47	9th St	000/	10/	10/	00/	00/	00/		0.001	_	0.505	0000	F
(99) Randolph Ave	Town of Pula	aski 0.47	2400 F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.525	2600	г
	To- From:		3rd St												
(99) Randolph Ave	Town of Pula	aski 0.08	2800 F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.662	3000	F
$\smile$	To:		ain St; 2nd St												
Main Ct	From:		ph Ave; Valley St		10/	00/	00/	10/	00/	_	0.004	_	0.010	1000	_
99 Main St	Town of Pula		1100 F	98%	1%	0%	0%	1%	0%	-	0.094	-	0.910	1200	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2100 F	98%	1%	1%	0%	1%	0%	F	0.086	F	0.635	2300	F
	To: From:	Washi	ngton Ave; US 11												
99 Main St	Town of Pula		2500 F	98%	1%	0%	0%	1%	0%	С	0.1	F		2700	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5200 F	98%	1%	1%	0%	1%	0%	С	0.093	F	0.556	5500	F
	To:		3rd St												

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

					4	_		Tru	ck			K	014	Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Main Ot	From	11-	3rd St		000/	40/	20/	00/	40/	00/		0.007		0.540	10000	
Main St	Town of Pu		9600	F	98%	1%	0%	0%	1%	0%	С	0.087	F	0.512	10000	F
Main St	Town of Pu		ob White Bi	lvd <b>F</b>	98%	1%	0%	0%	1%	0%	F	0.090	F	0.568	7400	F
Main St	Town of La				30 /6	1 /0	0 /6	0 /6	1 /0	0 /6	'	0.030	•	0.500	7400	
99) Count Pulaski Dr	Pulaski Col		ECL Pulask 6600	<u> </u>	95%	1%	1%	0%	3%	0%	С	0.108	F	0.783	7000	F
gg Count raidoin Bi	To		; FR 47 Kirt		0070	170		0 70	070	070	Ū	0.100	•	0.700	7000	•
	From	SR 99	Count Pula	aski Dr												
Ramp to I-81 S at Exit 94	Pulaski Co	unty 0.18	1700	G								NA			1700	(
<u> </u>	To	c .	I-81 N													
ast	From		E, Count Pu													
Ramp to I-81 N at Exit 94	Pulaski Co	unty 0.24	1000	G								NA			1000	(
<u> </u>	Liver 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 of the	an oo a	I-81 N	1 115			_									
est 99) Ramp to I-81 N at Exit 94	4 Pulaski Co		W, Count Pt <b>160</b>	ilaski Dr <b>G</b>								NA			160	(
y riamp to rot it at Exit of	To	. 0.22	I-81 N				$\neg$								100	
	From	· I	Randolph Av	ve												
g) 3rd St	Town of Pu	laski 0.12	1000	F	98%	1%	1%	0%	0%	0%	F	0.103	F	0.969	1100	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2100	F	98%	1%	1%	0%	1%	0%	F	0.086	F	0.635	2300	
_	Te From		Jefferson Av	/e			⊒⊢									
9) 3rd St	Town of Pu		1800	F	98%	1%	1%	0%	0%	0%	F	0.106	F		2000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2900	F	98%	1%	1%	0%	1%	0%	F	NA			3100	ı
			1 Washingto													
gg) 3rd St	Town of Pu		2700	F	98%	1%	1%	0%	0%	0%	С	0.102	F		2800	
	Combined Traffic Estimates for 2 Parallel			F	98%	1%	1%	0%	1%	0%	С	0.093	F	0.556	5500	
	Liver 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 of the		SR 99 Main													
00) Sylvatus Highway	Town of Hillsville		221 Floyd 1 <b>3200</b>	N N	94%	0%	1%	3%	2%	0%	N	0.098	N	0.524	3400	1
00) 5,	Те				0.70	0 / 0		0,0	_,,	0,70		0.000		0.02	0.00	
00) Sylvatus Highway	From Carroll Co.		NCL Hillsvil <b>3200</b>	G	94%	0%	1%	3%	2%	0%	С	0.098	F	0.524	3400	(
00) Syrvaido i ligiliday	To		the County		0 1 70	070		070	270	070	Ü	0.000	·	0.02	0.00	
	From	<u> </u>	roll County													
00) Wysor Hwy	Wythe Cou		3400	G	91%	0%	1%	5%	3%	0%	С	0.089	F	0.505	3500	(
	From		aski County the County				-+									
00) Wysor Rd	Pulaski Co		3300	F	91%	0%	1%	5%	3%	0%	F	0.091	F	0.576	3500	
<u> </u>	Те		West of Di													
00)(100) Ramp to I-81 N at	From Pulcati Co.	1SR-00100-P(U)/SR- untv 0.22	00100-N018	3A(R)/T			O for di-	ootional	troffic :	(aluma a	o o timo	too for t	oio co	amont		
100 (100) Ramp to I-81 N at I	Exit 89 Pulaski Co		2100 21010	(D) (ED)			וטו טו טו	echong	ııaılıc \	volutile (	ວວເທທີ	ites for th	115 56	gineni.		

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

Doute	luviadiation	Longth	AADT		4Tiro	Due		Tr	uck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	O\A
Route	Jurisdiction		AADT		4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QN
	From:_ Pulaski Coun		EST OF DR.	APER	9	00 I Q1	for dire	otional t	raffic va	lumo oc	timate	es for this	coa	mont		
100 81	Combined Traffic Estimates for 2 Parallel R	,	38000	Α	74%	1%	1%	1%	22%	2%	F	0.1	·	0.517	38000	Α
	To To				7 - 7 / 0	1 /0		1 /0	<i>LL</i> 70	270	•	0.1	,,	0.017	00000	,
100 (81)	From:		T F-47 S IN	ľ	S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	sea	ment		
100/(81)	Combined Traffic Estimates for 2 Parallel R	,	40000	G	74%	1%	1%	1%	22%	2%	F	NA	, oog.		40000	G
	To		M INT & SR					.,,		_,-,-						
100 (81)	_{From:} ∟ Pulaski Coun		WI INT & SN	. 99 IIV		ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	seq	ment.		
100) (01)	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	39000	Α	74%		1%	1%	22%	2%	F		_	0.57	38000	Α
	To:		FR 47													
Dame LOL N. Evit	From:	IS-00081-N(B)/IS-00	0081-N098A	(L)/TO			for dire				4:					
100 81 Ramp I-81 N Exit	98 to SR 100 N Pulaski Coun	ty 0.21	FR-47		50	ee 1-81	for dire	ctional t	ranic vo	iume es	umate	es for this	segi	ment.		
	From:		I-81				$\dashv$									
100)	Pulaski Coun	ty 0.84	16000	Α	96%	0%	0%	1%	3%	0%	С	0.103	Α	0.556	17000	Α
<u> </u>	To	77-6	82 Newbern	Rd			$\neg$									
100 Cleburne Blvd	Pulaski Coun	ity 0.21	17000	F	96%	0%	0%	1%	3%	0%	F	0.085	F	0.538	19000	F
<u> </u>	To		SCL Dublin				$\neg$									
100)	Town of Dublin (Ma		17000	N	96%	0%	0%	1%	3%	0%	Ν	0.085	Ν	0.538	19000	Ν
$\overline{}$	To	I	JS 11 Dublin													
100	Town of Dublin (Ma		5900	G	96%	0%	0%	1%	3%	0%	F	0.086	Ν	0.551	6300	C
<u> </u>	To	]	NCL Dublin				$\neg$ $\vdash$									
100) Clebone Rd	Pulaski Coun		5900	F	90%	1%	1%	3%	5%	0%	С	0.086	F	0.551	6300	F
	Tα	77-6	527 Highland	Rd												
100) Celburne Blvd	Pulaski Coun		5300	F	96%	0%	0%	1%	3%	0%	F	0.085	F	0.568	5500	F
	To:		es County Li													
100) Pulaski Giles Tpke	From:_ Giles County		ski County L 4700	ine F	92%	1%	1%	1%	5%	0%	F	0.089	F	0.614	5000	F
100 Fulaski Giles Tpke	Glies County	•	4700 42 Poplar H		92%	I 70	1 70	1 70	5%	0%	Г	0.069	Г	0.014	3000	Г
	From:	SR 42 Poplar Hi			lley Rd											
(42) Pulaski Giles Tpk	e Giles Count	y 2.13	3800	G	92%	1%	1%	1%	5%	0%	С	NA			4000	C
$\bigcirc$	To: From:	35-75	0 Cedar Cres	st Rd			$\Box$ $\vdash$									
100) Pulaski Giles Tpke	Giles County	y 0.72	4200	F	92%	1%	1%	1%	5%	0%	F	0.085	F	0.607	4400	F
<u> </u>	To	35-66	0 Post Office	e Rd			$\neg$ $\vdash$									
100) Pulaski Giles Tpke	Giles County		4600	F	92%	1%	1%	1%	5%	0%	F	0.084	F	0.577	4800	F
$\overline{}$	To	35-60	06 Meadows	Rd			$\neg$ $\vdash$									
100 Pulaski Giles Tpke	Giles County		4900	F	92%	1%	1%	1%	5%	0%	F	0.086	F	0.553	5200	F
	Tre	35-665	Wilburn Val	lev Rd												
100 Pulaski Giles Tpke	From L Giles County		6100	F	92%	1%	1%	1%	5%	0%	F	0.087	F	0.509	6400	F
	To:	•	CL Pearisbur													

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

Route	Jurisdiction	Length AADT	04	4Tire	Ruc			-		QC	K	QK	Dir	AAWDT	$\cap$
Houte	Junsaiction			41116	Dus	2Axle 3	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QV
100) South Main St	Town of Pearisburg (Maint: 35)	SCL Pearisbu 0.46 <b>6400</b>	urg <b>F</b>	93%	1%	1%	1%	4%	0%	С	0.087	F	0.52	6700	F
100) Codiii Maiii Ci	Town of F canabary (Maint: 00)			30 70	1 /0		1 /0	770	0 70	O	0.007		0.52	0700	
Bus	From:	Bus US 460 Weno													
100 (460) Main St	Town of Pearisburg (Maint: 35)	0.38 <b>9900</b>	G	95%	0%	1%	1%	2%	0%	С	NA			10000	G
	To- From:	Bus US 460 North	Main St												
100 Main St	Town of Pearisburg (Maint: 35)	0.21 <b>3300</b>	F	99%	0%	0%	0%	0%	0%	С	0.090	F	0.502	3400	F
<u> </u>	To- From:	WCL Pearisb	urg												
100 Narrows Rd	Giles County	3.86 <b>2000</b>	F	99%	0%	0%	0%	0%	0%	С	0.106	F	0.62	2100	F
<u> </u>	To: From:	ECL Narrov	ws												
100 Main St	Town of Narrows (Maint: 35)	0.65 <b>2100</b>	F	99%	0%	0%	0%	0%	0%	С	0.1	F	0.533	2200	F
	To:	SR 61 Main Mo	onroe												
	From:	SR 100													
100 Ramp to I-81 N at Exit 98	Pulaski County	0.26 <b>5300</b>	G								NA			5300	G
	Τα	I-81 N													
Degree to LOLO at Fuit 00	From:	SR 100												0000	_
100 Ramp to I-81 S at Exit 98	Pulaski County	0.39 <b>3900</b>	G								NA			3900	G
North	From:	SR 100 Wysor	. D.1												
(100) Ramp to I-81 N at Exit 89	Pulaski County	0.22 <b>1500</b>	G								NA			1500	G
100) Hamp to 1 01 11 at 2xii 00	To:	I-81 N												1000	Ŭ
	From:	SR 117 Peters Cr	eek Rd												
101) Hershberger Rd	City of Roanoke	1.34 8800	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.53	9500	G
$\smile$	To:	SR 116 Cove	Rd												
101 Hershberger Rd	City of Roanoke	0.58 <b>24000</b>	G	96%	1%	1%	0%	1%	0%	F	0.085	F	0.504	27000	G
	То:	I-581													
Llaushbaussu Dd	City of Donocks	I-581 Valley View		000/	10/	10/	00/	10/	00/	F	0.00	F	0.554	00000	_
101 Hershberger Rd	City of Roanoke	1.25 <b>29000</b> US 11 Williams	G on Pd	96%	1%	1%	0%	1%	0%	г	0.09	Г	0.554	33000	G
East	From:	SR 101 TO RT 581													
(101) Ramp	City of Roanoke (Maint: 80)	0.30 <b>3500</b>	<b>G</b>								0.084	F		3500	G
101)		81-S FROM RT 101 EAST(		IBERGE	ER						0.00	•		0000	_
East	From:	SR 101 I-581-N004B FRC													
(101) Ramp	City of Roanoke (Maint: 80)	0.18 <b>1200</b>	G			•					0.111	F		1200	G
	To: I-5	81-N FROM RT 101 EAST(	00- HERSI	HBERGE	ER										
West	From	SR 101 I-581-S004A FR	& TO RTE	E 581											
101 Ramp	City of Roanoke (Maint: 80)	0.18 <b>7100</b>	G								0.113	F		7100	G
$\smile$	To: I-5	81-S FROM RT 101 WEST	00- HERSI	HBERGE	ER										
West	From:	SR 101 Hershber													
101)Ramp	City of Roanoke (Maint: 80)	0.27 <b>6300</b>	G	98%	0%	0%	0%	1%	0%	С	0.111	F		6300	G
$\smile$	To:	I-581 Nortl	h												

# 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+	Axle 1Trai	l 2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	From:	West Virginia State Line											
Stadium Dr	Town of Bluefield	0.39 <b>7400 F</b>	99%	0%	0%	% 0%	0%	F	0.082	F	0.530	7900	
<u> </u>	To:	College Ave											
102 College Ave	Town of Bluefield	Stadium Dr 0.87 <b>12000 F</b>	99%	0%	0%	% 0%	0%	С	0.09	F	0.502	13000	
102 College Ave	Town of Bidefield		33 /6	0 76	0 /6	/6 0 /6	0 /6	O	0.03	•	0.502	13000	
	To- From:	Valleydale St											
College Ave	Town of Bluefield	0.80 <b>9400 F</b>	98%	0%	1% (	1%	0%	С	0.089	F	0.530	10000	
<u> </u>	To: From:	Rollins St											
102)College Ave	Town of Bluefield	0.31 <b>8500 F</b>	98%	0%	1% (	% 1%	0%	F	0.082	F	0.546	9100	
$\mathcal{L}$	To	Tazewell Ave											
102 College Ave	Town of Bluefield	0.07 <b>7400</b> F	98%	0%	1% (	% 1%	0%	F	0.086	F	0.523	7900	
102)						, , , , ,		-		-			
Callaga Ava	Town of Diversion	US 19; US 460 Virginia A		00/	10/	10/ 00/	00/		0.000	F	0.500	4000	
College Ave	Town of Bluefield	0.58 <b>3700 F</b>	94%	0%	1% 2	2% 3%	0%	С	0.083	г	0.590	4000	
	To: From:	NCL Bluefield											
102)	Tazewell County	4.13 <b>3700 F</b>	98%	0%	0%	% 1%	0%	С	0.095	F	0.57	3900	
<u> </u>	To	West Virginia State Line, C	Gap										
102)Bramwell Rd	Tazewell County	0.20 <b>1000 F</b>	98%	0%	0%	% 1%	0%	F	0.092	F	0.502	1100	
102)	To												
102 Boissevain Rd	Tazewell County	West Virginia State Line, C 0.60 <b>1100 F</b>	<del>лар</del> 98%	0%	0%	% 1%	0%	F	0.104	F	0.555	1200	
102 Boissevain Hu	razewell County	0.00 11 <b>00</b> F	90 /6	0 /0	0 /0	/0 1/0	0 /6	'	0.104	'	0.555	1200	
	To- From:	ECL Pocahontas											
102 <i>)</i>	Town of Pocahontas (Maint: 92)	0.25 <b>1100 N</b>	98%	0%	0%	% 1%	0%	N	0.104	N	0.555	1200	
<u> </u>	To:	92-1103 Center St											
	From:	North Carolina State Lin											
Claudville Hwy	Patrick County	4.43 <b>2000 F</b>	92%	1%	1%	% 6%	0%	F	0.09	F	0.53	2100	
<u> </u>	To:	70-773 Near Claudville	. **										
103 Dry Pond Hwy	Patrick County	70-773 Near Claudville Arara 9.00 <b>2600 F</b>	92%	1%	1%	% 6%	0%	С	0.09	F	0.519	2800	
103 Dry Forid Tiwy	Tallick County	SR 8 South of Stuart Salem		1 /0	1 /0	/6 0 /6	0 /6	C	0.09	'	0.519	2000	
			i i w y										
Et Evetie Blod	City of Novement Nove	Ft Eustis	000/	00/	10/	0/ 10/	00/	_	0.1	F	0.045	01000	
Ft Eustis Blvd	City of Newport News	0.04 <b>19000 G</b>	96%	0%	1%	% 1%	0%	F	0.1	г	0.845	21000	
	To: From:	US 60											
Ft Eustis Blvd	City of Newport News	1.01 <b>38000 G</b>	96%	0%	1%	% 1%	0%	F	NA			42000	
<u> </u>	To	I-64											
105)Ft Eustis Blvd	City of Newport News	0.23 <b>23000 G</b>	96%	0%	1%	% 1%	0%	F	NA			25000	
	Tool				—_L								
105)Ft Eustis Blvd	City of Newport News	SR 143 Jefferson Ave 1.26 <b>15000 A</b>	96%	0%	1%	% 1%	0%	С	0.107	Α	0.624	17000	
105 / I Lusiis Divu	Oily of Newport News	1.20 13000 A	30%	U 70	1 /0	/0 I 70	U-76	C	0.107	А	0.024	17000	
	To: From:	NCL Newport News											
Ft Eustis Blvd	York County	2.36 <b>16000 G</b>	96%	0%	1%	% 1%	0%	F	0.089	F	0.665	17000	
<u> </u>	To:	US 17											

# 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
<u>East</u>	From:	SR 105 Ft Eustis	Blvd												
105) Ramp	City of Newport News (Maint: 9	9) 0.28 <b>8900</b>	G								0.111	F		8900	G
<u> </u>	To:	I-64 East													
East	From:	SR 105 I-64-W250A TO &	k FROM	1 IS 64											
105)Ramp	City of Newport News (Maint: 9	,	G								0.084	F		3600	G
<u> </u>	To:	I-64-W FROM RT 105-FORT E	EUSTIS	BOULEV	A										
West	From:	SR 105 I-64-E250B TO &	FROM	IS 64											
105)Ramp	City of Newport News (Maint: 9	9) 0.19 <b>5000</b>	G								0.091	F		5000	G
<u> </u>	To:	I-64-E FROM RT 105-FORT E	USTIS	BOULEV	A										
	From:	US 460 County	Rd												
106 Courthouse Rd	City of Petersburg	0.10 <b>6700</b>	F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.544	7200	F
<u> </u>	To: Geom:	ECL Petersbu	rg			$\neg$ $\vdash$									
106)Courthouse Rd	Prince George County	2.39 <b>9400</b>	F	95%	1%	1%	2%	2%	0%	С	0.09	F	0.526	10000	F
	To:	74-634 Allin F	24												
106)Courthouse Rd	Prince George County	0.86 <b>12000</b>	F	95%	1%	1%	1%	2%	0%	С	0.093	F	0.514	13000	F
100)	T-									_					
Courthouse Dd	Prince Coorge County	74-616 Laurel Spri 1.50 <b>6800</b>	ing Rd <b>F</b>	95%	1%	1%	1%	2%	0%	F	0.093	F	0.546	7200	F
Courthouse Rd	Prince George County	1.50 <b>6800</b>	Г	95%	170	170	170	2%	0%	Г	0.093	Г	0.546	7200	Г
Bypas	Te: From:	BYP SR 156 Ruff	fin Rd												
106)(156)	Prince George County	1.09 <b>6200</b>	F	90%	1%	1%	1%	8%	0%	F	0.093	F	0.561	6600	F
	To:	74-609													
Bypas	From:											_			
106/156/	Prince George County	3.47 <b>3500</b>	F	90%	1%	1%	1%	8%	0%	С	0.094	F	0.528	3700	F
<u> </u>	To: From:	RT 156 BUS & R	RT 10												
106) (10) (156) James River Dr	Prince George County	0.73 <b>9500</b>	F	93%	0%	1%	1%	5%	0%	С	0.09	F	0.601	9800	F
	To:	RT 10 & RT 1	56												
106)(156)	Prince George County	2.69 4700	F	90%	0%	1%	1%	7%	0%	С	0.097	F	0.56	4800	F
	To:	Charles City Count	ty Line												
	From:	Prince George Cour													
106/(156)	Charles City County	1.31 <b>4200</b>	F	90%	0%	1%	1%	7%	0%	F	0.095	F	0.525	4300	F
	To: From:	SR 5; SR 156 Tyler Me	morial I	łwy											
106) Roxbury Rd	Charles City County	6.67 <b>2200</b>	F	80%	1%	1%	3%	15%	0%	С	0.093	F	0.541	2300	F
<u> </u>	To:	18-656 Bradley	Rd												
106) Roxbury Rd	Charles City County	3.13 <b>2800</b>	F	79%	1%	1%	4%	16%	0%	С	0.086	F	0.566	2900	F
100)	To:	New Kent County		, .	. , 0		. , 0	. 0 , 0	0 / 0		0.000	•	0.000		-
	From:	Charles City Count													
106) Roxbury Rd	New Kent County (Maint: 18)	0.43 <b>2800</b>	N	79%	1%	1%	4%	16%	0%	Ν	0.086	Ν	0.566	2900	N
$\smile$	To:	New Kent County													
Double Bul	From:	Charles City Count		000/	467	10′	001	450/	001	_	0.005	_	0.500	5500	_
106) Roxbury Rd	New Kent County	0.91 <b>5300</b>	F	80%	1%	1%	3%	15%	0%	F	0.085	F	0.532	5500	F

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

		Filliary and interstate no	ันเ <del>ธ</del> อ							17		- D:		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	Q'
					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Francis Church Dd	Navy Kant County	US 60 Pocahontas Trail	050/	10/	10/	00/	440/	00/	0	0.001	_	0.500	0100	F
106 Emmaus Church Rd	New Kent County	3.04 <b>3000 F</b>	85%	1%	1%	2%	11%	0%	С	0.091	F	0.568	3100	
	To: From:	I-64												
106) Emmaus Church Rd	New Kent County	1.68 <b>2300 F</b>	97%	0%	1%	1%	1%	0%	С	0.088	F	0.6	2300	
$\smile$	To:	SR 249 New Kent Hwy												
	From:	SR 106 I-64-E211A FROM & TO	O IS 64											
106)Ramp	New Kent County	0.30 <b>2400 G</b>								NA			2400	
	To:	I-64-E FROM RT 106												
	From:	SR 106 I-64-W211A FROM & TO	O IS 64											
106)Ramp	New Kent County	0.31 <b>1900 G</b>	0 10 01							NA			1900	
100)	To:	I-64-W FROM RT 106												
	From:													
White Ten Ave	Town of Chilhowie (Maint: 86)	0.32 <b>11000 G</b>	96%	1%	1%	1%	2%	0%	С	0.088	F	0.507	12000	(
107 White Top Ave	Town of Chilhowle (Maint. 86)		90%	170	1%	170	2%	0%	C	0.088	Г	0.507	12000	
<u> </u>	From:	US 11 Lee Hwy US 11 Lee Highway												
107) White Top Ave	Town of Chilhowie (Maint: 86)	0.79 <b>4800 G</b>	95%	0%	1%	2%	2%	0%	С	0.090	F	0.554	5000	
107) Wille Top / We	10W1 01 Offiniowie (Waith: 00)	0.75 <b>4000 G</b>	0070	0 /0	1 /0	270	270	0 /0	J	0.000	•	0.004	0000	
$\overline{}$	To: From:	NCL Chilhowie												
107 <i>)</i>	Smyth County	4.62 <b>4800 N</b>	95%	0%	1%	2%	2%	0%	Ν	0.090	N	0.554	5000	
$\sim$	Tox	SCL Saltville			$\neg$									
107) Worthy Blvd	Town of Saltville (Maint: 86)	2.66 <b>3500 G</b>	96%	1%	1%	0%	3%	0%	С	0.093	F	0.613	3600	
107)	To:	SR 91 E Main St; Main St												
	From:	SR 107; 86-762			i									
107) Ramp to I-81 N at Exit 35	Town of Chilhowie (Maint: 86)	0.14 <b>2500 G</b>								0.111	F		2500	(
107 Hallip to 1-61 IV at Exit 33	Town of Chilliowie (Maint. 86)	I-81 N			1					0.111	'		2300	
	From:	SR 107 White Top Ave									_			
Ramp to I-81 S at Exit 35	Town of Chilhowie (Maint: 86)	0.14 <b>2800 G</b>								0.113	F		2800	
<u> </u>	To:	I-81 S												
	From:	SR 174 Kings Mountain Ro												
₁₀₈ )Figsboro Rd	Henry County	4.24 <b>4100 G</b>	97%	1%	1%	1%	1%	0%	С	0.101	F	0.614	4200	
$\mathcal{L}$	To:	44-657 Old Quary Rd												
	From:	US 460 County Rd												
109) Hickory Hill Rd	City of Petersburg	0.88 <b>8800 F</b>	99%	1%	0%	0%	0%	0%	С	0.123	F	0.845	9400	
100)														
	From:	ECL Petersburg	000/	40/		00/	00/	201		0.400		0.045	0.400	
109 Hickory Hill Rd	City of Petersburg	0.03 <b>8800 N</b>	99%	1%	0%	0%	0%	0%	N	0.123	N	0.845	9400	
<u> </u>	To: Dea	ad End; Fort Lee Military Reservation	n, Mahone	Av										
	From:	Arlington Ridge Rd												
	Arlington County	1.29 <b>62000 G</b>	97%	1%	1%	1%	0%	0%	F	0.078	F	0.595	65000	
110) Jefferson Davis Hwy	Annigion County													
110 Jefferson Davis Hwy	Annigion county													
110 Jefferson Davis Hwy  110 Jefferson Davis Hwy	Arlington County  Arlington County	SR 27 Washington Blvd 1.12 <b>44000 G</b>	97%	1%	1%	1%	0%	0%	С	0.081	F	0.578	46000	

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

Route	luriadiatia	in Longth	AADT	04	/Tiro	Ruc		Tru	ck		QC	K	QK	Dir	AAWDT	
Route	Jurisdiction		AADT			Bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	ųκ	Factor	AAWDI	G
ast La Pamp	From: Arlington Cou		TO RT 395 : <b>NA</b>	NORTH	[							NA			NA	
10 Ramp	Anington Cot											INA			INA	
ast	To- From:		MY NAVY	DRIVE												
10)Ramp	Arlington Cou		9700	G								0.077	F		9700	
<u> </u>	To:	I-395-N F	ROM RT 11	O SOUT	TH											
/est_	From:		Jefferson Da	avis Hwy												
10) Ramp	Arlington Cou	unty 0.15	21000	G	97%	1%	1%	1%	0%	0%	F	NA			22000	
<u> </u>	To:		I-66 West													
	From:		BUS 460													
Cambria St	Town of Christia	ansburg 0.79	6500	G	96%	1%	1%	2%	0%	0%	С	0.113	F	0.591	6900	
<u> </u>	To: From:		Ellett Rd													
11) Cambria St	Town of Christia	ansburg 0.39	5700	G	98%	0%	1%	0%	0%	0%	С	0.117	F	0.538	6100	
	To:		Depot St													
111)Depot St	Town of Christia	nnsburg 0.97	Cambria St 4200	G	97%	1%	1%	1%	0%	0%	F	0.104	F	0.541	4500	
11) Depot St	Town of Christia	ansburg 0.97		G	91 /0	1 /0	1 /0	1 /0	0 /0	0 /6	'	0.104	'	0.541	4300	
	To: From:		Park St		2=2/						_		_			
11 Depot St	Town of Christia ™		5000	G	97%	1%	1%	1%	0%	0%	С	0.101	F	0.607	5300	
	10.		11 Roanoke													
Wildows ad Dd	From:		1, US 460 M		000/	10/		00/	00/	00/	F	NIA			10000	
Wildwood Rd	City of Sale	em 0.44	17000	G	99%	1%	0%	0%	0%	0%	г	NA			18000	
	To: From:		NCL Salem				<del> </del>									
Wildwood Rd	Roanoke Cou	unty 0.17	20000	G	99%	1%	0%	0%	0%	0%	F	NA			22000	
<u> </u>	To: From:		I-81													
12 Wildwood Rd	Roanoke Cou		2300	G	99%	1%	0%	0%	0%	0%	F	0.115	Ν	0.519	2500	
	To:	FR	70 Skyview	Rd												
	From:		SR 112													
Ramp to I-81 N at Exit 128			7300	G								0.09	F		7300	
<u> </u>	Te:		I-81 N													
	From:		SR 112													
112 Ramp to I-81 S at Exit 128	Roanoke Cou	unty 0.23	2600	G								0.088	F		2600	
	10:		I-81 S													
	From:		Commonwe								_		_			
Cumberland St	City of Brist		2100	G	98%	0%	1%	0%	1%	0%	С	0.101	F	0.57	2200	
- (	Combined Traffic Estimates for 2 Parallel I ترم		2900	G	98%	0%	1%	0%	0%	0%	С	0.103	F	0.524	3100	
	From:		21 Piedmont Sumberland S													
13) Piedmont Ave	City of Brist		3600	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.507	3800	
	Combined Traffic Estimates for 2 Parallel I		4400	G	97%	1%	1%	0%	0%	0%	F	0.098	F	0.515	4700	
	To:	,	13 P, Sycam													
113) Piedmont Ave	From:		3 P, Sycamo													
Diodmont Avo	City of Brist	tol 0.25	3500	G	97%	1%	1%	0%	0%	0%	F	0.097	F	0.607	3700	

4/20/2015

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

						_		Tru	ıck			K	<u> </u>	Dir		٠
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Oakston A	From:		riedmont Ave		0701	401	101	001	061	061	^	0.400	_	0.540	0500	
113 Oakview Ave	City of Bris	tol 0.60	2300	G	97%	1%	1%	0%	0%	0%	С	0.106	F	0.549	2500	G
Truck Truck	From:	(	Moore St Dakview Ave													
113) (11) (19) Moore St	City of Bris		7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.533	8300	G
(13) (11) (13)	To:		Euclid Ave				T)			- , -					-	-
	From:		Commonweal	th Ave			i									
Sycamore St	City of Bris		820	G	98%	1%	1%	0%	0%	0%	С	0.112	F	0.546	870	G
1,100 ,	Combined Traffic Estimates for 2 Parallel		2900	G	98%	0%	1%	0%	0%	0%	С	0.103	F	0.524	3100	G
	To:		Piedmont Ave				Ť			- , -						
	From:	LIS 11	West of Rad	lford												
114 Peppers Ferry Blvd	Pulaski Cou		19000	F	98%	0%	0%	1%	1%	0%	F	0.09	F	0.595	21000	F
114)	Tec															
114) Peppers Ferry Blvd	From: Pulaski Cou		00 Belspring l	F F	98%	0%	0%	0%	1%	0%	С	0.098	F	0.522	16000	F
114 reppers reity blvd	To:		omery County		90 /6	0 /0	0 /8	0 /6	1 /0	0 /6	C	0.030	'	0.522	10000	'
	From:		ski County Li													
114 Peppers Ferry Blvd	Montgomery C	County 1.02	14000	G	98%	0%	0%	0%	1%	0%	С	0.094	F	0.578	15000	G
	To:	60-812	Centerville C	Circle												
	From:		12 Centreville								_		_			_
114 Peppers Ferry Blvd	Montgomery C	County 3.62	11000	G	98%	0%	0%	0%	1%	0%	F	0.093	F	0.54	11000	G
<u> </u>	To: From:	E 60-65	9 Vicker Swit	tch Rd												
114 Peppers Ferry Blvd	Montgomery C	County 1.34	11000	G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.548	12000	G
$\overline{}$	To:	WCI	L Christiansbu	urg			$\neg$ $\vdash$									
114 Peppers Ferry Rd	Town of Christia		15000	G	98%	0%	0%	1%	1%	0%	F	NA			16000	G
$\bigcup$	Tax		Somerset St													
114) Peppers Ferry Rd	Town of Christia		16000	G	98%	0%	0%	1%	1%	0%	С	NA			18000	G
,	Tor	,	D LIC 460													
114) Peppers Ferry Rd	From: Town of Christia		Bus US 460 14000	G	98%	0%	0%	0%	1%	0%	С	NA			14000	G
114 Treppers reny nu	To:	disbuig 0.05	US 460	u	30 /6	0 /6	0 /8	0 /6	1 /0	0 /6	O	INA			14000	ď
	From:	<u> </u>														
115 Hollins Rd	City of Roan		Orange Ave 6700	G	95%	1%	1%	1%	2%	0%	С	0.095	F	0.537	7100	G
115) 110111115 110	To:	1.02	Liberty St	<u> </u>	0070	1 /0	- 70	1 /0	270	0 70	J	0.000	•	0.007	7 100	
	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
$\smile$	To:		Plantation Rd													
Diantation Dd	From:		Liberty Rd		070/	10/	10/	00/	00/	00/	0	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	ICL Roanoke													
115) Plantation Rd	Roanoke Co		14000	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.582	15000	G
	To		5 Hershburger													

# 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:	80-625 Hershbur	ger Rd												
115) Plantation Rd	Roanoke County	0.17 <b>10000</b>	G	97%	0%	1%	0%	1%	0%	С	0.097	F	0.531	11000	(
<u> </u>	To- From:	80-1855 Vista	Ave			$\neg$ $\vdash$									
115) Plantation Rd	Roanoke County	1.16 <b>8600</b>	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.520	9200	
$\bigcup$	To:	80-834 Crestlan	nd Dr			$ \vdash$									
115) Plantation Rd	Roanoke County	0.59 <b>9700</b>	G	97%	0%	1%	0%	1%	0%	F	0.099	F	0.544	10000	
	Too	US 11 Lee High	าพลง												
115) Plantation Rd	Roanoke County	0.15 <b>15000</b>	G	96%	1%	1%	0%	1%	0%	F	0.095	F	0.616	17000	
	To	80-1801 Indiar	, D.d												
115) Plantation Rd	Roanoke County	0.80 <b>12000</b>	G	96%	1%	1%	0%	1%	0%	F	0.096	F	0.522	14000	
113)* **********************************	Τα:	I-81			.,.		-,-	.,.		-		-			
	From:	SR 115 Plantation	n Road												
115) Ramp to I-81 N at Exit 128	Roanoke County	0.30 <b>2500</b>	G	97%	0%	1%	0%	2%	0%	С	0.112	F		2500	
1.09	To:	I-81 N													
	From:	SR 115 Plantation	n Road												
115) Ramp to I-81 S at Exit 128	Roanoke County	0.17 <b>5700</b>	G								0.12	F		5700	
	To:	I-81 S													
	From:	SR 122 Booker T W	ashingto	n											
116)Jubal Early Hwy	Franklin County	5.92 <b>3100</b>	F	99%	0%	0%	0%	0%	0%	F	0.115	F	0.627	3200	
$\smile$	Toc	33-678 Truman I	Hill Rd			<b>—</b> —									
116)Jubal Early Hwy	Franklin County	3.58 <b>3700</b>	F	99%	0%	0%	0%	0%	0%	С	0.118	F	0.744	3900	
, ,	To:	Roanoke County	/ Line												
	From:	Franklin County								_		_			
116 Jae Valley Rd	Roanoke County	2.11 <b>5300</b>	G	99%	0%	0%	0%	0%	0%	F	0.120	F	0.897	5500	
<u> </u>	To: From:	80-663 Sterling	g Rd												
116)Jae Valley Rd	Roanoke County	1.17 <b>6000</b>	G	99%	0%	0%	0%	0%	0%	F	0.11	F	0.879	6500	
<u> </u>	To:	SCL Roanok	ke .												
116)Mt Pleasant Blvd	City of Roanoke	0.70 <b>7800</b>	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.809	8300	
$\mathcal{L}$	Tα:	Riverland R													
Discrete at Da	From:	Mt Pleasant B		000/	00/	40/	00/	00/	00/	_	0.000	_	0.04	0000	
Riverland Rd	City of Roanoke	0.62 <b>8700</b>	G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.81	9300	
	To: From:	9th St													
116 Riverland Rd	City of Roanoke	0.73 <b>7400</b>	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.715	7900	
$\smile$	To:	Piedmont S													
116) Piedmont St	City of Roanoke	0.07 <b>4100</b>	G G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.720	4300	
110). 100.11011 01	Tr.	Walnut Ave		JO 70	0 /0	Ť	0 /0	0 /0	0 /0	•	5.110	•	5.720	4000	
	From	Piedmont S													
116) Walnut Ave	City of Roanoke	0.26 <b>5400</b>	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.614	5800	
$\smile$	To	Jefferson S	t												

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

Б.,	1			4			Tru	ıck		-00	K	014	Dir	4 4 14 / D.T.	
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:	Walnut Ave		2221						_		_			
116 Jefferson St	City of Roanoke	0.42 <b>9700</b>	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.561	10000	G
<u> </u>	To:	Elm Ave													
Franklin Del	City of Dogodka	US 221; 1US 221-P; 128-			10/	10/	10/	00/	00/	_	0.100	_	0.000	F000	G
116 221 Franklin Rd	City of Roanoke	0.14 <b>5400</b>	G	97%	1%	1%	1%	0%	0%	F	0.128	F	0.693	5800	G
<u> </u>	From	US 11	_												
116) (11) (221) Williamson Rd	City of Roanoke	Campbell Ave 0.15 <b>22000</b>	G G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.514	25000	C
116 (11) (221) Williamson Rd	City of Hoanoke	0.13 22000	G	90 /0	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.000	'	0.514	23000	
_ ~ ~	To: From:	Shenandoah Av	ve												
116) (11) (221) Williamson Rd	City of Roanoke	0.15 <b>15000</b>	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.707	17000	
	To	I-581													
116) (11) (221) Williamson Rd	City of Roanoke	0.50 <b>12000</b>	G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.519	12000	(
116 (11) (221) Williamson Rd	City of Hoarloke		G	99 /o	0 /6	0 /0	0 /6	0 /6	0 /6	'	0.00	'	0.519	12000	•
ALT ALT	From:	US 11 US 460													
$\sim \sim \sim$	City of Roanoke	0.24 <b>36000</b>	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.618	39000	(
116 (460) (11) (220 Orange Ave	Oity of Hoarloke	0.24 30000	G	30 /6	1 /0	1 /0	1 /0	2 /0	0 /6	'	0.002	'	0.010	33000	•
ALT	To: From:	I-581, US 220, ALT	SR 220												
~~	City of Roanoke	0.90 <b>18000</b>	Α	96%	1%	1%	1%	2%	0%	С	0.094	Α	0.501	19000	ļ
116 (460) (11) Orange Ave	Oity of Floarione	0.30 10000		30 /0	1 70	1 /0	1 /0	2 /0	0 70	O	0.054	^	0.501	13000	,
ALT	To: From:	10th St, Gainsbor	o Rd												
116)(460)(11) Orange Ave	City of Roanoke	1.00 <b>14000</b>	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.52	15000	(
16/460) (11) Grange 7110	enty of recursive			0070	1 70	. , , ,	1 70	_ /0	0 70	•	0.002	•	0.02	10000	`
ALT	To: From:	Salem Turnpik	re .												
116)(460)(11) Melrose Ave	City of Roanoke	0.41 <b>12000</b>	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.506	13000	(
110 (400) (11)	-														
	From:	Melrose Ave								_					
116) Lafayette Blvd	City of Roanoke	0.73 <b>7400</b>	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.574	7900	(
<u> </u>	To:	Cove Rd													
	From:	Lafayette Blv		2221						_		_			_
Cove Rd	City of Roanoke	0.72 <b>11000</b>	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.509	12000	(
<u> </u>	To:	SR 101 Hershberg	er Rd												
	From:	US 11 Brandon A	Ave												
Peters Creek Rd Ext	City of Roanoke	2.34 <b>15000</b>	G	96%	1%	1%	0%	1%	0%	F	0.092	F	0.529	17000	(
	To:	Aerial Way D	r												
	From:	Melrose Ave	;												
Peters Creek Rd	City of Roanoke	0.46 <b>20000</b>	G	96%	1%	1%	0%	1%	0%	F	0.087	F	0.530	23000	(
	T	YY 11 B													
Data a Occala Dal	From:	Hershburger R		000/	40/	10/	00/	40/	00/		0.000		0.545	40000	
Peters Creek Rd	City of Roanoke	0.87 <b>14000</b>	G	96%	1%	1%	0%	1%	0%	F	0.092	F	0.545	16000	(
<u> </u>	To:	Cove Rd													
17) Peters Creek Rd	City of Roanoke	1.37 <b>16000</b>	G	96%	1%	1%	0%	1%	0%	F	0.088	F	0.504	18000	(
						<del></del> 1									
	From:	I-581		0051	4.5.1		061	461	0.51		0.4.0		0.500	00000	
Peters Creek Rd	City of Roanoke	0.82 <b>20000</b>	Α	96%	1%	1%	0%	1%	0%	С	0.112	Α	0.506	23000	ŀ
<u> </u>	To	NCL Roanoke	e												
Peters Creek Rd	Roanoke County	1.35 20000	G	96%	1%	1%	0%	1%	0%	F	0.093	F	0.571	23000	(
	oa. wito oounty	20000	-	00/0	. /0	. /0	5 / 0	. , ,	5 / 0	•	3.300		3.37	_5555	_

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

Route	Jurisdiction	Length AADT		- Rus		Truck		QC	K	QK	Dir	AAWDT	. OA
	From				2Axle 3+	Axle 1Trai	l 2Trail		Factor		Factor		
ast 17)Ramp	City of Roanoke (Maint: 80)		G						0.104	F		4000	G
	To: I-	581-S FROM RT 117 EAST-PE		K R									
ast 17 Ramp	City of Roanoke (Maint: 80)	SR 117 I-581-N005B FROM 0.18 <b>2000</b>	& TO RT 58						0.124	F		2000	G
17)		581-N FROM RT 117 EAST-PE		K R					0				
Vest	From:	SR 117 TO RT 581 SC	OUTH										
17) Ramp	City of Roanoke (Maint: 80)		G						0.104	F		4600	C
	From:	581-S FROM RT 117 WEST-PE		RO	1								
<u>/est</u> 17)Ramp	City of Roanoke (Maint: 80)	SR 117 TO RT 581 NO 0.31 <b>2600</b>	G G						0.089	F		2600	
<u>'')</u>	` <u></u>	581-N FROM RT 117 WEST-PE		K R									
	From:	US 11 Williamson I											
18 Airport Rd	City of Roanoke	0.63 <b>6100</b>	<b>G</b> 99%	1%	0% 0	% 0%	0%	F	0.104	F	0.566	6400	(
	To- From:	Municipal Rd											
18 Airport Rd	City of Roanoke	1.01 <b>11000</b>	<b>A</b> 99%	1%	0% 0 	% 0%	0%	С	0.116	Α	0.511	11000	/
Airport Pd	Roanoke County	NCL Roanoke 0.20 <b>12000</b>	<b>G</b> 99%	1%	0% 0	% 0%	0%	F	0.098	F	0.523	12000	(
18 Airport Rd	To:	SR 117 Peters Creek		170	0% 0	70 U70	076	Г	0.096	Г	0.525	12000	
	From:	North Carolina State											
19 Calvary Rd	Halifax County	3.08 <b>720</b>	<b>F</b> 89%	1%	1% 1	% 10%	0%	С	0.109	F	0.537	740	F
	To:	US 58 Philpott Ro	d										
Cloho Pd	Arlington County	SR 123 Chain Bridge 2.49 <b>14000</b>	e Rd <b>G</b> 97%	1%	 1% 1	% 0%	0%	_	0.112	F	0.738	15000	C
Glebe Rd				1 70	170 1	70 U70	076	Г	0.112	Г	0.736	13000	
120)Glebe Rd	Arlington County	SR 309 Old Dominion 0.55 <b>15000</b>	Drive 97%	1%	1% 1	% 0%	0%	F	0.091	F	0.527	16000	Ċ
20) 0.020 1.0	Ton-	US 29 Lee Highwa				70 070	070	•	0.001		0.027		
20) Glebe Rd	Arlington County		<b>G</b> 97%	1%	1% 1	% 0%	0%	F	0.088	F	0.555	19000	(
	Τα	I-66											
Glebe Rd	Arlington County	0.14 <b>31000</b>	<b>F</b> 97%	1%	1% 1	% 0%	0%	F	0.086	F	0.613	32000	F
<u> </u>	To- From:	SR 237 Washington I	Blvd										
20)(237) Glebe Rd	Arlington County	0.25 <b>27000</b>	<b>G</b> 97%	1%	1% 1	% 0%	0%	F	0.09	F	0.633	28000	(
<u> </u>	To- From:	SR 237 Fairfax D											
20 Glebe Rd	Arlington County	1.13 <b>29000</b>	<b>A</b> 97%	1%	1% 1	% 0%	0%	С	0.083	Α	0.607	30000	P
	To: From:	US 50								_			
20 Glebe Rd	Arlington County		<b>G</b> 97%	1%	1% 1	% 0%	0%	F	0.079	F	0.588	32000	(
(20) Glebe Rd	Arlington County	SR 244 Columbia P. 1.24 <b>23000</b>	Pike 97%	1%	1% 1	% 0%	0%	F	0.078	F	0.583	24000	

# 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	- QI
Cloba Pd	Arlington County	I-395 0.92 <b>27000 G</b>	97%	1%	1%	1%	0%	0%	F	0.087	F	0.646	28000	G
20 Glebe Rd	Anington County		9170	1 70	1 70	1 70	070	076	Г	0.067	Г	0.046	20000	Ċ
(20) Glebe Rd	Arlington County	Arlington Ridge Rd 0.73 <b>22000 G</b>	97%	1%	1%	1%	0%	0%	F	0.075	F	0.766	24000	(
120 Glebe Nu	Arlington County	US 1 Jefferson Davis Hv		1 /0	1 /0	1 /0	0 /6	0 /6	'	0.073	'	0.700	24000	
	From:	SR 120 TO RT 66 EAS												
120)Ramp	Arlington County	0.12 <b>7700 G</b>								0.112	F		7700	(
<u> </u>	To:	SR 120 TO RT 66 EAS	Γ											
<u>East</u>	From:	SR 120 TO RT 395 SOU	TH											
120 Ramp	Arlington County	0.13 <b>4600 G</b>								0.075	F		4600	C
<u> </u>		395-S007X FROM RT 120 EAST0	)- GLEBE R	0										
East	From:	SR 120 TO RT 395 NOR	ГН							0.110	_		0000	,
Ramp	Arlington County	0.15 <b>2600 G</b> -395-N FROM RT 120 EAST00- G	EDE DOAI	`						0.113	F		2600	(
M 4	From:			,										
<u>Vest</u> 1 ₂₀ )Ramp	Arlington County	SR 120 TO RT 395 NORTH & 0.10 NA	SOUTH							NA			NA	
120)	To		ODTH											
Vest	From:	SR 120-W007B TO RT 395 N	OKTH											
Ramp	Arlington County	0.10 <b>NA</b> 395-S007X FROM RT 120 WEST0	CLEDED							NA			NA	
	From:			.0										
<u>Vest</u> 1 ₂₀ )Ramp	Arlington County	SR 120-W007A TO RT 395 N 0.10 NA	ORTH							NA			NA	
120 (1411)		-395-N FROM RT 120 WEST00- G	LEBE ROAI	D						14/3			INA	
	From:	I-81 Fort Chiswell Exit 8												
121 Max Meadows Rd	Wythe County	1.83 <b>3000 G</b>		0%	1%	1%	2%	0%	С	0.062	F	0.515	3100	(
	To:	98-1004 Ayers St												
	From:	SR 40 Baldknob												
122)	Town of Rocky Mount	0.31 <b>4800 N</b>	97%	0%	1%	1%	1%	0%	Ν	0.083	Ν	0.523	5000	Ν
<u> </u>	Tos From:	NCL Rocky Mount												
122 Booker T Washington Hwy	Franklin County	5.68 <b>4800 F</b>	97%	0%	1%	1%	1%	0%	F	0.083	F	0.523	5000	F
<u> </u>	To: From:	33-697 Wirtz Rd												
122 Booker T Washington Hwy	Franklin County	1.15 <b>7800 G</b>		0%	1%	1%	1%	0%	F	0.083	Ν	0.523	8100	(
<u> </u>	To: From:	SR 116 Jubal Early Hw	7											
122	Franklin County	SR 116 Burnt Chimney 5.34 <b>8600 A</b>	97%	0%	1%	1%	1%	0%	С	0.106	Α	0.506	8900	A
122)	To			- / 0	i	. , •								_ ′
122 Booker T Washington Hwy	Franklin County	33-636 Lost Mt Rd 1.31 <b>14000 F</b>	97%	0%	1%	0%	1%	0%	С	0.088	F	0.542	15000	F
122 23000 1 11401111901111119	Talkin Goarty		0170	J /0	1	J /0	. 70	J /0	9	0.000	•	0.072	. 5000	
122)Booker T Washington Hwy	Franklin County	33-616 Scruggs Rd 3.61 <b>11000 F</b>	97%	0%	1%	1%	1%	0%	С	0.085	F	0.517	12000	F
122 Booker I washington I wy	Tankiii County	Bedford County Line	JI /0	U /0	1 /0	1 /0	1 /0	U /0	U	0.000		0.517	12000	Г

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

<b>-</b>					_		Tru	ıck			K	<u> </u>	Dir		٠
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Franklin County													
122) Moneta Rd	Bedford County	3.77 <b>7800</b>	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.531	8200	G
$\smile$	To:	09-608 Mone													
Manata Pd	Bedford County	09-608 Moneta, White 2.83 <b>6600</b>	e House R	.d 95%	1%	1%	1%	3%	0%	F	0.087	F	0.563	6900	G
122 Moneta Rd	Bediord County	2.03 0000	G	95%	1 70	1 70	170	3%	0%	Г	0.067	Г	0.565	6900	G
	To: From:	09-801 Stony Fo													
122 Moneta Rd	Bedford County	2.09 <b>5200</b>	G	95%	1%	1%	1%	3%	0%	F	0.087	F	0.6	5500	G
$\overline{}$	To	SR 24 Stewartsville Rd Sh	ningle Blo	ck Rd		$\neg$ $\vdash$									
122) Moneta Rd	Bedford County	4.06 <b>5500</b>	G	95%	1%	1%	1%	3%	0%	F	0.087	F	0.573	5800	C
	To	09-747 Joppa M	CII D.4												
122 Moneta Rd	Bedford County	3.19 <b>7200</b>	G	95%	1%	1%	1%	3%	0%	С	0.092	F	0.634	7600	(
122) Morieta ria	Bodiera Godiny			0070	1 /0		1 /0	0 /0	0 70	O	0.002	•	0.004	7000	
	From:	SCL Bedfor													
122 Burks Hill Rd	City of Bedford	0.54 <b>9500</b>	G	96%	1%	1%	1%	2%	0%	С	0.088	F	0.642	10000	(
<u> </u>	To: From:	US 460													
122)(460)	Bedford County	0.50 <b>21000</b>	G	88%	1%	1%	1%	9%	0%	F	0.081	F	0.559	22000	(
	To	SCL Bedfor	·d												
122)(460)	City of Bedford (Maint: 09)	0.94 <b>21000</b>	G	88%	1%	1%	1%	9%	0%	F	0.081	F	0.559	22000	(
122/(460)	To:	US 460		0070	1 /0		1 70	0 70	070	•	0.001	•	0.000	22000	Ì
	From:	Bus US 460 E M	Iain St												
122)Independence Blvd	City of Bedford	1.02 <b>11000</b>	G	95%	1%	1%	1%	3%	0%	F	0.090	F	0.592	12000	(
$\smile$	Tox	Orange St													
122) Independence Blvd	City of Bedford	0.29 <b>10000</b>	G	95%	1%	1%	1%	3%	0%	С	0.091	F	0.576	11000	
122)	5.i, 6. 256.6.d			0070	. , •		. , ,	0,70	0 / 0	Ū	0.00	•	0.0.0		
	From:	Dawn Dr		050/	10/		40/	00/	00/	_	0.000	_	0.500	0000	
122 Independence Blvd	City of Bedford	0.50 9300	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.506	9900	(
	From:	Longwood A Independence													
122)Longwood Ave	City of Bedford	0.65 <b>4900</b>	G	92%	2%	0%	0%	5%	0%	С	NA			5300	(
122) 2011911000 7110	Only of Boardia			0270			0 70	070	070	Ū				0000	`
	From:	NCL Bedfor		000/	00/		201	<b>5</b> 0/	201	_	0.007	_	0.533	2222	
122 Big Island Hwy	Bedford County	8.08 <b>2800</b>	G	92%	2%	0%	0%	5%	0%	F	0.087	F	0.577	3000	C
<u> </u>	To: From:	09-639 N, Coltons	Mill Rd												
122)Big Island Hwy	Bedford County	8.72 <b>1800</b>	G	92%	2%	0%	0%	5%	0%	F	0.090	F	0.539	1800	(
$\smile$	To:	US 501 Lee Jacks	on Hwy												
Bus	From:	US 460													
122) Crenshaw St	City of Bedford	0.96 <b>4600</b>	G	97%	2%	1%	0%	0%	0%	С	0.097	F	0.513	4900	C
	To	W.M.:. C.													
Bus Bus	From	W Main St							_		_				
122)(221)(460) W Main St	City of Bedford	0.19 <b>6100</b>	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	6400	C
	To	N Bridge S													
Bus	From	E Main St		000/	40/		00/	00/	00/	_	0.005	_	0.505	0.1.00	_
122 (221) (43) N Bridge St	City of Bedford	0.16 <b>5700</b>	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	6100	G
$\sim \sim \sim$	To	Bedford Av	'e												

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

		Primary and intersta					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	Bedford Ave													
122)(221) (43) N Bridge St	City of Bedford	0.11 <b>7700</b>	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.526	8200	G
Bus	Toc From:	Peaks St													
122)(221) Longwood Ave	City of Bedford	0.71 <b>7200</b>	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.545	7600	G
$\smile \smile$	To- From:	Oakwood St													
Bus 122)(221)Longwood Ave	City of Bedford	0.47 <b>9300</b>	G	75%	7%	17%	0%	0%	0%	С	0.092	F	0.507	9900	G
122)(221) 101g.1000 / 110	Τα:	Forest Rd		. 0 / 0	. , ,		0,70	0,0	0,70		0.002	•	0.007		
	From:	US 1 Jefferson Davi	is Hwy												
23) Gordon Blvd	Prince William County	0.61 <b>20000</b>	G	94%	1%	1%	2%	2%	0%	С	0.091	F	0.624	21000	(
<u> </u>	To: From:	I-95				$\Box$									
Gordon Blvd	Prince William County	0.77 <b>42000</b>	G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.645	45000	(
<u></u>	To: From:	SCL Occoquar	n												
Gordon Blvd	Town of Occoquan (Maint: 76)	0.15 <b>42000</b>	N	98%	0%	0%	0%	1%	0%	Ν	0.082	Ν	0.645	45000	1
<u></u>	To: From:	76-1203 Commerc	ce St												
23) Gordon Blvd	Town of Occoquan (Maint: 76)	0.18 <b>45000</b>	G	98%	0%	0%	0%	1%	0%	F	0.094	F	0.724	48000	(
<u></u>	To: From:	NCL Occoqua	n												
Gordon Blvd	Prince William County	0.07 <b>45000</b>	N	98%	0%	0%	0%	1%	0%	Ν	0.094	Ν	0.724	48000	1
<u> </u>	To: From:	Fairfax County L Prince William Coun													
123)Ox Rd	Fairfax County	1.02 <b>43000</b>	G	98%	0%	0%	0%	1%	0%	F	0.097	F	0.749	46000	(
	To	29-642 Lorton F	24												
123)Ox Rd	Fairfax County	6.07 <b>38000</b>	G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.639	41000	(
<u>-9</u>	Too	29-645 Burke Lak	e Rd												
123)Ox Rd	Fairfax County	1.86 34000	A	98%	0%	0%	0%	1%	0%	С	0.087	Α	0.640	36000	A
<u> </u>	To:	29-7100 Fairfax Coun													
Ov Pd	Fairfax County	29-7100 Fairfax Coun 1.02 <b>25000</b>	ty Pkw <b>G</b>	98%	0%	0%	0%	1%	0%	F	0.089	F	0.79	27000	(
Ox Rd	Talliax County			<b>30</b> /0	0 /0	0 /0	0 /6	1 /0	0 /0	•	0.009	•	0.79	27000	
123)Ox Rd	Fairfax County	29-660 Fairfax Stati 2.47 <b>31000</b>	on Rd  G	98%	0%	0%	0%	1%	0%	F	0.081	F	0.647	33000	(
123 0 × 110	1 amax county		<u> </u>	30 /6	0 76	U /6	0 /6	1 /0	0 /6	•	0.001	'	0.047	33000	
123) Chain Bridge Rd	City of Fairfax	SCL Fairfax 0.47 <b>25000</b>	F	98%	0%	0%	0%	1%	0%	F	0.075	F	0.558	27000	F
23) Chair Bridge Fid	only of Familiax		•	30 /0	0 70	0 70	0 78	1 /0	0 70		0.075	•	0.550	27000	
23) Chain Bridge Rd	City of Fairfax	Judicial Dr 0.26 <b>19000</b>	F	98%	0%	0%	0%	1%	0%	F	0.073	F	0.573	21000	-
123) Silaii Bilago Ha	Trol			3070	0 /0	<del></del> 1	0 /0	1 /0	0 /0	•	3.070	•	5.575	21000	
123) Chain Bridge Rd	City of Fairfax	SR 236 Main S 0.19 <b>20000</b>	F F	98%	0%	0%	0%	1%	0%	F	0.073	F	0.516	21000	F
123) Shair Bridge Ha	Tro			00 /0	0 /0		0 /0	1 /0	0 /0	'	0.070	•	0.010	21000	•
123) Chain Bridge Rd	City of Fairfax	Whitehead St 0.10 <b>18000</b>	F	98%	0%	0%	0%	1%	0%	F	0.076	F	0.599	19000	F
123) Chair Bridge Hu	Tr.	Kenmore Dr		JU /0	0 /8	0 /6	0 /0	1 /0	0 /0	'	0.070	'	0.553	19000	'

# 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	QW
Ohair Deidas Dd	From:	Kenmore Dr	<b>-</b> 0	200/	00/	00/	00/	10/	00/	_	0.074	_	٥٢٢	00000	_
123 Chain Bridge Rd	City of Fairfax	0.58 <b>20000</b>	<b>F</b> 9	98%	0%	0%	0%	1%	0%	F	0.074	F	0.555	22000	F
Ohain Dridan Dd	From:	US 29; US 50 Lee		70/	00/		10/	10/	00/		0.070		0.504	00000	
123 Chain Bridge Rd	City of Fairfax	0.35 <b>35000</b>		97%	0%	0%	1%	1%	0%	С	0.078	F	0.504	38000	F
123 Chain Bridge Rd	Foirfay County	I- 66 NCL Fairfa		98%	0%	0%	0%	10/	0%	F	0.077	F	0.638	26000	G
123 Chairi Bridge Nd	Fairfax County	3.09 <b>24000</b>	<b>G</b> 9	<b>70</b> 70	0%	0%	076	1%	0%	г	0.077	Г	0.030	26000	G
123 Maple Ave	Town of Vienna	SCL Vienna 0.07 <b>26000</b>	<b>G</b> 9	98%	0%	0%	0%	1%	0%	F	0.077	F	0.658	28000	G
123 Maple Ave	Town or vietina			<b>70</b> 70	0%	0%	076	1 70	0%	г	0.077	Г	0.000	20000	G
Manla Ava	Town of Vienna	SR 243 Nutley S		98%	00/	00/	00/	10/	00/	F	0.070		0.500	25000	
123 Maple Ave	Town or vienna	1.53 <b>33000</b>	<b>G</b> 9	98%	0%	0%	0%	1%	0%	F	0.072	F	0.562	35000	G
Marila Arra	To- From:	Follin Lane		200/	00/		00/	40/	00/		0.070	_	0.700	00000	
123 Maple Ave	Town of Vienna	0.50 <b>33000</b>	<b>G</b> 9	98%	0%	0%	0%	1%	0%	F	0.073	F	0.763	36000	G
	From:	NCL Vienna		200/	00/		201	00/	00/		0.070		0.505	00000	
123 Chain Bridge Rd	Fairfax County	0.82 <b>29000</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.073	F	0.535	36000	G
	To: From:	SR 7 Leesburg Pi													
123 Chain Bridge Rd	Fairfax County	0.87 <b>33000</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.076	F	0.658	41000	G
	To: From:	I-495 Capital Belt	_			<u> </u>									
123 Dolley Madison Blvd	Fairfax County	0.84 <b>53000</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.089	N	0.503	66000	G
	To: From:	SR 267 Dulles Acce													
123 Dolley Madison Blvd	Fairfax County	1.20 <b>41000</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.089	F	0.503	51000	G
	To: From:	SR 309 Old Dominion													
123 Dolley Madison Blvd	Fairfax County	1.93 <b>38000</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.094	F	0.528	47000	G
	To: From:	SR 193 Georgetowr				$\Box$									
(123) Chain Bridge Rd	Fairfax County	1.85 <b>29000</b>		99%	0%	0%	0%	0%	0%	С	0.132	Α	0.530	36000	Α
	To: From:	Arlington County I Fairfax County L													
123 Chain Bridge Rd	Arlington County	0.40 <b>12000</b>		99%	0%	0%	0%	0%	0%	F	0.098	F	0.559	15000	G
120)	To:	DC Line, Chain Br													
North	From:	SR 123 TO ROUTE 95	NORTH												
(123)Ramp	Prince William County	0.37 <b>3100</b>	G								0.155	F		3100	G
$\bigcirc$	To:	I-95-N FROM RT 123	NORTH												
North	From:	SR 123 TO RT 95 S0	OUTH												
(123) Ramp	Prince William County	0.19 <b>1600</b>	G								0.129	F		1600	G
	To	I-95-S FROM RT	123												
North	From:	SR 123 TO RT 66 F	EAST												
123 Ramp	Fairfax County	0.46 <b>NA</b>	3 + QT								NA			NA	
<u> </u>	10:	SR 123 TO RT 66 E													
North	From:	SR 123 TO RT 66 V									0.400	_		0000	_
123 Ramp	Fairfax County	0.23 <b>6600</b>	G NORTH	Ť							0.109	F		6600	G
	107	I-66-W FROM RT 12300	J- NORTH	1											

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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 2Axle 3+Axle 1Trail 2Trail	$\cap$	QK Dir Factor	AAWDT	QW
North 123 Ramp	Fairfax County	SR 123 TO RT 495 SOUTH  0.21 14000 G  I-495-S From RT 123 North00- Dolley Madison		0.114	F	14000	G
North 123 Ramp	From: Fairfax County Tox	SR 123 TO RT 495 NORTH  0.24 12000 G  I-495-N From RT 123 North00- Dolley Madison		0.088	F	12000	G
South 123 Ramp	Prince William County	SR 123 TO RT 95 NORTH  0.23 <b>13000 G</b> I-95-N FROM ROUTE 123 SOUTH		0.128	F	13000	G
South 123 Ramp	Prince William County	SR 123 TO RT 95 SOUTH  0.18 11000 G  I-95-S FROM RT 123 SOUTH		0.093	F	11000	G
South 123 Ramp	Fairfax County To:	SR 123 TO RT 66 EAST  0.21 <b>3200 G</b> I-66-E060X FROM RT 12300- SOUTH		0.088	F	3200	G
South 123 Ramp	Fairfax County	SR 123 TO RT 66 WEST  0.47 11000 G  I-66-W FROM RT 12300- SOUTH		0.126	F	11000	G
South 123 Ramp	Form: Fairfax County To:	SR 123 TO RT 495 SOUTH  0.25 <b>9500 G</b> I-495-S From RT 123 South00- Dolley Madison		0.108	F	9500	G
South 123 Ramp	From: Fairfax County To:	SR 123 TO RT 495 NORTH  0.15 <b>3400 G</b> I-485-N From RT 123 South		0.141	F	3400	G
124 Spout Run Pkwy	Arlington County	US 29 Lee Hwy 0.17 <b>16000 G</b> 99% 0% Spout Run Parkway	0% 0% 0% 0%	C 0.097	F 0.585	17000	G
125 Kings Hwy	City of Suffolk	SR 10; SR 32 Godwin Blvd 0.69 <b>3100 F</b> 96% 1%	2% 1% 1% 0%	C 0.093	F 0.523	3300	F
125 Kings Hwy	City of Suffolk	133-628 Crittenden Rd 1.09 <b>560 F</b> 96% 1% 133-620 Ferry Point Rd	2% 1% 1% 0%	F 0.091	F 0.696	600	F
125 Kings Hwy	City of Suffolk	0.91 <b>280 F</b> 96% 1% Dead End	2% 1% 1% 0%	F 0.108	F 0.608	300	F
125 Kings Hwy	City of Suffolk	Dead End @ Nansemond River           1.34         610         F         96%         1%           133-629 W, Sleepy Hole Rd	2% 1% 1% 0%	F 0.102	F 0.623	650	F
Kings Hwy	City of Suffolk	1.22 <b>810 F</b> 96% 1% 133-627 Bennetts Pasture Rd	2% 1% 1% 0%	F 0.104	F 0.626	870	F
125 Kings Hwy	City of Suffolk	0.48 <b>2800 F</b> 96% 1% SR 337 Nansemond Parkway	<u>2</u> % 1% 1% 0%	F 0.1	F 0.632	3000	F

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

		<u> </u>			T	ruck			K		Dir		—
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle 3+Axl			QC	Factor	QK	Factor	AAWDT	Q'
	From:	SR 179 Onancock											
126) Fairgrounds Rd	Town of Onancock (Maint: 01)	0.11 <b>3100 F</b>	97%	0%	1% 1%	1%	0%	F	0.094	F	0.525	3200	F
<u> </u>	To- From	ECL Onancock											
126) Fairgrounds Rd	Accomack County	1.27 <b>2900 F</b>	97%	0%	<u>1%</u> 1%	1%	0%	С	0.094	F	0.528	3000	
<u> </u>	To:	BUS US 13; SR 316											
	From:	West Virginia State Lin											
127) Bloomery Pike	Frederick County	3.35 <b>4200 F</b>	94%	1%	<u>1%</u> 1%	4%	0%	С	0.094	F	0.775	4400	
$\smile$	To:	US 522 Frederick Pik	e										
	From:	SR 163 Wards Rd											
128 Candler Mt Rd	City of Lynchburg	0.26 <b>18000 C</b>	91%	2%	1% 2%	4%	0%	F	NA			19000	(
$\bigcirc$	To:	Bus US 29, US 501 Lynchbur	g Expwy										
	From:	RT 501 W						_		_			
128 501 Candlers Mtn Rd	City of Lynchburg	0.43 <b>39000 C</b>	<b>9</b> 7%	0%	1% 1%	1%	0%	F	0.080	F	0.513	41000	(
<u> </u>	To: From:	RT 501 E US 501 Candlers Mt R	A										
(128) Mayflower Dr	City of Lynchburg	1.30 <b>7100 C</b>		2%	 1% 2%	4%	0%	С	0.092	F	0.639	7500	
128) May nower Br	City of Lynonburg		<b>1</b> 0170	270		470	0 70	J	0.002	•	0.000	7000	
	From:	Odd Fellows Rd						_	2 / 22	_		2122	_
128 Mayflower Dr	City of Lynchburg	1.48 <b>2000 (</b>		1%	1% 3%	1%	0%	С	0.102	F	0.659	2100	
<u> </u>	10:	Bus US 501 Campbell A	Ave										
	From:	US 501 P; Wilborn Ave; M											
129 North Main St	Town of South Boston	0.09 <b>3200 F</b>	99%	1%	0% 0%	0%	0%	F	0.090	F	0.799	3400	
<u> </u>	To: From:	US 501 Broad St			<u> </u>								
129 North Main St	Town of South Boston	0.38 <b>5200 F</b>	99%	1%	0% 0%	0%	0%	С	0.094	F	0.586	5500	
$\smile$	Too	SR 34 Hodges St											
129 North Main St	Town of South Boston	0.16 <b>6100 F</b>	99%	1%	0% 0%	0%	0%	F	0.095	F	0.51	6500	
129	т.							-		•		-	
North Main Ct	Town of South Boston	Edmunds St	99%	1%	09/ 09/	0%	00/	F	0.000	F	0.500	7000	
North Main St	Town of South Boston	0.19 <b>6600 F</b>	99%	170	0% 0%	0%	0%	Г	0.098	Г	0.523	7000	
	To: From:	College St											
129 North Main St	Town of South Boston	0.63 <b>6100 F</b>	99%	1%	0% 0%	0%	0%	F	0.098	F	0.513	6500	
<u> </u>	To:	Hamilton Blvd											
129 North Main St	Town of South Boston	0.88 <b>11000 F</b>	99%	1%	0% 0%	0%	0%	С	0.094	F	0.516	11000	
	То	NCL South Boston											
129) Old Halifax Rd	From: Halifax County	0.85 <b>15000</b> F	98%	1%	1% 0%	0%	0%	С	0.101	F	0.547	16000	
129 010 110 110	To:	US 501 Centerville	0070	1 70	170 070	0 70	0 70	J	0.101	•	0.047	10000	
	Livery												_
130) Wert Faulkner Hwy	Rockbridge County	US 11 S Lee Highway 3.19 <b>3500</b> C		0%	 1% 1%	3%	0%	F	0.094	F	0.553	3600	(
130) Welt I dulkliel Hwy	Hockbridge County		a 30/0	U /o	1/0 170	3/0	U /o	1	0.034	'	0.555	3000	,
	To: From:	81-759 Valley Rd											—
130) Wert Faulkner Hwy	Rockbridge County	1.25 <b>3300 C</b>	95%	0%	1% 1%	3%	0%	С	0.102	F	0.506	3500	(
<u> </u>	To:	WCL Glasgow											
130 Rockbridge Rd	Town of Glasgow (Maint: 81)	1.60 <b>3300 N</b>	95%	0%	1% 1%	3%	0%	Ν	0.102	Ν	0.506	3500	
	To:	ECL Glasgow											

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

Pauta	luvia diation	Longth 645	T 04	4T:==	Duc		Tru	ıck		00	K	OK	Dir	V V/V/D-	
Route	Jurisdiction	Length AAD	JI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q 
	From:	ECL Gla							221						
Wert Faulkner Hwy	Rockbridge County	0.26 <b>350</b>	0 G	95%	1%	1%	1%	2%	0%	С	0.102	Ν	0.506	3500	(
	To: From:	US 501 Glas													
130 (501) Glasgow Hwy	Rockbridge County	2.43 <b>180</b>		89%	1%	2%	1%	8%	0%	F	0.1	F	0.581	1900	(
	To:	Amherst Co													
100 (501)	Amherst County	Rockbridge C 3.94 <b>170</b>		89%	1%	2%	1%	8%	0%	С	0.096	F	0.586	1700	(
130/(501)	7 Amnorat Gounty			00 70	1 /0		1 /0	0 70	0 70	O	0.000	•	0.000	1700	•
Tion Dd	A no lo que to	US 501 Near		010/	00/	10/	10/	<b>C</b> 0/	00/		0.005		0.001	1500	
Elon Rd	Amherst County	9.45 <b>140</b>	0 G	91%	0%	1%	1%	6%	0%	F	0.095	F	0.631	1500	(
	T _C . From:	05-635 Near													
130 Elon Rd	Amherst County	4.08 <b>320</b>	0 G	91%	0%	1%	1%	6%	0%	С	0.106	F	0.643	3200	(
<u> </u>	To: From:	05-652	Elon												
130) Elon Rd	Amherst County	3.86 <b>590</b>	0 G	91%	0%	1%	1%	6%	0%	F	0.101	F	0.648	6000	
$\smile$	Tex	05-679 Do	nigan Dr												
130) Elon Rd	Amherst County	2.10 <b>690</b>		91%	0%	1%	1%	6%	0%	F	0.087	F	0.629	7100	
	To	Bus US	20												
130 Amelon Expressway	Amherst County	2.05 <b>820</b>		94%	1%	1%	1%	4%	0%	С	0.098	F	0.536	8400	
130) Amelon Expressway	7 Amnorat Goding			0470	1 /0	170	1 /0	470	0 70	O	0.000	•	0.000	0400	
Amelen Everennun	Ambarat Causty	0.48 <b>420</b>		000/	1%	10/	10/	0%	0%	С	0.1	F	0.625	4200	
130 Amelon Expressway	Amherst County	0.48 <b>420</b>		98%	170	1%	1%	0%	0%	C	0.1	Г	0.625	4300	
	Erony.														
<u>Wye</u> 130)Wert Faulkner Hwy	Rockbridge County	US 501 Glas 0.08 <b>220</b>		91%	0%	1%	1%	6%	0%	_	NA			2300	
130) Wert Faulkrier Hwy	Tockbridge County	SR 130 Wert F			076	1 70	1 70	070	0%	Г	INA			2300	
	From:														
131)Oakleigh Ave	Town of Appomattox (Maint: 06)	Bus US 460 Cor 0.22 <b>57</b> 0		99%	0%	0%	0%	0%	0%	F	0.104	F	0.688	580	
131 Carleigh Ave	Town of Appointation (Maint: 00)	Churc		33 /6	0 /6	078	0 /6	0 /6	0 /6	'	0.104	'	0.000	300	
	From:	Oakleigh													
131)Church Street	Town of Appomattox (Maint: 06)	0.09 <b>490</b>	0 F	99%	0%	0%	0%	0%	0%	F	0.077	F	0.508	5100	
$\mathcal{L}$	To:	Main													
	From:	Churc								_		_			
131 Main St	Town of Appomattox (Maint: 06)			99%	0%	0%	0%	0%	0%	F	0.120	F	0.672	1300	
<u> </u>	From:	Court Main													
131 Court Street	Town of Appomattox (Maint: 06)			99%	0%	0%	0%	0%	0%	С	0.092	F	0.531	6800	
31) Court Stroot	To:	Bus US 460 Cor	_		0 / 0		070	0 70	070	Ŭ	0.002	•	0.001	0000	
Bus	From:	BUS US													
131)(460) Pamplin Rd	Town of Appomattox (Maint: 06)	0.07 <b>120</b> 0	00 N	98%	0%	1%	1%	1%	0%	Ν	0.089	Ν	0.53	13000	- 1
	To C	FUS 460/JB-165/STREE			X										
Old Countly area Bd	From:	Bus US 460, NC			00/		00/	00/	00/	_	0.000	_	0.507	0000	
131)Old Courthouse Rd	Appomattox County	0.52 <b>350</b>	0 F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.527	3600	

# 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	2800	G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.574	3000	G
$\smile$	Too	T	reland Stree	et .												
132 Henry St South	City of Williamsburg	0.08	3800	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.577	4000	(
,	To:	SR 5 H	lenry St; Fra													
	From:		SR 5													
₁₃₂ )( ₅ ) Henry St	City of Williamsburg	0.38	4300	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.522	4600	(
	To:		RANCIS S													
132 Henry St North	City of Williamsburg	0.44	Lafayette St 5300	G	97%	1%	2%	0%	0%	0%	С	0.086	F	0.562	5700	(
132 Herry St North	Oity of Williamsburg	0.44		<u> </u>	31 /6	1 /0		0 /6	0 /6	0 /6	O	0.000	'	0.502	3700	`
	To: From:		SR 132 Y								_					
N.Henry St	City of Williamsburg	0.16	7900	G	97%	1%	2%	0%	0%	0%	F	0.092	F	0.613	8400	(
<u> </u>	10: From:		rk County L L Williamsl													
100	York County	0.10	15000	G	97%	1%	2%	0%	0%	0%	F	0.092	Ν	0.613	15000	(
132)	To:	0.10	US 60		07.70	1,0		0 70	0 / 0	0 70	•	0.002		0.010	10000	•
	From:	US	60 Bypass	Rd												
132	York County	1.16	8700	G	98%	0%	1%	0%	0%	0%	С	0.082	F	0.512	9200	(
$\mathcal{L}$	To:	SR 14	3 Merrima	: Trail												
Wye	From:	Co	lonial Parkv	vay												
132	City of Williamsburg	0.29	5400	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.575	5700	(
$\smile$	To:	SR	132 N.Henr	y St												
	From:	73-692	W, Kingsv	ille Rd												
133)Kingsville Rd	Prince Edward County	1.04	2100	F	98%	0%	1%	1%	0%	0%	С	0.092	F	0.625	2200	I
$\smile$	Tax	73-692	West of Ki	nosville												
133) Kingsville Rd	Prince Edward County	0.15	4600	F	98%	0%	1%	1%	0%	0%	F	0.092	F	0.620	4700	F
100)	Τα		5 15 Kingsv	ille												
	From:	US 17 George	Washington	Memori	al Hwy											
134) Hampton Hwy	York County	0.98	17000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.642	18000	(
104)	T															
Homoton Hung	York County	1.54	71 Victory <b>23000</b>	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.615	25000	(
Hampton Hwy	Fork County	1.54	23000	<u> </u>	99%	0%	0%	0%	076	0%	C	0.094	Г	0.615	23000	•
	To: From:		00 Big Beth													
Hampton Hwy	York County	1.77	24000	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.689	25000	(
<u> </u>	From:		CL Hamptork County L													
134) Magruder Blvd	City of Hampton	0.28	21000	G	99%	0%	0%	0%	0%	0%	С	0.104	F	0.739	23000	(
134) Magrador Biva	ony or rigination				30 /0	0 /0		0 /0	0 /0	0 /0	J	3.104	•	5.700	20000	•
Manusalan Dhad	From		mple Farm		000/	00/		00/	001	00/		0.000		0.070	00000	
134 Magruder Blvd	City of Hampton	0.83	25000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.673	26000	(
	To- From:	SR 172	Cmdr Shepa	ard Blvd			<u> </u>									
134) Magruder Blvd	City of Hampton	1.46	28000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.526	29000	(
$\smile$	To:	Hampton	Roads Cen	ter Pkw	y											

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		T Timber y di	id interstate	1100100			Т				I/		D:-		
Route	Jurisdictio	on Length	AADT Q	A 4Tire	Bus		Trι 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q۱
	From:	Hampton	Roads Center F	Pkwv		2/\\\	J+Axic	TTTAII	ZIIali		1 actor		1 actor		
134 Magruder Blvd	City of Hamp			G 98%	0%	1%	0%	0%	0%	F	0.094	F	0.544	33000	C
104)	To:	Н	ardy Cash Dr												
	From:		ardy Cash Rd												
134)Ramp	City of Hamp	pton 0.65	32000 N	98%	0%	1%	0%	0%	0%	Ν	0.094	Ν	0.544	33000	1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	44000 N	<b>v</b> 98%	0%	1%	0%	1%	0%	Ν	NA			47000	1
	To:		to Cunningham	Dr											
	From:		I-64												
134)(134) Ramp	City of Hampton (I	Maint: 99) 0.10		See	e VA 13	34 for di	rectional	traffic v	volume e	estima	ates for th	his se	egment.		
	To:	I-64-E F	ROM RT 134 E.	AST											
	From:		34 Magruder Blv	/d											
134) (64)	City of Hampton (I	Maint: 99) 0.52		S	ee I-64	for dire	ectional to	raffic vo	lume es	timate	es for this	s seg	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	163000	<b>G</b> 95%	0%	1%	1%	3%	0%	F	0.078	F	0.537	166000	(
	To	-		D1 1											
	From:		SR 134 Mercury		1 04	ميناه بر ما		tt:	l	41					
134 64 Ramp	City of Hampton (I				ee 1-64	ior dire	cuonai u	ranic vo	iume es	limale	es for this	s seg	ment.		
<u> </u>	From:	I-64-E263 I-64-E TO RT 258 E	B TO RT 258 V		A.D.										
134 (64) Ramp	City of Hampton //		ASI-MERCUR			for dire	ational t	roffic vo	luma aa	tim at	a for this		mant		
134) 64 Ramp	City of Hampton (I		EDOM L CA EA		ee 1-64	ioi dire	Clional li	iailic vo	iuille es	ııııaı	es for this	s seg	ment.		
	From:	US 258	FROM I-64 EA I-64	151											
134)(258) Mercury Blvd	City of Hamp	pton 0.36		G 98%	0%	0%	0%	1%	0%	F	0.084	F	0.558	60000	
134 258 Welculy Blvd	Oity of Harris	9:50	39000 (	<b>J</b> 30 /6	0 76	0 76	0 /6	1 /0	0 /6	'	0.004	'	0.550	00000	
	To: From:		Coliseum Dr												
134)(258) Mercury Blvd	City of Hamp	pton 0.42	43000	<b>G</b> 98%	0%	0%	0%	1%	0%	F	0.081	F	0.555	43000	
$\bigcirc \bigcirc$	To:	SR 15	2 Cunningham I	)r											
134)(258) Mercury Blvd	City of Hamp		50000 C		0%	0%	0%	1%	0%	F	0.085	F	0.542	52000	
134) (258) Welcury Biva	To:		8; Arminstead A		0 70		0 70	1 /0	0 70	•	0.000	•	0.042	02000	
	From:		58 Mercury Blv												
134) Armistead Ave	City of Hamp		17000 C		1%	1%	0%	0%	0%	С	0.091	F	0.522	18000	
134) /	ony or riamp	ī		<b>J.</b> 0070	. , ,		0,0	0,70	0,0	Ū	0.00		0.022	.0000	
	To: From:		ne Chapel Rd			<u> </u>									
134 Armistead Ave	City of Hamp			<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.099	F	0.514	20000	(
$\smile$	To:	I-6	4; Lasalle Ave												
	From:	L	I-64							_		_			
134 Armistead Ave	City of Hamp	pton 0.41	13000	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.097	F	0.667	14000	
$\stackrel{\smile}{}$	To		Rip Rap Rd												
134) Armistead Ave	City of Hamp			G 98%	0%	1%	0%	0%	0%	F	0.099	F	0.573	12000	
104)	- , ,	1													
	To: From:		1 Pembroke Av		40/		001	201	201	_	0.005	_	0.570	44000	
134 Armistead Ave	City of Hamp	pton 0.27	10000	<b>G</b> 99%	1%	0%	0%	0%	0%	С	0.095	F	0.576	11000	•
$\overline{}$			Queen St			<u> </u>									
134 Armistead Ave	City of Hamp	oton 0.10	•	<b>V</b> 99%	1%	0%	0%	0%	0%	Ν	0.095	Ν	0.576	11000	
104)	To:		Settlers Landing												
	Y														
Dam.	City of House to 1		34 Armistead Av								NIA			15000	
134 Ramp	City of Hampton (I		15000 C	J.							NA			15000	(
<u> </u>	To		I-64 West												

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							Tru	rck			K		Dir		
Route	Jurisdiction	Length A	AADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
East	From:	Ramp to C	Cunningham I												
134 Ramp	City of Hampton (Maint: 99)		10000 G	95%	0%	1%	1%	3%	0%	F	NA			12000	G
	To:	I-	64 East												
	From:	SR 134; Hardy Ca								_		_			_
Ramp from I 64 W to SR 134 W	City of Hampton		13000 G		0%	1%	0%	1%	0%	F	0.092	F		14000	G
Combin	ned Traffic Estimates for 2 Parallel Roadways		14000 N 64 West	98%	0%	1%	0%	1%	0%	N	NA			47000	N
	From:		7 Bridge Rd												
(135) College Dr	City of Suffolk		7000 F	98%	1%	0%	0%	0%	0%	F	0.088	F	0.500	18000	F
$\smile$	To:	SR 164 W	Vestern Freewa	ıy		<u> </u>									
135 College Dr	City of Suffolk	0.65 <b>1</b>	16000 G	98%	1%	0%	0%	0%	0%	С	NA			18000	G
$\overline{}$	To- From:	133-658 T	Γowne Point R	d											
135 College Dr	City of Suffolk	0.76 <b>2</b>	21000 F	98%	0%	1%	0%	1%	0%	С	0.084	F	0.596	22000	F
<u> </u>	To: From:		I-664												
135 College Dr	City of Suffolk		8000 F		1%	1%	1%	4%	0%	С	0.093	F	0.633	8500	F
<u> </u>	To:	SR 367 Tidewate		College											
North Pamp	City of Suffolk (Maint: 61)		35 TO I-664 <b>4200 G</b>								NA			4200	G
135 Ramp	Ta Ta		FROM RT 13								INA			4200	u
North	From:	SR 13	35 TO I-664												
135)Ramp	City of Suffolk (Maint: 61)		3200 G								NA			3200	G
	Τα:	I-664-E F	FROM RT 13:	5											
South	From:		35 TO I-664												_
135 Ramp	City of Suffolk (Maint: 61)		<b>1100 G</b> FROM RT 13								NA			1100	G
0 "	From		TE 664 EAST			_									
South 135 Ramp	City of Suffolk (Maint: 61)		1600 G								NA			1600	G
133)	To:	I-664-E FROM													<b>.</b>
	From:	WC	L Alberta												
136 Second Ave	Town of Alberta (Maint: 12)	1.17	360 G	94%	1%	1%	0%	4%	0%	С	0.113	F	0.539	370	G
	Tα:	US	1 Alberta												
	From:		Broad St; Mair						221						
137 138	Town of Kenbridge (Maint: 55	) 1.13	3900 G	89%	1%	1%	2%	8%	0%	F	0.102	F	0.515	4000	G
	Lupophura County		Kenbridge	909/	10/	10/	20/	00/	00/	NI	0.102	NI	0.515	4000	NI.
137 138	Lunenburg County		3900 N		1%	1%	2%	8%	0%	N	0.102	N	0.515	4000	N
107 (100)	Lunenburg County		3300 G		1%	1%	2%	8%	0%	F	0.1	F	0.502	3400	G
137 138	Lunenburg County				1 70	1 70	∠-70	0 %	U 70	Г	0.1	Г	0.302	3400	G
137 Dundas Rd	Lunenburg County		afoons Corne 870 G		1%	1%	2%	8%	0%	С	0.097	F	0.546	890	G
13//Dunuas nu	Lunenburg County	4.07	U/U G	0970	1 70	170	<b>~</b> 70	0 70	U 70	U	0.097		0.540	090	G

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Davida	Leaving and Section	Laurette AAD	- 01	4	D		Tru	ck		-00	K	01/	Dir	AAMADT	- 01
Route	Jurisdiction	Length <b>AAD</b>	I QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
	From:	Lunenburg Co		2001	40/	10/	00/	00/	201	_	0.110	_	0.500	700	_
137)	Brunswick County	3.56 720		89%	1%	1%	2%	8%	0%	F	0.113	F	0.590	730	(
	10.	SR 46 Dani													
	From:	US 1 Meckler		2221						_		_			
138 Union Mill Rd	Town of South Hill	0.38 <b>340</b> 0	0 G	92%	1%	1%	1%	5%	0%	F	0.094	F	0.607	3500	(
<u></u>	To: From:	NCL Sout													
138 Union Mill Rd	Mecklenburg County	2.89 <b>280</b> 0	0 G	92%	1%	1%	1%	5%	0%	С	0.096	F	0.564	2900	
<u> </u>	To:	Lunenburg Co	_												
CHELDY	From:	Mecklenburg C		000/	10/	10/	00/	<b>C</b> 0/	00/	_	0.400	_	0.550	0000	
138 S Hill Rd	Lunenburg County	9.83 <b>220</b> 0	0 G	92%	1%	1%	0%	6%	0%	С	0.100	F	0.552	2300	•
	To: From:	SR 137 Lafoo													
138/(137)	Lunenburg County	1.93 <b>330</b> 0	0 G	89%	1%	1%	2%	8%	0%	F	0.1	F	0.502	3400	•
	To: Fron:	55-60	)1												
138)(137)	Lunenburg County	0.74 3900		89%	1%	1%	2%	8%	0%	Ν	0.102	Ν	0.515	4000	
100) (107)	To														
100 (107)	Town of Kenbridge (Maint: 55)	1.13 <b>390</b> 0		89%	1%	1%	2%	8%	0%	F	0.102	F	0.515	4000	
138 137	Town of Kenbridge (Maint. 33)	1.13 <b>390</b> 0 SR 40		09 /6	1 /0	1 /0	2/0	0 /0	0 /6		0.102	'	0.515	4000	
Allen Del	Town of lowest (Moint, 40)	40-610 CL		000/	10/	10/	00/	40/	00/	F	0.005	F	0.004	1500	
139 Allen Rd	Town of Jarratt (Maint: 40)	0.76 1400		93%	1%	1%	0%	4%	0%	г	0.095	г	0.634	1500	
	From:	Sussex Cour Greensville Co													
139)Jarratt Ave	Town of Jarratt (Maint: 91)	0.23 <b>220</b> 0		93%	1%	1%	0%	4%	0%	С	0.094	F	0.505	2300	
100)	Tee														
lorrett Ave	Town of lorrett (Maint: Q1)	91-646 Kientz Ro 0.49 <b>200</b> 0		93%	1%	1%	0%	4%	0%	F	0.096	F	0.568	2100	
139 Jarratt Ave	Town of Jarratt (Maint: 91)	US 301 J		93%	1 70	170	0%	470	0%	Г	0.096	Г	0.566	2100	
Jamashava Dd	Taves of Alaire adag	SCL Abin		050/	00/	10/	10/	00/	00/	_	0.004	_	0.504	00000	
Jonesboro Rd	Town of Abingdon	0.38 <b>1900</b>		95%	0%	1%	1%	3%	0%	С	0.084	F	0.504	20000	
		US 11 Ma													
	From:	US 17 Freder		000/	00/	10/	00/	00/	00/	_		_	0.744	47000	
George Washington Hwy	City of Portsmouth	0.36 <b>1600</b>	0 G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.711	17000	
	To: From:	SR 337 Eli													
141 George Washington Hwy	City of Portsmouth	0.48 <b>1500</b>	0 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.741	16000	
<u> </u>	To	Portsmouth	h Blvd												
141 Effingham St	City of Portsmouth	0.76 <b>2300</b>		98%	0%	1%	0%	0%	0%	F	0.090	F	0.681	24000	
3	Tec														
Effingham St	City of Portsmouth	0.18 <b>2800</b>		98%	0%	10/	0%	0%	0%	F	0.070	F	0.507	20000	
Effingham St	City of PortSilloutif	0.18 <b>2800</b>	. u	3070	U-70	1%	U /o	U 70	U 70	Г	0.070	r	0.587	29000	,
	T _C . From:	South				$\Box$									
Effingham St	City of Portsmouth	0.25 <b>2300</b>	0 G	98%	0%	1%	0%	1%	0%	F	0.07	F	0.568	24000	
	To	High S	St			$\neg$ $\vdash$									
141)Effingham St	City of Portsmouth	0.06 <b>2000</b>		98%	0%	1%	0%	1%	0%	F	0.07	F	0.594	21000	(
····	To:	London l													

4/20/2015

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_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	From:	Effingham St													
141 London Blvd	City of Portsmouth	0.33 <b>22000</b>	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.747	23000	(
	T _C .	Elm Ave				$\neg \vdash$									
141 London Blvd	City of Portsmouth	0.83 <b>25000</b>	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.752	27000	
$\smile$	To:	M L King Freew	ay												
	From:	SR 141 RAMP TO I	IS 264												
141)Ramp	Norfolk Maintenance Area	0.15 <b>NA</b>									NA			NA	
$\smile$	To:	I-264-E; 124-99013-E000A F	ROM l	RT 141-											
North	From:	SR 141 RO ROUTE 26	64 WES	Т											
₁₄₁ )Ramp	City of Portsmouth (Maint: 64)	0.30 <b>2700</b>	G								0.233	F		2700	
$\smile$	То: I-20	64-W FROM ROUTE 14100-	EFFIN	GHAM S'	T										
South	From:	SR 141 TO ROUTE 26	4 WES	Т											
141)Ramp	City of Portsmouth (Maint: 64)	0.14 <b>2200</b>	G								0.132	F		2200	
$\smile$	To: I-	264-W FROM ROUTE 141-E	EFFINC	HAM ST											
	From:	US 1 Boydton Plan	k Rd												
₁₄₂ )Simpson Rd	Dinwiddie County	1.27 <b>2700</b>	F	97%	0%	1%	1%	1%	0%	С	0.098	F	0.615	2900	
$\smile$	To	WCL Petersbur	g			$\neg$ $\vdash$									
142)Boydton Plank Rd	City of Petersburg	0.16 <b>2800</b>	F	97%	0%	0%	1%	1%	0%	F	0.101	F	0.64	2900	
,	To:														
142)Boydton Plank Rd	City of Petersburg	Dupuy Rd 1.24 <b>2900</b>	F	97%	0%	0%	1%	1%	0%	С	0.098	F	0.609	3100	
142) Doyalor Filameria	any or recording			0.70	0 70		1 /0	1 /0	070	Ŭ	0.000	•	0.000	0.00	
Lalifan Dd	From:	Rt 604 Halifax F	F	97%	00/	00/	10/	10/	00/	F	0.007	F	0.540	F000	
142 Halifax Rd	City of Petersburg	0.06 <b>4800</b> CSX RR		97%	0%	0%	1%	1%	0%	Г	0.087	Г	0.549	5200	
Ingella Dd	City of Hampton (Maint: US )	US 258 Mercury F 0.28 <b>4600</b>	G G	99%	0%	0%	0%	0%	0%	С	NA			4900	
143 Ingalls Rd	City of Hampton (Maint. 05 )	0.28 <b>4600</b>	G	99%	0%	0%	0%	0%	0%	C	INA			4900	
	To: From:	Begin State Mainter													
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>3100</b>	G	98%	1%	1%	0%	0%	0%	С	0.103	F	0.738	3300	
$\smile$	To:	I-64													
Sottlere Landing Pd	City of Hampton	Tyler St	G	97%	1%	10/	1%	0%	09/	F	0.100	F	0.501	15000	
143) 60) Settlers Landing Rd	City of Hampton	0.67 <b>14000</b>	G	97%	170	1%	170	0%	0%	Г	0.100	Г	0.591	15000	
	To: From:	Eaton St				<u> </u>									
143) (60) Settlers Landing Rd	City of Hampton	0.46 <b>11000</b>	G	97%	1%	1%	1%	0%	0%	F	0.099	F	0.527	12000	
	To- From:	SR 134 Armistead	Ave												
143) 60 Settlers Landing Rd	City of Hampton	0.13 <b>13000</b>	G	97%	1%	1%	1%	0%	0%	С	0.098	F	0.526	14000	
$\smile \smile$	Tα	Kecoughtan Ro													
	From	Settlers Landing		0701	000		001	001	001	_	0.005	_	0.510	0000	
143) (60) Kecoughtan Rd	City of Hampton	0.26 9300	G	97%	2%	1%	0%	0%	0%	F	0.095	F	0.512	9900	
<u> </u>	Tor	US 60 Kecoughtar	ı Rd												

# 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	QW
	From:		0 Kecoughtan													
143 Victoria Blvd	City of Hamp	ton 0.54	3100	G	98%	1%	1%	0%	0%	0%	F	NA			3300	G
	From:		Lasalle Ave		222		$\rightarrow$					2 / 22				
143 Victoria Blvd	City of Hamp	ton 1.25	5600	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.535	5900	G
	From:		whatan Pkwy		2221		$\rightarrow$									
143 Victoria Blvd	City of Hampi ™-		5200	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.513	5500	G
	From:		Newport New CL Hampton				-									
(143)27th St	City of Newport		6000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.561	6400	G
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	Tα		143 Par, 28th													
143)28th St	City of Newport		143 Par, 27th 2000	St G	96%	1%	2%	0%	0%	0%	E	0.105	F		2200	G
143/2011 31	Combined Traffic Estimates for 2 Parallel F			G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.587	4700	G
	Combined Trainic Estimates for 21 arailer			<u> </u>	30 /6	1 /0	1 /6	0 /6	0 /6	0 /6	'	0.007	'	0.567	4700	ч
20th St	From: City of Newport		1900	G	96%	1%	2%	0%	0%	0%	С	0.077	_	0.592	2000	G
143 28th St	Combined Traffic Estimates for 2 Parallel F		3500	G	97%	1%	1%	0%	0%	0%	С	0.077	F	0.392	3800	G
	Combined Trainic Estimates for 21 arailer	<u> </u>			31 /6	1 /0	1 /6	0 /6	0 /6	0 /6	O	0.001	'	0.773	3000	u
Lofferson Ave	From:		143 Par, 27th		96%	10/		10/	0%	00/	С	NA			11000	
143 Jefferson Ave	City of Newport	News 0.33	9900	G	90%	1%	2%	1%	0%	0%	C	INA			11000	G
	To: From:	Name 0.04	I-664		000/	00/		00/	00/	00/		NIA			00000	_
143 Jefferson Ave	City of Newport	News 0.61	25000	G	98%	0%	1%	0%	0%	0%	F	NA			26000	G
	To: From:		50th St													
143 Jefferson Ave	City of Newport		22000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.572	23000	G
	From:		58 Mercury B Mercury Blvd	Blvd			_									
143) 17 Jefferson Ave	City of Newport		40000	G	97%	0%	0%	1%	1%	0%	F	0.091	F	0.592	42000	G
	та:	SI	R 152 Main St	t												
143) 17 Jefferson Ave	City of Newport		39000	G	97%	1%	1%	1%	1%	0%	С	0.087	F	0.582	41000	G
	Tor		6 Harpersville	a Dd												
143) (17) Jefferson Ave	From: L City of Newport		48000	G	97%	0%	0%	1%	1%	0%	F	0.083	F	0.537	50000	G
(143) (17) comorcom mo	To:		yde Morris Bl		0.70	0 70		. , •	. , 0	0 / 0	•	0.000	•	0.007	00000	0.
	From:		J Clyde Morri													
143 Jefferson Ave	City of Newport	News 1.11	32000	G	98%	1%	1%	0%	0%	0%	С	0.08	F	0.505	34000	G
$\stackrel{\smile}{=}$	To: From		dle Ground Bl	lvd			$\Box$ $\vdash$									
143 Jefferson Ave	City of Newport	News 1.29	47000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.565	49000	G
$\overline{\underline{}}$	To: From	SR 17	1 Oyster Poin	nt Rd												
(143) Jefferson Ave	City of Newport	News 0.73	51000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.537	53000	G
$\overline{}$	Tα		I-64				$\neg$ $\vdash$									
(143) Jefferson Ave	City of Newport	News 1.13	73000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.54	76000	G
	To:		Bland Blvd													

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

		Primary and interst	ate Ro	utes											
							Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Bland Blvd	.1			ZAXIC	UTANIC	TTTAII	ZITAII		1 actor		1 actor		
143 Jefferson Ave	City of Newport News	0.86 <b>53000</b>	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.562	55000	G
143 Jellerson Ave	City of Newport News	0.00 53000	G	90%	076	1 70	0%	0%	076	F	0.065	Г	0.562	55000	G
	To: From:	SR 173 Denbigh	ı Blvd												
143 Jefferson Ave	City of Newport News	0.84 <b>33000</b>	Α	98%	0%	1%	0%	0%	0%	С	0.112	Α	0.606	34000	Α
	To:	Richneck R	a												
143 Jefferson Ave	City of Newport News	2.19 <b>27000</b>	G G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.56	28000	G
143 Jenerson Ave	Oity of Newport News	2.19 27000	G	30 /6	0 76	1 /0	0 /6	0 /6	0 /6	'	0.030	•	0.50	20000	ч
	To: From:	SR 105 Ft Eusti	s Blvd												
143 Jefferson Ave	City of Newport News	2.55 <b>10000</b>	G	98%	0%	1%	1%	1%	0%	С	0.151	F	0.728	11000	G
$\bigcirc$	Tor	Yorktown F	24												
143 Jefferson Ave	City of Newport News	1.12 <b>16000</b>	G	98%	0%	1%	1%	1%	0%	F	0.126	F	0.656	17000	G
143 Jelielson Ave	Tr.	James City Coun		30 /6	0 /6	1/0	1 /0	1 /0	0 /6	'	0.120	•	0.050	17000	ч
	From:	NCL Newport	_												
143 Merrimac Trail	James City County	2.44 <b>9800</b>	G	98%	0%	1%	1%	1%	0%	F	0.11	F	0.67	10000	G
143)	To:	York County		0070	070		1 70	1 70	0 70	•	0.11	•	0.07	10000	<u> </u>
	From:	James City Coun													
143 Merrimac Trail	York County	2.50 17000	G	98%	0%	1%	1%	1%	0%	F	0.105	F	0.503	18000	G
143)	To:	James City Coun							• , •						-
	From:	York County	-												
143 Merrimac Trail	James City County	1.12 14000	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.507	15000	G
140	Τα	York County													
	From:	James City Coun													
143 Merrimac Trail	York County	0.76 <b>7200</b>	G	98%	0%	1%	1%	1%	0%	F	0.089	F	0.512	7600	G
	Ter	ECL WAR													
Marriana a Tuail	From:	ECL Williams		000/	10/	10/	00/	00/	00/		0.104	F	0.501	7100	
143 Merrimac Trail	City of Williamsburg	0.90 <b>6700</b>	G	98%	1%	1%	0%	0%	0%	С	0.104	г	0.581	7100	G
	To: From:	SR 5 Capital Land	ding Rd			_									
143 Merrimac Trail	City of Williamsburg	0.37 <b>8600</b>	G	99%	0%	0%	0%	0%	0%	С	0.104	F	0.564	9200	G
	To:	York County 1	Line												
	From:	NCL Williams	burg												
143 Merrimac Trail	York County	0.22 8800	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.542	9000	G
$\bigcirc$	To:	SR 132													
143 Merrimac Trail	York County	0.60 <b>18000</b>	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.515	18000	G
143 Merrinac Trail	Tork County	0.00 10000	G	33 /o	0 /6	0 /6	0 /6	0 /6	0 /6	'	0.004	'	0.515	10000	G
	To: From:	I-64													
143 Merrimac Trail	York County	0.24 <b>2600</b>	G	99%	0%	0%	0%	0%	0%	F	NA			2700	G
$\bigcirc$	Τo:	Camp Peary Mai	in Gate												
	From:	SR 143 TO ROUTE	664 EAS	T											
143 Ramp	City of Newport News (Maint: 99		00 . 22 10								NA			NA	
140)	on, or nonport none (maint of	-									, .			, .	
	From	SR 143- 9B TO 35TI	H STREI	ET											
143)Ramp	City of Newport News (Maint: 99										NA			NA	
$\sim$	To:	121-7006-E000B FROM													
	From:	121-7006 Jefferson A		St								_			_
(143) Ramp	City of Newport News (Maint: 99		G								0.117	F		6400	G
$\sim$	To:	I-664-E													

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

		i iiiiary aii						Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		A TO 35TH		Γ							0.007	_		5000	
143 Ramp	City of Newport News	s (Maint: 99) 0.16 I-664-E005A FRO	5000	G PSON A	VENITE							0.097	F		5000	G
	From:		43 TO I-64 V		VENCE		-									
143)Ramp	City of Newport News		5100 5100	G								0.1	F		5100	G
143)	Tα:	· · · · · · · · · · · · · · · · · · ·			AVENUE							· · ·	•		0.00	<b>.</b>
	From:	SR 14	3 TO I-64 W	VEST												
(143)Ramp	City of Newport News		3000	G								0.121	F		3000	G
	Tα:	I-64-W RAMP F	R RT 143 FI	ROM RT	14300-											
	From:	SR 14	3 TO I-64 E	EAST												
(143) Ramp	City of Newport News		2100	G								0.112	F		2100	G
$\overline{}$	Tα:	I-64-E FROM RT 1	4300- JEFF	ERSON	AVENUE											
	From:		R 143 TO I-		Γ											
143 Ramp	York Count		4500	G								0.088	F		4500	G
$\overline{}$	Τα		E FROM RT													
North	From:		3 TO I-64 E										_			_
143 Ramp	City of Newport News		2800	G	EDCON A							0.1	F		2800	G
	10.	I-64-E FROM RT 1			ERSON A	<u>.</u>										
North	City of Novement Nove		3 TO I-64 W 5300									0.005	F		E200	G
143 Ramp	City of Newport News $_{\scriptscriptstyle Tre}$	I-64-W FROM RT 1		G	SON AVE	7						0.085	Г		5300	G
NI- sale	From:		3 TO I-64 W		CONAVI	2	-									
North (143) Ramp	York Count		2600	G								0.106	F		2600	G
143) 114111	Tα	•	OM RT 143	-	H							0.100	•		2000	ď
South	From:		3 TO I-64 E													
(143) Ramp	City of Newport News		16000	G								0.090	F		16000	G
1 1	Tα:	I-64-E FROM RT 1	43 SOUTH-	-JEFFER	SON AVE											
South	From:	SR 14	3 TO I-64 W	VEST												
(143) Ramp	City of Newport News	s (Maint: 99) 0.13	2200	G								0.083	F		2200	G
$\bigcirc$	Tα:	I-64-W FROM RT 1	43 SOUTH	-JEFFER	SON AVE	Ξ										
South	From:	SR 14	3 TO I-64 W	VEST												
(143) Ramp	York Count		350	G								0.221	F		350	G
	To:	I-64-W FROM R	T 143-CAMI	P PERR	Y ROAD											
	From:		R 143; 28th S													
143) 27th St	City of Newport		2300	G	98%	0%	1%	0%	0%	0%	С	0.094	F		2500	G
$\smile$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	4400	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.587	4700	G
	To- Front		Chestnut Ave				$\Box$ $\vdash$									
143)27th St	City of Newport		1700	G	98%	1%	1%	0%	0%	0%	С	0.09	F		1800	G
•	Combined Traffic Estimates for 2 Parallel I		3500	G	97%	1%	1%	0%	0%	0%	С	0.081	F	0.775	3800	G
	To	J	efferson Ave	e												

# 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	2Axle 3				QC	Factor	QK	Factor	AAWDT	Q'
I-ff and a second	From:	0.05	27th St		000/	40/	10/	00/	00/	00/		0.00			1000	
Jefferson Ave	City of Newport News	0.05	1700	N	98%	1%	1%	0%	0%	0%	N	0.09	N		1800	١
	Combined Traffic Estimates for Parallel Roadwa		NA	_								NA			NA	
	10:	S	R 143; 28th	St			<u> </u>									
	From:		86 Oaklawn													
144 Temple Ave	Prince George County	1.99	33000	N	99%	0%	0%	0%	0%	0%	N	0.098	N	0.534	34000	
<u> </u>	To: From:	74-64	5 Puddledo	ck Rd												
144) Temple Ave	Prince George County	0.59	33000	Α	99%	0%	0%	0%	0%	0%	С	0.098	Α	0.534	34000	
$\smile$	To:		erfield Coun	_												
	Ole a starffeld Occuptor		George Cou			00/		00/	00/	00/	_	0.000		0.504	0.4000	
Temple Ave	Chesterfield County	0.19	33000	Α	99%	0%	0%	0%	0%	0%	С	0.098	Α	0.534	34000	
	To: From:	ECL	Colonial Ho	eights												
144 Temple Ave	City of Colonial Heights	0.93	27000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.637	28000	
<u> </u>	Toc		Conduit Rd	l			$\neg$ $\vdash$									
144) Temple Ave	City of Colonial Heights	0.37	33000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.51	34000	
	To		I-95													
144) Temple Ave	City of Colonial Heights	0.50	27000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.525	28000	
144) Temple 744	City of Colonial Holgitis				0070	0 70		0 70	0 70	0 70	•	0.000	•	0.020	20000	
Davidson and	City of Colonial Unichts		S 1 Bouleva		000/	00/		00/	00/	00/		0.000		0.500	05000	
144 1 301 Boulevard	City of Colonial Heights	0.74	23000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.508	25000	
	To: From:	I	akeview Av													
144) (1) (301) Boulevard	City of Colonial Heights	0.17	19000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.548	20000	
	Tor		Ellerslie Av	e			$\neg$ $\vdash$									
144) 1 301 Boulevard	City of Colonial Heights	0.19	26000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.514	28000	
	To	C	herwood A	uo.												
144) 1 (301) Boulevard	City of Colonial Heights	0.62	24000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	26000	
144) 1 301 Boulevard	City of Colonial Holgitis				0070	0 70	<del></del> -	0 70	0 70	0 70	•	0.000	•	0.04	20000	
	To-		Colonial H		000/	0%		00/	00/	00/	F	0.000	F	0.500	05000	
144 1 (301) Jefferson Davis	Hwy Chesterfield County	0.22	23000	G	99%	0%	0%	0%	0%	0%	Г	0.090	Г	0.532	25000	
	To: From:		efferson Dav													
144) Harrowgate Rd	Chesterfield County	1.44	9300	G	98%	1%	1%	0%	0%	0%	С	0.086	F	0.569	9900	
<u> </u>	To	20	-1136 North	ı St			$\neg$ $\vdash$									
144) Harrowgate Rd	Chesterfield County	2.24	8000	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.528	8500	
	To:	20.6	19 Нарру Н	311 D.4												
Harrowgate Rd	Chesterfield County	1.76	<u> 10000</u>	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.573	11000	
144). Idirowydio Hu	Gnesterned County				00 /0	1 /0	- /0	0 /0	0 /0	0 /0	5	0.002	•	0.070	1.000	
O Homeday & D.d.	To: From:		West Inters		000/	00/		10/	10/	00/		0.000		0.504	00000	
144 10 Hundred Rd	Chesterfield County	0.25	31000	G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.561	33000	
	To: From:	SR 10 EA	ST INTER	SECTIO	N											
144) Chester Rd	Chesterfield County	1.77	11000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.588	11000	(
$\smile$	To:	SR	145 Centrali	ia 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:	SR 144 Temple Ave							_					
Ramp	City of Colonial Heights (Maint: 20)	0.15 <b>15000 G</b>	97%	0%	1%	1%	1%	0%	С	NA			15000	(
	From:	Ramp Split											<b></b>	
144 Ramp	City of Colonial Heights (Maint: 20)	0.27 <b>7400 G</b>	98%	0%	0%	1%	1%	0%	С	0.083	F		7400	(
	From	I-95 South												
144)Ramp	City of Colonial Heights (Maint: 20)	0.38 <b>5900 G</b>	97%	0%	1%	1%	1%	0%	С	NA			5900	(
144) ( 141)	To:	I-95 North	07.70	0 70		1 70	1 70	070	Ū				0000	
	From:	SR 10 Iron Bridge Rd												
145)Centralia Rd	Chesterfield County	2.81 <b>8800 G</b>	98%	0%	1%	0%	0%	0%	С	0.092	F	0.516	9400	
	Τα:	SR 144 Chester Rd												
145) Chester Rd	Chesterfield County	SR 144; Centralia Rd 2.37 <b>5900 G</b>	98%	0%	1%	0%	0%	0%	F	0.097	F	0.815	6200	
145 Offester Flu	Tra:	US 1, US 301 Jefferson Davis		0 /6	1 /6	0 78	0 /6	0 /8	'	0.037	'	0.013	0200	
	From:	SR 76 Powhite Pkwy	,											
146)	City of Richmond (Maint: 43)	0.86 <b>26000 G</b>	98%	0%	0%	0%	0%	0%	F	0.114	F	0.724	32000	
140)	To:	SR 195 Downtown Expwy												
South	From: S	R-00146(L)/RAMP TO ROSEWO	OD AVE											
146)Ramp	City of Richmond (Maint: 20)	0.08 <b>NA</b>								NA			NA	
	To: IS-0019:	5-S011A(R)/RAMP FROM SR 146	5/RAMP F	ROM										
	From:	US 60 Midlothian Tpke												
147 Huguenot Rd	Chesterfield County	1.33 <b>33000 G</b>	99%	0%	0%	0%	0%	0%	F	0.089	F	0.551	36000	
	To: From:	20-711 Robious Rd												
147 Huguenot Rd	Chesterfield County	3.08 <b>36000 G</b>	99%	0%	0%	0%	0%	0%	С	0.093	F	0.592	39000	
	To: From:	20-678 Buford Rd												
147 Huguenot Rd	Chesterfield County	0.59 <b>36000 G</b>	99%	0%	0%	0%	0%	0%	F	0.094	F	0.589	38000	
<u> </u>	To: From:	SCL Richmond												
147 Huguenot Rd	City of Richmond	0.10 <b>36000 N</b>	99%	0%	0%	0%	0%	0%	Ν	0.094	Ν	0.589	38000	
<u> </u>	To: From:	SR 150 Chippenham Pkwy												
147) Huguenot Rd	City of Richmond	1.24 <b>26000 G</b>	99%	0%	0%	0%	0%	0%	С	0.097	F	0.570	27000	
	T _O . From:	NCL Richmond												
147) Huguenot Rd	Chesterfield County	0.38 <b>25000 G</b>	99%	0%	0%	0%	0%	0%	F	0.097	Ν	0.570	27000	
<u> </u>	To: From:	Huguenot Memorial Bridge	;											
147) Huguenot Rd	Henrico County	0.45 <b>22000 F</b>	99%	0%	0%	0%	0%	0%	С	0.094	F	0.59	24000	
$\smile$	To	43-7506 River Rd												
147) River Rd	Henrico County	0.02 <b>24000 N</b>	99%	0%	0%	0%	0%	0%	Ν	0.084	Ν	0.591	26000	
$\smile$	To:	WCL Richmond												
147) River Rd	City of Richmond	0.68 <b>24000 G</b>	99%	0%	0%	0%	0%	0%	С	0.084	F	0.591	26000	(
	To:	Three Chopt Rd												

# 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
	From:		hree Chopt I	Rd												
( ₁₄₇ )Cary St	City of Richm	nond 0.16	20000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.582	22000	G
<u> </u>	To: From:		Libbie Ave													
(147) Cary St	City of Richm	nond 1.10	15000	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.532	16000	G
$\stackrel{\smile}{=}$	To: From:		estmoreland	St												
( ₁₄₇ )Cary St	City of Richm	nond 0.83	15000	G	99%	0%	0%	0%	0%	0%	F	0.098	F		16000	G
$\stackrel{\smile}{=}$	To: From:		Thompson S													
( ₁₄₇ )Cary St	City of Richm		10000	G	99%	0%	0%	0%	0%	0%	F	0.084	F		11000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.542	22000	G
	To: From:	SR	161 Boulev	ard			$\Box$ $\vdash$									
(147) Cary St	City of Richm		12000	G	96%	1%	1%	1%	0%	0%	С	0.095	F		13000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	97%	1%	1%	1%	0%	0%	С	0.094	F	0.761	28000	G
	To: From:		US 301 Belv	idere St			$\Box$ $\vdash$									
(147) Cary St	City of Richm		7400	G	99%	0%	0%	0%	0%	0%	F	0.121	F		7900	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel			G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.692	18000	G
	To:	1	US 60, 9th S	t												
	From:	SR 147 TO RT 19			STREET	`							_			
147 Ramp	City of Richmond (		4700	G								0.184	F		4700	G
	10.	1-19	95-S TO RT	147												
Thompson St	City of Richm	nond 0.07	Cary St 14000	G	98%	1%	1%	0%	0%	0%	_	0.097	F	0.917	15000	G
Thompson St	Combined Traffic Estimates for 2 Parallel			G	99%	0%	0%	0%	0%	0%	F	0.097 NA	Г	0.917	26000	G
	Combined Trainic Estimates for 2 Parallel		Ellwood Ave		99%	0%	0%	0%	0%	0%	Г	INA			26000	G
	From:		Thompson S													
147 Ellwood Ave	City of Richm	nond 0.77	9900	G	98%	1%	1%	0%	0%	0%	F	0.097	F		11000	G
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.542	22000	G
	To:	SR	161 Boulev	ard			<b>—</b>									
147 Main St	City of Richm	nond 1.56	14000	G	98%	1%	1%	0%	0%	0%	С	0.106	F		15000	G
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	97%	1%	1%	1%	0%	0%	С	0.094	F	0.761	28000	G
	To:	US 1 U	JS 301 Belvi	idere St												
147 Main St	City of Richm		9800	G	98%	1%	1%	0%	0%	0%	F	0.128	F		11000	G
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.692	18000	G
	Тох	U	S 60 P, 8th	St												
	From:		I-77													
(148) Chances Creek Rd	Carroll Cou		3000	G	95%	0%	1%	1%	3%	0%	С	0.08	F	0.504	3200	G
$\overline{}$	Τα	US 52 1	Fancy Gap H	Iighway	·											
	From:		R 148; 17-77										_			_
148 Ramp	Carroll Cou		750	G								0.085	F		750	G
<u> </u>	To:		I-77 South													

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

5 .				_		Tru	ıck			K	017	Dir		
Route	Jurisdiction	Length AADT QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 148 Chances Creek Ro												
148 Ramp	Carroll County	0.19 <b>1700 G</b>								0.089	F		1700	(
<u> </u>	Tα:	I-77 North												
	From:	SR 165; N Landing Rd												
Princess Anne Rd	City of Virginia Beach	1.92 <b>24000 G</b>	98%	0%	1%	1%	0%	0%	С	0.078	F	0.509	25000	
<u> </u>	10:	Princess Anne Rd												
	From:	43-7518 Parham Rd		221					_		_			
150 Chippenham Pkwy	Henrico County	1.25 <b>35000 G</b>	98%	0%	1%	0%	1%	0%	F	0.101	F	0.515	38000	•
<u> </u>	To: From:	NCL Richmond												
150) Willey Bridge	City of Richmond	1.51 <b>44000 G</b>	98%	0%	1%	0%	1%	0%	F	0.102	F	0.564	47000	(
<u> </u>	To	SR 147 Huguenot Rd			<u> </u>									
150)Chippenham Pkwy	City of Richmond	1.36 <b>42000 G</b>	98%	0%	1%	0%	1%	0%	F	0.105	F	0.503	46000	(
	To:	Forest Hill Ave												
150) Chippenham Pkwy	City of Richmond	0.46 <b>50000 G</b>	98%	0%	1%	0%	1%	0%	F	0.100	F	0.516	54000	
130) - 141 ,	Tec													
150) Chippenham Pkwy	Chesterfield County	ECL Richmond 0.50 <b>50000 G</b>	98%	0%	1%	0%	1%	0%	F	0.100	F	0.516	54000	
150 Chippernam Fkwy	Chesterned County		90 /6	0 /6	1 /0	0 /6	1 /0	0 /6	'	0.100	•	0.510	34000	
	From	SR 76 Powhite Pkwy							_		_			
Chippenham Pkwy	Chesterfield County	0.52 <b>65000 G</b>	98%	0%	1%	0%	1%	0%	F	0.099	F	0.672	70000	•
	To: From:	20-686 Jahnke Rd												
150) Chippenham Pkwy	Chesterfield County	1.07 <b>65000 G</b>	98%	0%	1%	0%	1%	0%	F	0.097	F	0.61	70000	(
<u> </u>	To: From:	US 60 Midlothian Trnpk			$\neg$ $\vdash$									
150) Chippenham Pkwy	Chesterfield County	1.67 <b>80000 G</b>	98%	0%	1%	0%	1%	0%	F	0.110	F	0.536	89000	(
$\smile$	To:	US 360 Hull Street Rd												
150) Chippenham Pkwy	Chesterfield County	2.59 <b>73000 G</b>	98%	0%	1%	0%	1%	0%	F	0.096	F	0.547	79000	
,	To	CD 10 I Daide a Dd												
150) Chippenham Pkwy	Chesterfield County	SR 10 Iron Bridge Rd 0.94 <b>62000 G</b>	98%	0%	1%	0%	1%	0%	F	0.094	F	0.552	67000	
150) Ompormant r kwy	Official residual of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the secon		30 70	0 70	1 70	0 70	1 /0	0 70	•	0.054	•	0.552	07000	
Object and a see Blasses	From	20-637 Hopkins Rd	000/	00/	10/	00/	40/	00/		0.407	_	0.004	0.4000	
Chippenham Pkwy	Chesterfield County	1.97 <b>59000 A</b>	98%	0%	1%	0%	1%	0%	С	0.107	Α	0.604	64000	
	To: From:	US 1 Jefferson Davis Hwy												
Chippenham Pkwy	Chesterfield County	1.35 <b>57000 G</b>	98%	0%	1%	0%	1%	0%	F	0.096	F	0.564	62000	(
<u> </u>	To:	I-95												
East	From:	SR 150 E, SR 895 E												
150 Ramp	Chesterfield County	0.21 <b>24000 G</b>	98%	0%	1%	0%	1%	0%	F	0.109	F		24000	(
East	Tec From:	SR 895 W Exit A Ramp												
150)Ramp	Chesterfield County	0.02 <b>2300 G</b>	98%	0%	1%	0%	1%	0%	F	0.088	F		2300	(
130)	Ta	I-95 South	0070	370		3 /0	. 70	J /0	•	0.000	•		2000	•
	From	SR 150 W, SR 895 W			<u> </u>									
150 Ramp	Chesterfield County	0.55 <b>22000 G</b>	98%	0%	1%	0%	1%	0%	F	0.106	F		24000	(
150 Ramp	Tre	I-95 North Exit 67B Ramp	00 /0	0 /0	. /0	0 /0	1 /0	0 /0	'	0.100	•		7000	`

4/20/2015

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

Davida	1	1		-		Truc	k			K	011	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Route	Jurisdiction	Length <b>AADT Q</b>	A 4Tire	Bus	2Axle 3	8+Axle 1	1 Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	I-95 North Exit 67B Rai												
150 Ramp	Chesterfield County	0.24 <b>13000 G</b>	98%	0%	1%	0%	1%	0%	F	0.14	F		13000	(
	Τα	I-95 South												
	From:	US 29 N Amherst Hw												
₁₅₁ )Patrick Henry Hwy	Amherst County	6.34 <b>2300 G</b>	95%	0%	1%	3%	1%	0%	С	0.089	F	0.59	2100	
<u> </u>	To:	Nelson County Line												
	Nologo County	Amherst County Line		10/	10/	10/	00/	00/	_	0.100	_	0.510	1000	
151)	Nelson County	1.46 <b>2000 F</b>	95%	1%	1%	1%	2%	0%	С	0.102	F	0.519	1800	
	To: From:	SR 151 Y North of Piney												
151)	Nelson County	0.21 <b>1700 F</b>	92%	1%	2%	3%	2%	0%	F	0.101	F	0.505	1500	
$\mathcal{L}$	To:	S SR 56												
151) (56) Patrick Henry Hwy	Nelson County	2.56 <b>2000 F</b>	92%	1%	2%	3%	2%	0%	С	0.099	F	0.556	1800	
31) (30) *** * , ,														
Detriels Herman Harry	From	N SR 56	. 070/	10/	10/	10/	10/	00/	_	0.104	_	0.505	1500	
Patrick Henry Hwy	Nelson County	2.30 <b>1600 F</b>		1%	1%	1%	1%	0%	F	0.104	F	0.505	1500	
	From:	62-666 Woodson Rd 62-666 Jonesboro Rd												
151) Patrick Henry Hwy	Nelson County	8.09 <b>1500</b> F		1%	1%	1%	1%	0%	F	0.098	F	0.739	1400	
151)1 attick richty riwy				1 70	1 /0	1 /0	1 /0	0 70		0.000		0.700	1400	
	To: From:	62-664 Beach Grove R									_			
51) Rockfish Valley Hwy	Nelson County	5.52 <b>4500 F</b>	97%	1%	1%	1%	1%	0%	С	0.088	F	0.513	4200	
<u> </u>	To: From:	SR 6 River Rd												
151) 6	Nelson County	6.22 <b>8100 F</b>	93%	1%	1%	1%	4%	0%	С	0.088	F	0.558	7500	
	To	SR 6 Avon												
151	Nelson County	1.41 <b>9100 F</b>	93%	1%	1%	1%	4%	0%	F	0.086	F	0.610	8500	
151)	To:	Albemarle County Lin		1 /0		1 /0	<del>-1</del> /0	0 70		0.000		0.010	0000	
	From:	Nelson County Line	C											
Critzers Shop Rd	Albemarle County (Maint: 62)	1.11 <b>9700 F</b>	93%	1%	1%	1%	4%	0%	F	0.085	F	0.628	8900	
1	To:	US 250 Rockfish Gap I												
Vye	From:	SR 151												
Tye Brook Hwy	Nelson County	0.23 <b>870</b> F	95%	2%	1%	1%	1%	0%	С	0.106	F	0.6	900	
151) Tye Block Timy	To:	SR 56	0070	270		1 /0	1 /0	0 70	O	0.100	•	0.0	500	
	From:				<u>.</u>									
Moin St	City of Nowport Nowo	US 60 Warwick Blvd 0.41 <b>11000 G</b>		0%	10/	1%	00/	00/	С	0.090	F	0.558	12000	
Main St	City of Newport News	0.41 11000 0	90%	0%	1%	170	0%	0%	C	0.090	Г	0.558	12000	
	To: From:	US 17, SR 143 Jefferson												
152)Main St	City of Newport News	0.56 <b>8700 G</b>	99%	0%	0%	0%	0%	0%	С	0.097	F	0.54	9300	
	To:	WCL Hampton												
To date to an	From:	ECL Newport News		401		00/	001	001	_	0.000	_	0.540	10000	
Todds Lane	City of Hampton	1.21 <b>18000 C</b>	99%	1%	0%	0%	0%	0%	С	0.093	F	0.519	19000	
	To: From:	Big Bethel Rd												
Todds Lane	City of Hampton	1.03 <b>14000 0</b>	99%	1%	0%	0%	0%	0%	F	0.096	F	0.576	15000	
$\smile$	Tα	Aberdeen Rd												
	City of Hampton	0.61 <b>21000 G</b>	99%	1%	0%	0%	0%	0%	С	0.099	F	0.508	22000	
₁₅₂ )Todds Lane														

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

_						_		Trι	uck			K	_	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		ningham Co													_
152 Cunningham Dr	City of Hampton	0.59	20000	G	99%	1%	0%	0%	0%	0%	F	0.098	F	0.510	21000	G
	To: From:		oliseum Dr													
152 Cunningham Dr	City of Hampton		10000	G	99%	1%	0%	0%	0%	0%	С	0.100	F	0.552	11000	G
<u> </u>	To:	US 258, SF	R 134 Merc	ury Blv	d											
	From:		0 Colonial 7													
153 Rocky Hill Rd	Nottoway County	6.52	2500	F	89%	1%	1%	1%	9%	0%	С	0.097	F	0.527	2500	F
<u> </u>	To:		ia County L													
153 Military Rd	Amelia County	4.70	vay County 2500	G	95%	0%	1%	0%	3%	0%	F	0.094	F	0.511	2600	G
153 Williary Hu	Amena County	4.70	2500	G	95 /6	0 /6	1 /0	0 /6	3 /0	0 /6	'	0.034	'	0.511	2000	G
	To: From:		08 Cralles I													
153) Military Rd	Amelia County	3.01	4200	G	95%	0%	1%	0%	3%	0%	С	0.099	F	0.554	4300	G
<u> </u>	To: From:	SR 38	Five Forks	Rd												
153 Military Rd	Amelia County	1.25	4400	G	95%	0%	1%	0%	3%	0%	F	0.094	F	0.677	4500	G
	To	04.6	28 Butlers I	Dd												
153) Military Rd	Amelia County	1.67	4100	G	95%	0%	1%	0%	3%	0%	F	0.097	F	0.663	4200	G
133/11	To:		Patrick Henr		0070	0 70	Ť	070	070	070	•	0.007	•	0.000	1200	ŭ
	From:		4 Covingtor													
154)S Durant Rd/S Craig Ave	City of Covington (Maint: 03)		4 Covingion	F	98%	1%	1%	1%	1%	0%	С	0.088	F	0.593	12000	F
154 O Burant Horo Oralg Ave	Oity of Govington (Maint: 00)				30 /0	1 /0	1 /0	1 /0	1 /0	0 70	O	0.000	•	0.555	12000	
	To- From:		estnut Stree					221	221	221	_		_			_
154 Craig Ave	City of Covington	0.56	5000	F	99%	0%	0%	0%	0%	0%	С	0.096	F	0.688	5300	F
<u> </u>	From:		ocust Street ngton Aven													
154) E Riverside St	City of Covington	0.28	2900	F	98%	1%	1%	1%	1%	0%	С	0.103	F	0.616	3100	F
154) E Tilverside et	Only of Covington				0070	1 /0		1 /0	1 /0	0 /0	Ü	0.100	•	0.010	0100	•
	From:		nroe Avenu		050/	10/		10/	100/	00/	_	0.000	_	0.004	5000	
154 E Riverside St	City of Covington	0.24	4700	F	85%	1%	1%	1%	13%	0%	С	0.096	F	0.631	5000	F
	To- From:	Mag	azine Aven													
154 East Hickory St	City of Covington	0.09	1000	F	85%	1%	1%	1%	13%	0%	F	0.098	F	0.719	1100	F
$\smile$	To:	Alleg	ghany Aven	nue												
	From:	SR 154-S000A; 10	07-3605-N0	001A FR	OM RT											
154)Ramp	City of Covington (Maint: 03)	0.11	2900	G								NA			2900	G
$\smile$	To:	I-64-E FROM RT 15	54SOUTH A	AND D	URANT F	{										
	From:	SR 154 I-64-W0	014A TO &	FROM	IS 64											
154)Ramp	City of Covington (Maint: 03)	0.16	1000	G								NA			1000	G
$\bigcirc$	Ter	I-64-W FROM R	T 154NOR	TH & S	OUTH											
South	From:	SR 154	1 TO I-64 E	AST												
154)Ramp	City of Covington (Maint: 03)		1500	G			-					NA			1500	G
	To:	SR 154- A; 107-	-3605-N001	IA FRO	M RT											
	From	SR 5 John T	Tyler Memo	orial Hw	v											
155) Courthouse Rd	Charles City County	3.67	1400	F	96%	1%	1%	1%	1%	0%	F	0.099	F	0.539	1500	F
.00)	Tor		2 Ruthville				—i			- / -						-

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

<b>5</b> .				_		Trι	ıck			K	a	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tii	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	18-612 Ruthville												
Courthouse Rd	Charles City County	1.61 <b>1500</b>	<b>F</b> 969	6 1%	1%	1%	1%	0%	С	0.087	F	0.566	1500	F
	To: From:	18-614 Sturgeon Po												
(155) Courthouse Rd	Charles City County	1.14 <b>2800</b>	<b>F</b> 969	6 1%	1%	1%	1%	0%	F	0.084	F	0.545	2800	
<u> </u>	To:	New Kent County												
155	New Kent County	<u>Charles City Count</u> 1.09 <b>2800</b>	N 969	6 1%	1%	1%	1%	0%	N	0.084	N	0.545	2800	
155)	New Nem County			0 170	1 70	1 /0	1 /0	0 70	14	0.004	14	0.545	2000	,
N. Cassella and Bal	From:	US 60 Pocahontas		/ 40/		40/	40/	00/	_	0.000	_	0.540	0000	
N Courthouse Rd	New Kent County	3.83 <b>2800</b>	<b>F</b> 969	6 1%	1%	1%	1%	0%	F	0.086	F	0.548	2800	
	To: From:	I-64												
155 Courthouse Rd	New Kent County	2.19 <b>2000</b>	<b>F</b> 979	6 0%	1%	1%	1%	0%	С	0.097	F	0.53	2100	
<u> </u>	To:	SR 249 New Kent	Hwy											
	From:	SR 155 I-64-E214A FROM												
₁₅₅ )Ramp	New Kent County	0.24 <b>1100</b>	G							NA			1100	
	To:	I-64-E FROM RT	155											
	From:	SR 155 I-64-W214A FROM	M & TO IS 64											
₁₅₅ )Ramp	New Kent County	0.26 <b>2000</b>	G							NA			2000	
<u> </u>	To:	I-64-W FROM RT	155											
	From:	SR 35 Courtland	Rd											
156)(301) Prince George Dr	Prince George County	0.17 <b>2000</b>	<b>F</b> 919	6 2%	3%	1%	3%	0%	F	0.091	F	0.527	2100	
	To	US 301 Crater I	Rd		_									
156) Prince George Dr	Prince George County	4.09 <b>1700</b>	<b>F</b> 919	6 2%	3%	1%	3%	0%	С	0.097	F	0.747	1800	
	To	74-626 Tavern	P.d											
156) Prince George Dr	Prince George County	3.07 <b>2100</b>	<b>F</b> 919	6 2%	3%	1%	3%	0%	F	0.108	F	0.769	2200	
190)60 5.60.90 2.	es desigs seamy					. , 0	0,0	0 / 0	•	000	•	000		
156) Prince George Dr	Prince George County	US 460 West of Dis 5.73 <b>4400</b>	putanta F 899	6 3%	2%	1%	5%	0%	С	0.12	F	0.591	4700	
156) Finice George Di	Finice George County	5.73 <b>4400</b>	F 097	0 3%	270	170	3%	0%	C	0.12	Г	0.591	4700	
	To: From:	SR 106 Courthouse Rd; B							_		_			
Prince George Dr	Prince George County	0.89 <b>7100</b>	<b>F</b> 969	6 1%	1%	1%	1%	0%	С	0.089	F	0.522	7500	
<u> </u>	To- From:	74-674 Mount Sin	ai Rd											
156) Prince George Dr	Prince George County	2.24 <b>7500</b>	<b>F</b> 969	6 1%	1%	1%	1%	0%	F	0.096	F	0.511	8000	
$\smile$	To	SCL Hopewel	1											
156) Arlington Rd	City of Hopewell	0.56 <b>9100</b>	<b>F</b> 969	6 1%	1%	1%	1%	0%	F	0.088	F	0.588	9700	
	To	Down Ctuant												
156) High Ave	City of Hopewell	0.38 <b>5000</b>	<b>F</b> 969	6 0%	1%	2%	1%	0%	С	0.090	F	0.675	5400	
100/11911710	Tre	Winston Churchil		0 70	1/3	2/0	1 /0	0 /0	5	0.000	•	0.070	J-100	
	From	S RT 36												
156) (36) Winston Churchill Dr	City of Hopewell	0.25 <b>11000</b>	<b>F</b> 979	6 0%	0%	1%	2%	0%	F	0.081	F	0.613	12000	
$\smile \smile$	Tσ	N RT 36												
	From:	Arlington Rd		,					_		_		.=	
156) Winston Churchill Rd	City of Hopewell	0.55 <b>16000</b>	<b>F</b> 999	6 0%	0%	0%	0%	0%	F	0.079	F	0.576	17000	

4/20/2015

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

Б	1	, ., -		4.77	_		Tru	ck			K	0	Dir	A A14/5-	
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
	From:		6th Ave												
Winston Churchill Dr	City of Hopewell		400 F	99%	0%	0%	0%	0%	0%	F	0.081	F	0.716	7600	
<u> </u>	To:		Randolph Rd												
156) (10) Randolph Rd	City of Hopewell		RT 10 <b>'400 F</b>	95%	0%	1%	1%	3%	0%	F	0.092	F	0.684	8400	
156 10 Randolph Rd	Oity of Flopewell			95 /6	0 76	1 /0	1 /0	J /6	0 /6	•	0.032	'	0.004	0400	
	From:		Hopewell							_		_			
156) (10) James River Dr	Prince George County	1.17 9	000 F	95%	0%	1%	1%	3%	0%	F	0.086	F	0.633	10000	
	To: From:	W S	SR 156												
156) (10) (106) James River Dr	Prince George County	0.73 <b>9</b>	500 F	93%	0%	1%	1%	5%	0%	С	0.09	F	0.601	9800	
	To	N	SR 10												
156 (106)	Prince George County		700 F	90%	0%	1%	1%	7%	0%	С	0.097	F	0.56	4800	
39/109	To:	Charles Cit	ty County Line												
	From:		ge County Line	•											
156/(106)	Charles City County	1.31 4	200 F	90%	0%	1%	1%	7%	0%	F	0.095	F	0.525	4300	
	To	Е	SR 5			$\neg$ $\vdash$									
156) 5 John Tyler Memorial Hwy	Charles City County	4.34 <b>1</b>	500 F	94%	0%	1%	2%	3%	0%	F	0.107	F	0.659	1500	
	To:	Henrico	County Line												
	From:		ty County Line												
56 (5 New Market Rd	Henrico County	1.72 <b>2</b>	100 G	94%	0%	1%	2%	3%	0%	F	0.102	F	0.672	2200	
$\cup$ $\cup$	Too From:	W	SR 5												
156) Willis Church Rd	Henrico County	3.70	510 G	96%	1%	2%	1%	1%	0%	F	0.106	F	0.5	540	
<u> </u>	To:		es City Rd												
	From:		Church Rd							_		_			
Charles City Rd	Henrico County		100 G	96%	1%	2%	1%	1%	0%	F	0.1	F	0.582	2200	
<u> </u>	From:		ko Rd es City Rd												
156) Elko Rd	Henrico County		100 G	96%	1%	2%	1%	1%	0%	С	0.087	F	0.616	2200	
136) 2.110 1.10	- Tormos Scarity			0070	1 /0		1 /0	1 /0	0 70	Ū	0.007	•	0.010	2200	
	From:		Tract Rd	000/	40/		40/	40/	201	_	0.404	_	0.000	5500	
156 Elko Rd	Henrico County	0.54 <b>5</b>	100 G	96%	1%	2%	1%	1%	0%	F	0.121	F	0.606	5500	
	To: From:	Е	US 60												
156) (60) (33) Williamsburg Rd	Henrico County	2.24 <b>1</b> 3	3000 A	93%	1%	1%	2%	3%	0%	С	0.124	Α	0.698	14000	
	To:	I	-295												
156) 60 (33) Williamsburg Rd	Henrico County		4000 G	94%	1%	1%	1%	3%	0%	F	0.083	F	0.532	14000	
	Tec	CD 22 N				—									
56) 60 Williamsburg Rd	Henrico County		ine Mile Rd	94%	1%	1%	1%	3%	0%	F	0.082	F	0.552	14000	
(56) (60) Williamsburg Rd	Treffine County		JS 60	J+ /0	1 /0	1 /0	1 /0	J /0	U /0	'	0.002	'	0.002	17000	
	From:		lliamsburg Rd												
156) Airport Dr	Henrico County		4000 G	94%	1%	1%	1%	3%	0%	С	0.078	F	0.528	36000	
	Ter														
156)Airport Dr	Henrico County		I-64 <b>4000 G</b>	95%	1%	10/	10/	3%	0%	F	0.083	F	0.584	26000	
126 / WII DOLL DI	Henrico County	U./O 24	+000 G	ჟე%	170	1%	1%	3%	U%		0.063	Г	0.584	20000	

# 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> 4	Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	SR 33 Nine Mile Rd											
156 Airport Dr	Henrico County	1.86 <b>18000 G</b> 9	95%	1%	1% 1%	3%	0%	С	0.100	F	0.534	19000	G
<u> </u>	To: From:	I-295											
156) Airport Dr	Henrico County	1.09 <b>5400 G</b> 9	97%	0%	1% 1%	1%	0%	F	0.111	F	0.691	5800	G
$\smile$	To:	Hanover County Line											
Cold Howbar Dd	From:	Henrico County Line	70/	00/	10/ 10/	10/	00/	0	0.110	N.I	0.001	T 400	_
Cold Harbor Rd	Hanover County	0.58 <b>5000 G</b> 9	7%	0%	1% 1%	1%	0%	С	0.112	N	0.631	5400	G
	To: From:	42-630 Market Rd											
Cold Harbor Rd	Hanover County	2.69 <b>1500 F</b> 9	97%	0%	1% 1%	1%	0%	F	0.112	F	0.631	1600	F
<u> </u>	To	42-633 Beulah Church Rd											
156)Cold Harbor Rd	Hanover County		97%	1%	1% 1%	0%	0%	С	0.099	F	0.599	3600	F
	Too	42-718 Wyatt House Rd											
Cold Harbor Rd	From: Hanover County		97%	1%	1% 1%	0%	0%	F	0.091	F	0.65	4400	F
156) 5514 1141551 114	rianovor ecunity		,,,,,	. , ,		0 70	0 70	•	0.001	•	0.00	1100	
O-14 H-st D-1	From:	42-615 Creighton Rd	70/	10/	10/ 10/	00/	00/		0.400	_	0.500	7700	
Cold Harbor Rd	Hanover County	1.22 <b>7200 F</b> 9	7%	1%	1% 1%	0%	0%	F	0.106	F	0.530	7700	F
<u></u>	To: From:	42-643 Lee Davis Rd											
156)Cold Harbor Rd	Hanover County	0.85 <b>11000 F</b> 9	97%	1%	1% 1%	0%	0%	F	0.112	F	0.636	11000	F
$\smile$	To	I-295											
156 Cold Harbor Rd	Hanover County		9%	0%	0% 0%	0%	0%	С	0.116	F	0.657	13000	F
130)	To:	US 360 Bus Mechanicsville											
North	From:	SR 156 N, Airport Dr											
156)Ramp	Henrico County		88%	2%	1% 1%	7%	0%	С	0.092	F		2700	
130)	To:	I-64 East	70 70		170 170	. , ,	0,70	Ū	0.002				•
Vorth	From:	SR 156 N, Airport Dr			•								
156)Ramp	Henrico County		96%	1%	1% 1%	2%	0%	С	0.077	F		5800	C
156) 1 141115	To:	I-64 West	70 70	1 /0	170 170	270	0 /0	J	0.077	•		0000	`
I	From	SR 156 TO ROUTE 295 EASTSOUT	PT I		<u>!</u>								
lorth 156)Ramp	Henrico County	0.35 <b>710 G</b>	п						0.122	F		710	(
156) (1411)	To:	I-295-E FROM ROUTE 156 NORTH-AIRP	ORT DR		<del></del>				0.122			710	•
	From												_
North	Henrico County	SR 156 TO ROUTE 295 WESTNORT 0.22 <b>7200 G</b>	IH .						0.099	F		7200	c
Ramp	Tierinco County	I-295-W FROM ROUTE 156 NORTH-AIRP	POPT DE	,	<del></del>				0.099	'		7200	•
	From:		OKIDE										_
outh		SR 156 S, Airport Dr	00/	10/	10/ 00/	00/	00/	0	0.107	_		1000	,
Ramp	Henrico County		89%	1%	1% 0%	9%	0%	С	0.127	F		1000	(
	10.	I-64 East											_
outh	From:	SR 156 S, Airport Dr	70/	10/		4-7	0-1	_	0.455	_		4000	_
156 Ramp	Henrico County		97%	1%	1% 0%	1%	0%	С	0.136	F		4200	(
<u> </u>	To:	I-64 West											
South	From:	SR 156 TO RT 295 EASTSOUTH							_				
156 Ramp	Henrico County	0.20 <b>430 G</b>							0.198	F		430	C
<u> </u>	To:	I-295-E FROM ROUTE 156 SOUTH-AIRPO	ORT DR										

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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 <b>AADT</b>	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	SR 156 TO ROUTE 295 WE												_
156 Ramp	Henrico County	0.38 <b>1300</b>	G							0.2	F		1300	G
<u> </u>	Τα:	I-295-W FROM ROUTE 156 SOU	TH-AIRPORT	DR										
Bypas	From:	SR 106 & 156												
(156)(106)	Prince George County	1.09 <b>6200</b>	<b>F</b> 90%	1%	1%	1%	8%	0%	F	0.093	F	0.561	6600	F
Bypas	To: From:	74-609 Old Stage I	Rd											
(156)(106)	Prince George County	3.47 <b>3500</b>	<b>F</b> 90%	1%	1%	1%	8%	0%	С	0.094	F	0.528	3700	F
	Tox	SR 10-156 East of Hop	pewell											
	From:	SR 6 Patterson Ave	enue											
(157) Gaskins Rd	Henrico County	0.82 <b>21000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.104	F	0.54	22000	G
	Te	Quioccasin Rd												
(157) Quioccasin Rd	Henrico County	0.63 <b>13000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.103	F	0.613	14000	G
101)	То:	Pemberton Rd												
	From:	Quioccasin Rd												
157 Pemberton Rd	Henrico County	1.47 <b>7800</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.107	F	0.538	8300	G
	To: From:	Three Chopt Rd												
157) Pemberton Rd	Henrico County	1.17 <b>10000</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.108	F	0.586	11000	G
	To	US 250 Broad St	t											
(157) Springfield Rd	Henrico County	0.59 <b>17000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.101	F	0.521	18000	G
	To	Hungary Rd												
(157)Springfield Rd	Henrico County	0.97 <b>19000</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.105	F	0.596	21000	G
137) -1- 3	То													
157)Springfield Rd	Henrico County	Nuckols Rd 1.78 <b>6100</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.133	F	0.596	6400	G
157 Springheid rid	Tieffico County			0 /6	0 /6	0 /6	0 /6	0 /6	'	0.100	'	0.530	0400	ч
	From:	Francistown Rd		00/		00/	00/	201	_	0.111		0.540	10000	_
157 Springfield Rd	Henrico County	0.28 11000	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.111	F	0.519	12000	G
		US 33 Staples Mill	Ku											
	From:	SR 72 W Int	000/	40/	10/	40/	00/	00/	_	0.004	_	0.500	5500	_
158 72 Front St	Town of Coeburn (Maint: 97	) 0.65 <b>5300</b>	<b>G</b> 98%	1%	1%	1%	0%	0%	F	0.094	F	0.529	5500	G
	To: From:	SR 72 E Int												
158 Front St	Town of Coeburn (Maint: 97	) 1.04 <b>1000</b>	<b>G</b> 98%	1%	1%	1%	0%	0%	С	0.102	F	0.557	1100	G
<u></u>	To: From:	ECL Coeburn												
158	Wise County	0.43 <b>1000</b>	<b>N</b> 98%	1%	1%	1%	0%	0%	Ν	0.102	Ν	0.557	1100	Ν
	To	97-893 Bull Run I	Dr		$\neg$ $\vdash$									
(158)	Wise County	0.07 <b>1000</b>	<b>N</b> 98%	1%	1%	1%	0%	0%	Ν	0.102	Ν	0.557	1100	Ν
	To:	ALT US 58												
	From	ALT US 58												
158 Front St	Town of Coeburn (Maint: 97		<b>G</b> 93%	0%	1%	0%	5%	0%	С	0.09	F	0.700	4200	G
P	To	SR 72 Laurel Avo												

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

		Primary and interst	ato 110								17		D:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q١
	Prom	OD 211 W 1	TD 11			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
159 Dunlap Creek Rd	Alleghany County	SR 311 Kanawh 8.52 <b>710</b>	a 1 rail	87%	0%	1%	1%	11%	0%	С	0.093	F	0.6	750	F
159 Duniap Greek No	Allegiany County			07 78	0 70	1 /6	1 /0	11/0	0 /6	O	0.033	'	0.0	730	'
Donales Overala Del	To: From:	03-665 Moss Ri		040/	00/		40/	00/	00/		0.000	_	0.707	4400	
159 Dunlap Creek Rd	Alleghany County	2.81 1100	F	91%	0%	1%	1%	8%	0%	С	0.096	F	0.737	1100	
		I-64													
Tueil of the Lancacana Direc	Prom:	Kentucky State		0.40/	00/	10/	00/	00/	00/	0	0.117	_	0.500	450	
Trail of the Lonesome Pine	Wise County	6.31 <b>430</b>	G	94%	0%	1%	2%	2%	0%	С	0.117	F	0.586	450	•
	To: From:	WCL Appalac													
160	Town of Appalachia (Maint: 97)	1.71 <b>430</b>	N	94%	0%	1%	2%	2%	0%	Ν	0.117	N	0.586	450	١
<u> </u>	To:	SR 68													
	From:	I-95													
161 Commerce Rd	City of Richmond	0.21 <b>19000</b>	G	87%	1%	1%	2%	8%	0%	F	0.083	F	0.65	20000	
<u> </u>	To:	Bells Rd													
161)Bells Rd	City of Richmond	Commerce F 1.17 <b>8800</b>	G	87%	1%	1%	2%	8%	0%	С	0.082	F	0.506	9400	
161) Bells 110	City of Hierimona				1 /0	1 70	270	0 70	0 70	J	0.002	•	0.500	3400	
	To: From:	US 1, US 301 Jefferson		_						_		_			
161 Bells Rd	City of Richmond	0.49 11000	G	92%	2%	1%	2%	3%	0%	С	0.086	F	0.517	11000	
	From:	Belt Blvd Bells Rd													
161)Belt Blvd	City of Richmond	0.84 <b>5000</b>	G	92%	2%	1%	2%	3%	0%	F	0.099	F	0.569	5400	
101) = 31 = 31	To To														
161)Belt Blvd	City of Richmond	7 Terminal Av	G G	92%	2%	1%	2%	3%	0%	F	0.085	F	0.518	7000	
161 Deit Biva	Tr.	SR 10 W; Broad F		3Z /0	2 /0	1 /0	2/0	3 /0	0 /6	'	0.003	'	0.516	7000	
	From:	SR 10 Broad Ro													
161) (10) Broad Rock Blvd	City of Richmond	0.43 16000	G	98%	1%	1%	1%	0%	0%	F	0.093	F	0.563	17000	
	To:	N RT 10													
	From:	SR 10 E, Broad R								_		_			
161 Belt Blvd	City of Richmond	0.30 <b>13000</b>	G	97%	2%	1%	0%	0%	0%	С	0.087	F	0.578	13000	
<u> </u>	To: From:	US 360 Hull	St												
161)Belt Blvd	City of Richmond	0.87 <b>19000</b>	G	97%	2%	1%	0%	0%	0%	F	0.089	F	0.548	20000	
$\smile$	To:	US 60 Midlothia	n Tøke												
161) Westover Hills Blvd	City of Richmond	0.92 18000	G	97%	2%	1%	0%	0%	0%	С	0.08	F	0.545	19000	
	To	Forest Hill A	VO.												
161)Westover Hills Blvd	City of Richmond	0.40 <b>12000</b>	G	97%	2%	1%	0%	0%	0%	F	0.107	F	0.622	13000	
161) Westever Finne Bive	- Tuestinolia			07.70			070	070	070	•	0.107	•	0.022	10000	
Washanan Lilla Dhad	From L	Evelyn Byrd		1000/	00/		00/	00/	00/	_	0.404		0.004	40000	
Westover Hills Blvd	City of Richmond	0.21 <b>13000</b>	G	100%	0%	0%	0%	0%	0%	С	0.104	F	0.621	13000	(
	T _O . From:	South End of B													
161 Nickel Bridge	City of Richmond (Maint: TOL)	0.38 <b>13000</b>	G	100%	0%	0%	0%	0%	0%	С	0.104	F	0.621	13000	
<u> </u>	To:	North End of B	ridge												
161)Park Dr	City of Richmond	0.31 <b>13000</b>	G	100%	0%	0%	0%	0%	0%	С	0.104	F	0.621	13000	(
$\smile$	To:	Shirley Lan	e												

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

					Tr	uck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b> Q	4 4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
161) Park Dr	City of Richmond	Shirley Lane 0.43 11000 G	100%	0%	0% 0%	0%	0%	С	0.101	F	0.623	12000	G
161)1 alk Di	City of Hichmoria		100 /6	0 /6	076 076	0 /6	0 /6	O	0.101	'	0.023	12000	а
161 Blanton Ave	City of Richmond	Rugby Rd 0.22 <b>12000 G</b>	99%	0%	0% 0%	0%	0%	С	0.097	F	0.565	12000	G
	To	Grant St											
(161)Boulevard	City of Richmond	0.38 <b>10000 G</b>	99%	0%	0% 0%	0%	0%	С	0.098	F	0.568	11000	G
	To- From:	SR 147 Cary St											
161 Boulevard	City of Richmond	0.84 <b>16000 G</b>	99%	0%	0% 0%	0%	0%	F	0.092	F	0.51	17000	G
	To- From:	US 33; US 250 Broad 5											
161 Boulevard	City of Richmond	1.05 <b>21000 G</b>	97%	1%	1% 0%	1%	0%	С	0.085	F	0.569	22000	G
161 Boulevard	City of Richmond	I-95 0.12 <b>13000 G</b>	95%	1%	1% 1%	2%	0%	F	0.091	F	0.502	14000	G
161 Boulevald	City of Alcimond		93 /6	1 /0	1/0 1/0	2/0	0 /6	'	0.091	'	0.302	14000	G
161)Hermitage Rd	City of Richmond	Westwood Ave 1.23 <b>9100 G</b>	98%	1%	1% 0%	0%	0%	С	0.114	F	0.648	9700	G
(101)	То-	I-95											
(161) Hermitage Rd	City of Richmond	0.24 <b>16000 G</b>	99%	0%	1% 0%	0%	0%	F	0.1	F	0.556	17000	G
	To: From:	NCL Richmond											
(161) Lakeside Ave	Henrico County	0.35 <b>15000</b> G	99%	0%	1% 0%	0%	0%	F	0.098	F	0.54	16000	G
<u></u>	Tee From:	Dumbarton Rd											
161 Lakeside Ave	Henrico County	0.93 <b>13000 G</b>	99%	0%	1% 0%	0%	0%	С	0.097	F	0.632	14000	G
	From:	SR 356 Hilliard Rd Lakeside Ave											
(161) Hilliard Rd	Henrico County	0.74 <b>7200</b> G	98%	0%	1% 0%	1%	0%	С	0.116	F	0.68	7700	G
	To:	US 1; Brook Rd											
Pomp	From:	SR 161 Commerce Ro							0.160	٨		E700	^
161 Ramp	City of Richmond (Maint: 20)	0.19 <b>4700 A</b> I-95 South							0.163	Α		5700	Α
	From:	SR 161- A JB-20 FROM R	Γ 161										
(161)Ramp	City of Richmond (Maint: 20)	0.50 <b>NA</b>							NA			NA	
	To:	I-95-N FR BELLS ROA	D										
	From:	SR 161 Boulevard							0.400	_ ا		44000	
161 Ramp	City of Richmond (Maint: 43)	0.15 <b>11000 G</b> I-95 North							0.106	F		11000	G
	From:	SR 161 Hermitage Rd											
(161)Ramp	City of Richmond (Maint: 43)	0.11 <b>6900 G</b>							0.124	F		6900	G
	Τα·	I-95 South											
	From:	ECL Williamsburg	076'	40/	00/ 40/	00/	00/		0.005	N.	0.540	00000	
162 Second St	York County	0.17 <b>20000 G</b> SR 143 Merrimac Trai		1%	<u>2</u> % 1%	0%	0%	С	0.085	N	0.546	22000	G

# 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
	From:	Bus US 29, US 501 Lynchburg	g Expre	essway											
163) Wards Rd	City of Lynchburg	0.44 <b>17000</b>	G	98%	0%	1%	0%	0%	0%	F	NA			18000	G
$\smile$	Too	SR 128 Candler Mtn	n Rd												
163) Wards Rd	City of Lynchburg	0.42 <b>27000</b>		98%	0%	1%	0%	0%	0%	F	NA			28000	G
103)	To:	Bus US 460 Fort Ave													
Bus	From:	Wards Rd													
163)(460) Fort Ave	City of Lynchburg	1.19 <b>21000</b>	G	98%	0%	1%	0%	0%	0%	С	0.083	F	0.536	22000	C
	To:	Memorial Ave													
	From:	Fort Ave								_		_			
163 Memorial Ave	City of Lynchburg	0.60 <b>11000</b>	G	99%	0%	1%	0%	0%	0%	С	0.079	F	0.643	11000	(
<u> </u>	To: From:	Oakley Ave													
163) Memorial Ave	City of Lynchburg	0.47 <b>12000</b>	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.505	13000	(
	To	Park Ave													
163) Memorial Ave	City of Lynchburg	0.33 <b>12000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			13000	(
163/ Wellional 7 We			<u> </u>	00 /0	0 70	1 70	0 /0	0 70	0 70	•	1471			10000	`
	To: From:	Langhorne Rd													
163)5th St	City of Lynchburg	0.17 <b>14000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			15000	(
	To: From:	Pollard St													
163)5th St	City of Lynchburg	0.26 <b>13000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			14000	(
	To	Pierce St													
163)5th St	City of Lynchburg	0.27 <b>12000</b>	G	98%	0%	0%	0%	1%	0%	F	NA			13000	(
163/301130	Oity of Lynchburg	0.27 12000	u	30 /6	0 /6	0 /6	0 /6	1 /0	0 /6	•	INA			13000	`
	To- From:	Park Ave													
₁₆₃ )5th St	City of Lynchburg	0.38 <b>12000</b>	F	98%	0%	1%	0%	0%	0%	С	0.085	F	0.546	13000	I
<u> </u>	To: From:	Clay St													
163)5th St	City of Lynchburg	0.57 <b>14000</b>	F	98%	0%	0%	0%	1%	0%	С	0.093	F	0.632	14000	ı
	To:	Amherst County Li	ine												
	From:	NCL Lynchburg													
163) Amherst Hwy	Amherst County	1.64 <b>8600</b>	G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.561	9100	(
<u> </u>	To:	Bus US 29													
North	From:	SR 163 Wards Ro	d												
163) Ramp	City of Lynchburg	0.09 <b>NA</b>									NA			NA	
	To:	US 501; Bus US 2	29												
	From:	US 17 Bridge Roa	ad												
164) Western Freeway	City of Suffolk (Maint: 61)	0.84 19000		95%	0%	0%	1%	4%	0%	F	0.086	F	0.715	22000	
<u> </u>	Toc	I-664													
164) Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>38000</b>	F	95%	0%	0%	1%	4%	0%	F	0.091	F	0.580	43000	F
104) Western Freeway	Oity of Surioik (Mairit. 61)			JJ /6	0 /0	U /6	1 /0	7 /0	0 /6	'	0.031	'	0.500	40000	١
	To: From:	SR 135 College D													
164) Western Freeway	City of Suffolk (Maint: 61)	0.02 <b>46000</b>		95%	0%	0%	1%	4%	0%	С	0.104	Α	0.557	52000	F
<u> </u>	To:	WCL Portsmouth	h												
164) Western Freeway	City of Destance the (Mainta CA)	ECL Suffolk	_	OE0/	00/	00/	10/	40/	00/	0	0.104	٨	0.557	E0000	
16/ / Western Freeway	City of Portsmouth (Maint: 64)	0.88 <b>46000</b>	Α	95%	0%	0%	1%	4%	0%	С	0.104	Α	0.557	52000	F

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

В.,			4T'	_		Tru	ck			K	011	Dir	A A1	٥
Route	Jurisdiction	Length AADT QA 4	4 I ire	Bus	2Axle 3	8+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
NA - A - W Fire - Constant	From:	Towne Point Rd	050/	00/	20/	40/	40/	00/	-	0.004		0.010	50000	_
Western Freeway	City of Portsmouth (Maint: 64)	1.35 <b>50000 G</b>	95%	0%	0%	1%	4%	0%	F	0.084	F	0.619	56000	G
Mastaria Francisco	City of Destagate (Mainty C4)	Cedar Lane	050/	00/		10/	40/	00/		0.000	F	0.000	F1000	
Western Freeway	City of Portsmouth (Maint: 64)	1.73 <b>45000 G</b>	95%	0%	0% 	1%	4%	0%	F	0.089	F	0.626	51000	G
Wastern Francis	City of Double of the Mainty C4)	West Norfolk Rd  1.81 <b>48000 G</b>	050/	00/		1%	4%	00/	F	0.083	F	0.615	F4000	G
Western Freeway	City of Portsmouth (Maint: 64)	1.81 <b>48000 G</b> US 58, SR 337 Martin Luther King F	95%	0%	0%	170	4%	0%	Г	0.083	Г	0.615	54000	G
East	From:	SR 164 TO ROUTE 664 WESTNOR												
164) Ramp	City of Suffolk (Maint: 61)		95%	0%	0%	1%	4%	0%	F	NA			2000	C
104)	Τα:	I-664-W FROM ROUTE 164 EAS	Т											
Vest	From:	SR 164 TO ROUTE 664 EASTSOU	TH											
164)Ramp	City of Suffolk (Maint: 61)		95%	0%	0%	1%	4%	0%	F	NA			7700	C
<u> </u>	Τα	I-664-E FROM ROUTE 165 WES	Т											
West	From:	SR 164 TO ROUTE 664 WESTNOR		00/	00/	10/	40/	00/	_	NIA			0000	_
164 Ramp	City of Suffolk (Maint: 61)	0.35 <b>8600 G</b> I-664-W FROM ROUTE 164 WES	95% ET	0%	0%	1%	4%	0%	F	NA			8600	C
	From				1									
165 Moses Grandy Trail	City of Chesapeake	Bus US 17 George Washington Hw 2.70 <b>13000</b> F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.53	14000	-
163) Moses Grandy Train	Tree Tree Tree Tree Tree Tree Tree Tree			170		0 70	0 70	0 70	Ū	0.001	•	0.00	1 1000	
165) Cedar Rd	City of Chesapeake	US 17 Dominion Blvd 0.28 <b>23000 G</b>	99%	0%	0%	0%	0%	0%	С	NA			24000	(
103) 00001 110	To.		00 /0	0 70		0,70	0,0	0,70						
165) Cedar Rd	City of Chesapeake	Bells Mill Rd West 2.01 <b>30000 F</b>	99%	0%	0%	0%	0%	0%	F	0.095	F	0.603	32000	F
103) 00000: 110	To.		00 /0	0 70		0,70	0,0	0,70	•	0.000	•	0.000	02000	
165) Cedar Rd	City of Chesapeake	131-8798 Bells Mill Rd East 1.73 <b>26000 F</b>	99%	0%	0%	0%	0%	0%	F	0.08	F	0.546	28000	F
163) Codd: 110	To To			0 70		0 70	0 70	0 70	•	0.00	•	0.010	20000	
Bus	From:	Bus SR 168 Battlefield Blvd							_					
165 168 Battlefield Blvd	City of Chesapeake	0.26 <b>30000 F</b>	99%	0%	1%	0%	0%	0%	С	0.083	F	0.505	32000	F
	To: From:	BUS SR 168 Battlefield Blvd			<u> </u>									
165 Mt Pleasant Rd	City of Chesapeake	0.75 <b>20000 F</b>	97%	1%	1%	1%	1%	0%	F	0.120	F	0.551	21000	F
	To: From:	SR 168 Great Bridge Bypass												
165 Mt Pleasant Rd	City of Chesapeake	2.57 <b>19000 F</b>	97%	1%	1%	1%	1%	0%	С	0.1	F	0.511	20000	F
	To: From:	131-866 Centerville Tpke												
165) Mt Pleasant Rd	City of Chesapeake	4.53 <b>10000 F</b>	97%	1%	1%	1%	0%	0%	С	0.116	F	0.547	11000	F
	To: From:	131-8667 Fentress Airfield Rd												
165) Mt Pleasant Rd	City of Chesapeake		97%	1%	1%	1%	0%	0%	F	0.117	F	0.634	11000	F
<u> </u>	To- From:	WCL Virginia Beach												
165) North Landing Rd	City of Virginia Beach	ECL Chesapeake 1.49 10000 G	99%	0%	 1%	0%	0%	0%	F	0.116	F	0.593	11000	
100)	Tro-			0 /0		0,0	5 / 0	5 / 0	•	50	•	0.000		`
165 North Landing Rd	City of Virginia Beach	134-8667 Salem Rd 2.64 <b>12000 G</b>	99%	0%	1%	0%	0%	0%	С	0.103	F	0.632	12000	(
100) HOLLI LANGING FIG	To:	SR 149 Princess Anne Rd	JJ /0	0 /0	1 /0	0 /0	0 /0	0 /0	J	0.100	•	0.002	12000	

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

				-		Trι	ıck		6.5	K	011	Dir		<u> </u>
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۷
	From:	North Landing Rd												
165) Princess Anne Rd	City of Virginia Beach	2.68 <b>24000</b> (	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.078	F	0.589	26000	G
$\smile$	To:	Dam Neck Rd												
165) Princess Anne Rd	City of Virginia Beach	1.46 <b>43000</b> (	<b>G</b> 99%	0%	0%	0%	0%	0%	F	NA			46000	G
103)	To:	Independence Blvd Sor						-,-	-					
	From:	Independence Blvd Bl			<u> </u>									
165) Princess Anne Rd	City of Virginia Beach	0.48 <b>41000</b> (	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.081	F	0.569	44000	C
100)	, T ₂													
Diagram Anna Bd	From:	Lynnhaven Pkwy	2 000/	00/	00/	00/	00/	00/		0.004		0.50	40000	,
165) Princess Anne Rd	City of Virginia Beach	0.40 <b>43000 C</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	г	0.084	г	0.56	46000	(
<u> </u>	To: From:	Ferrell Pkwy			_									
165) Princess Anne Rd	City of Virginia Beach	0.69 <b>34000</b> (	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.092	F	0.599	37000	(
	Tal													
Drivers Aven Del	From:	134-8640 Providence I		00/	00/	00/	00/	00/		0.000		0.000	07000	,
165) Princess Anne Rd	City of Virginia Beach	1.07 <b>26000 (</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.092	F	0.606	27000	(
<u> </u>	To	134-7837 Edwin Dr												
165) Princess Anne Rd	City of Virginia Beach	1.19 <b>31000 (</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.095	F	0.634	33000	(
100)	, ,													
	From:	SR 190 Kempsville R												
165) Princess Anne Rd	City of Virginia Beach	1.62 <b>22000 (</b>	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.093	F	0.661	24000	(
<u> </u>	To	134-8730 Cheyenne R	Rd		$\neg$ $\vdash$									
165) Princess Anne Rd	City of Virginia Beach		<b>G</b> 99%	0%	0%	0%	0%	0%	F	0.106	F	0.580	30000	(
100)	To:	ECL Norfolk; Newtown												
	From:	WCL Virginia Beach, SR 403 N						2Trail         QC Factor         QK Factor         AAWDT QW           0%         F 0.078         F 0.589         26000         G           0%         F NA         46000         G           0%         F 0.081         F 0.569         44000         G           0%         F 0.084         F 0.56         46000         G           0%         C 0.092         F 0.599         37000         G           0%         F 0.092         F 0.606         27000         G           0%         F 0.095         F 0.634         33000         G           0%         C 0.093         F 0.661         24000         G						
165) Kempsville Rd	City of Norfolk	1.00 <b>19000 (</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.095	F	0.641	20000	(
100)	-													
	From:	US 58 Virginia Beach B							_		_			
165 Kempsville Rd	City of Norfolk		<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.097	F	0.538	12000	(
<u> </u>	To:	US 13 Northampton Bl	lvd											
	C': (A) (H	Kempsville Rd	070/	40/	101	00/	40/	00/	_	0.007	_	0.507	00000	_
165) (13) (166) Northampton Blvd	City of Norfolk		<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	33000	(
	To:	SR 166, US13		D 1										
Maria and Liver Nicotic		S 13 Northampton Blvd; SR 166 P			40/	00/	00/	00/	_	0.000	_	0.500	4.4000	,
165 Military Hwy North	City of Norfolk	0.62 <b>42000 C</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.080	F	0.502	44000	(
<u> </u>	To: From:	I-64			-									
165) Military Hwy North	City of Norfolk	0.60 <b>12000</b> (	<b>G</b> 97%	1%	1%	0%	0%	0%	F	0.081	F	0.622	13000	(
, ,	,													
	From:	SR 192 Azalea Garden							_		_			
165 Military Hwy North	City of Norfolk	0.39 <b>23000 0</b>	<b>G</b> 97%	1%	1%	0%	0%	0%	C	0.082	F	0.547	24000	(
<u> </u>	To:	SR 247 Norview Ave	e											
165) Military Hwy North	City of Norfolk	1.65 <b>22000</b> (		1%	1%	0%	0%	0%	F	0.084	F	0.538	24000	(
100)						- / -								
	To: From:	SR 170 Little Creek R			<del> </del>									
165) Little Creek Rd	City of Norfolk	0.12 <b>34000 (</b>	<b>G</b> 97%	1%	1%	1%	1%	0%	F	0.081	F	0.507	38000	(
$\smile$	Too	SR 194 Chesapeake Bl	lvd		$ \vdash$									
165 Little Creek Rd	City of Norfolk	0.58 <b>25000</b> (		1%	1%	1%	1%	0%	F	0.079	F	0 545	27000	(
165) Little Creek Rd	Oity of Norioik			1 /0	1 /0	1 /0	1 /0	0 /0	•	0.073	•	0.040	27000	
		Tidewater & Sewells Poin	ın Ku											

4/20/2015

# 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:	Tidewater & Sewells	Point Rd				017.040				. 40101		. 40101		
65) Little Creek Rd	City of Norfolk	0.86 <b>21000</b>	G	97%	1%	1%	1%	1%	0%	F	0.094	F	0.674	23000	G
39)	To:	NHS Change	e												
	From:	I-64													
165)Little Creek Rd	City of Norfolk	0.36 <b>21000</b>	G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.525	23000	(
$\mathcal{L}$	To:	US 460 Granby	/ St			$\neg$ $\vdash$									
Little Creek Rd	City of Norfolk	1.19 <b>16000</b>	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.557	17000	(
100)	To														
165)Little Creek Rd	City of Norfolk	0.78 <b>Diven St</b>	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.501	12000	(
165 Little Creek Hu	City of Norion	SR 337 Hampton		30 /6	1 /0	1 /0	0 /6	0 /6	0 /6		0.091	'	0.501	12000	,
	From:	•													
		SR 165 I-564-S000A FROM		4 SOU							0.077	_		F700	,
65 Ramp	City of Norfolk (Maint: 64)	0.11 5700	G	O L VIEW L							0.077	F		5700	(
	10.	I-64-E FROM RT 165 NOF		OUTH											
<u>lorth</u>	From:	SR 165 TO I-64 V	VEST												
Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>									NA			NA	
	To: From	122-99026- A RROM ROBI	N HOOD	ROAD											
lorth 165) Ramp	City of Norfolk (Maint: 64)	0.11 9300	G								0.090	F		9300	(
65) Tamp		-64-W FROM RT 16500- MIL		пснул	v						0.030	'		3300	,
				IIOI1W71											
Poinbridge Plyd	City of Chesapeake	US 17 Dominion 2.05 <b>3900</b>		89%	1%	2%	40/	4%	00/	_	NA			4400	(
Bainbridge Blvd	City of Criesapeake	2.05 <b>3900</b>	G	89%	176	2%	4%	4%	0%	Г	INA			4400	,
	From:	SR 190 Great Bridg													
166)Bainbridge Blvd	City of Chesapeake	0.69 <b>8900</b>	F	89%	1%	2%	4%	4%	0%	С	0.100	F	0.541	10000	
<u> </u>	To	US 13 Military I	Hwy												
166) 460 Bainbridge Blvd	City of Chesapeake	0.74 11000	F	96%	1%	1%	0%	2%	0%	F	0.097	F	0.596	12000	
	To	Еноомон Ахи													
166) 460 Bainbridge Blvd	City of Chesapeake	Freeman Ave 1.25 <b>11000</b>	F F	96%	1%	1%	0%	2%	0%	F	0.090	F	0.509	11000	
166) 460 Bainbridge Blvd	Oity of Offesapeake	1.23 11000	•	30 /6	1 /0	1 /0	0 /6	2 /0	0 /6	•	0.030	'	0.503	11000	
	To- From:	Chesapeake I				<del> </del> _									
166)(460)Bainbridge Blvd	City of Chesapeake	0.81 <b>8700</b>	F	96%	1%	1%	0%	2%	0%	С	0.088	F	0.575	9200	I
<u> </u>	To: From	SR 337 Poindext													
166) 460 Poindexter St	City of Chesapeake	Bainbridge Bl 0.56 <b>6900</b>	F	98%	0%	1%	0%	0%	0%	С	0.098	F	0.558	7400	
66 A60 Poindexter St	Oity of Offesapeake	0.30 0900	•	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	O	0.030	'	0.550	7400	
$\rightarrow \sim \sim$	To: From:	Liberty St													
66)(460)22nd St	City of Chesapeake	0.39 <b>5500</b>	F	98%	0%	1%	0%	0%	0%	F	0.121	F	0.584	5800	I
<del></del>	To: From:	SCL Norfolk													
Wilson Pd	City of Norfolk	NCL Chesapea 0.65 <b>7800</b>	G G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.739	8300	(
166) (460) Wilson Rd	Gity Of NOTIOIK			90%	U%	1 70	0%	U%	U%	۲	0.107	Г	0.739	0300	(
•	From:	Campostella A Wilson Rd	ive												
166)(460)(168) Campostella Rd	City of Norfolk	0.73 <b>34000</b>	G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	36000	(
100/(+00)(100) 5250010	To:	Kimball Ten		0070	. /0	. /0	. 70	_ / 0	5 / 5	•	0.500	•	0.500	23000	`

# 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
Describition Association	From:	Kimball		050/	40/	10/	40/	00/	00/	_	0.004	_	0.050	40000	_
166 460 168 Brambleton Ave	City of Norfolk	0.30 4000		95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	43000	G
166 Park Ave	City of Norfolk	US 460 Braml 0.45 <b>1400</b>		98%	1%	1%	1%	0%	0%	С	0.09	F	0.573	16000	G
166 / AIK AVE	City of Norion			30 /6	1 /0	1 /0	1 /0	0 /6	0 /6	O	0.03	'	0.575	10000	u
166) Park Ave	City of Norfolk	US 58 Va Be		98%	1%	1%	1%	0%	0%	F	0.087	F	0.503	13000	G
166 1 4117/100	To:	Princess A		3070	170		1 /0	0 70	0 70	•	0.007		0.000	10000	ŭ
	From:	Park A													
166 Princess Anne Rd	City of Norfolk	0.65 <b>1600</b>	00 G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.518	17000	G
	To: From:	Merrima													
Princess Anne Rd	City of Norfolk	0.30 <b>1600</b>	00 G	97%	1%	1%	1%	1%	0%	F	0.092	F	0.527	18000	G
	From:	Ballentine		.=-/		$\Box$			221						
166 Princess Anne Rd	City of Norfolk	0.95 <b>200</b> 0	00 A	97%	1%	1%	1%	1%	0%	С	0.097	Α	0.527	22000	Α
	To: From:	Azalea Ga				<del> </del>									
Princess Anne Rd	City of Norfolk	1.46 <b>2000</b>	00 G	97%	1%	1%	1%	1%	0%	F	0.082	F	0.549	22000	G
	To: From:	US 13 Milit				<b>□</b>						_			
166 (13) (165) Northampton Blvd	City of Norfolk	0.26 <b>3100</b>		97%	1%	1%	0%	1%	0%	F	0.087	F	0.587	33000	G
	From:	SR 165 Prince SR 165 Mili													
166) 13 Northampton Blvd	City of Norfolk	0.62 <b>3300</b>	00 G	96%	0%	1%	0%	2%	0%	F	0.092	F	0.602	35000	G
	To: From:	I-64	ļ			$\neg$ $\vdash$									
166) (13) Northampton Blvd	City of Norfolk	0.20 <b>8000</b>	00 G	96%	0%	1%	0%	2%	0%	F	0.081	F	0.557	83000	G
	To: From:	CL Virginia	a Beach												
166) (13) Northampton Blvd	City of Virginia Beach	0.95 <b>6100</b>	00 G	96%	0%	1%	0%	2%	0%	F	0.073	F	0.539	63000	G
	To:	US 13; Diamono		d											
166 Diamond Springs Rd	City of Virginia Beach	US 13 Northar 1.32 <b>260</b> 0		97%	0%	1%	1%	1%	0%	С	0.082	F	0.612	28000	G
166) Planoria opinigo ria	To:	US 60 Sh		07.70	0 70		170	1 /0	070	Ü	0.002	•	0.012	20000	ŭ
	From:	North Carolina	State Line												
168 Battlefield Blvd	City of Chesapeake	1.79 <b>2400</b>	00 A	97%	0%	0%	1%	1%	0%	С	0.167	Α	0.536	22000	Α
$\smile$	To	Bus SR 168 Battlefield	Blvd; Galll	oush Rd		$ \vdash$									
168 Chesapeake Expressway	City of Chesapeake (Maint: TOL			97%	0%	0%	1%	1%	0%	F	NA			8700	G
$\smile$	To: Bi	us SR 168 Battlefield Blvd	d: Near Indi	an Creek F	Rd										
168 Chesapeake Expressway	City of Chesapeake (Maint: TOL			97%	0%	0%	1%	1%	0%	F	NA			8700	G
$\smile$	To	Hillcrest	Pkwv												
168 Chesapeake Expressway	City of Chesapeake (Maint: TOL			97%	0%	0%	1%	1%	0%	F	NA			31000	G
$\smile$	To	End Toll	Road												
168 Great Bridge Bypass	City of Chesapeake	1.76 <b>3400</b>		97%	0%	0%	1%	1%	0%	F	NA			31000	G
	Tor	Bus SR 168 Bat	tlefield Blv	d											

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

Route	Jurisdictio	n Lenc	th AAI	OT QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW
riodio	Caribalotte					Dus	2Axle	3+Axle	1Trail	2Trail	Q O	Factor	Q.I.	Factor	70,000	Q II
	From:			ttlefield Blvd							_		_			_
168 Great Bridge Bypass	City of Chesa	peake 0.2	<b>290</b>	00 F	97%	0%	0%	1%	1%	0%	F	0.085	F	0.588	27000	F
Out at Didden Brosses	To: From:	4.5	Hanbur	•	070/	00/	- 00/	40/	40/	00/		0.000		0.044	40000	_
168 Great Bridge Bypass	City of Chesa	peake 1.5	<b>440</b>	00 F	97%	0%	0%	1%	1%	0%	F	0.088	F	0.644	42000	F
	From:			leasant Rd												
168 Great Bridge Bypass	City of Chesa	peake 2.4	9 <b>710</b>	00 F	97%	0%	0%	1%	1%	0%	F	0.096	F	0.707	67000	F
	To:			ttlefield Blvd							_		_			
0ak Grove Connector	City of Chesa	peake 1.8	2 <b>700</b>	00 F	97%	0%	0%	1%	1%	0%	F	0.091	F	0.658	66000	F
	To: From:		I-6	4			$\Box$ $\vdash$									
168 (64)	City of Chesapeake	,										es for this	s seg	ment.		
$\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout			97%	0%	1%	1%	2%	0%	N	NA			120000	N
	From:		I-64; U SR 168 (													
168 (64) I-64 W Exit 290	City of Chesapeake	(Maint: 64) 0.1		eD Ru	S	ee I-64	for dire	ctional tr	raffic vo	lume es	timate	es for this	s seg	ment.		
	To:	D.	mn to Rus	SR 168 S												
168) (64) I-64 W Exit 290	City of Chesapeake			3K 100 3	S	ee I-64	for dire	ctional tr	raffic vo	lume es	timate	es for this	s sea	ment.		
100) (04)	To		amp From	CD 160 C									3			
168) (64) I-64 W Exit 290	From: City of Chesapeake			SK 106 S	S	ee I-64	for dire	ctional tr	raffic vo	lume es	timate	es for this	s sea	ment.		
100) (04) ******	To:		-	3, Bus SR 16									9			
	From:		amp to Bu	ıs SR 168												
1																
168 64 Ramp	City of Chesapeake	(Maint: 64) 0.13	3		S	ee I-64	for dire	ctional tr	raffic vo	lume es	timate	es for this	s seg	ment.		
$\bigcirc$	City of Chesapeake	(Maint: 64) 0.1	Bus SR	168	S	ee I-64	for dire	ctional tr	raffic vo	lume es	timate	es for this	s seg	ment.		
Bus	City of Chesapeake  Too From: City of Chesap		Bus SR		99%	0%	for dire	ctional tr	raffic vo	lume es	timate N	es for this	s seg N	0.509	70000	N
$\bigcirc$	To: From:		Bus SR	00 N											70000	N
Bus 168 168 Battlefield Blvd	To From:  To From:  To From:	peake 0.3	Bus SR 5 <b>660</b> End Bus 1-64; U	00 N SR 168 SS 17	99%	0%	1%	0%	0%	0%	N	0.08	N	0.509		
Bus	To: From:	peake 0.3	Bus SR 5 <b>660</b> End Bus 1-64; U	00 N SR 168											70000	N F
Bus 168 Battlefield Blvd  168 Battlefield Blvd	Too From: City of Chesap To: From: City of Chesap	peake 0.3	Bus SR 5 660 End Bus 1-64; U 4 350 US 13 Mili	00 N SR 168 S 17 00 F	99%	0%	1% 1%	0%	0% 2%	0%	N F	0.08	N F	0.509	37000	F
Bus 168 Battlefield Blvd	To From:  To From:  To From:	peake 0.3	Bus SR 5 660 End Bus 1-64; U 4 350 US 13 Mili	00 N SR 168 S 17 00 F	99%	0%	1%	0%	0%	0%	N	0.08	N	0.509		F
Bus 168 168 Battlefield Blvd 168 Battlefield Blvd	City of Chesal To: From: City of Chesal To: From: City of Chesal To: From: City of Chesal	peake 0.3 peake 0.5 peake 0.4	Bus SR 5 660 End Bus 1-64; U 4 350 US 13 Mili	00 N SR 168 SS 17 00 F tary Hwy 00 F	99%	0%	1% 1%	0%	0% 2%	0%	N F	0.08	N F	0.509	37000	F
Bus 168 168 Battlefield Blvd 168 Battlefield Blvd	Too From: City of Chesap To: From: City of Chesap	peake 0.3 peake 0.5 peake 0.4	Bus SR 5 6600 End Bus 3 I-64; U 4 3500 US 13 Mili 7 2100 Campost	00 N SR 168 S 17 00 F tary Hwy 00 F	99%	0%	1% 1%	0%	0% 2%	0%	N F	0.08	N F	0.509	37000	F
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave	City of Chesal To: From: City of Chesal To: From: City of Chesal To: From: City of Chesal	peake 0.3 peake 0.5 peake 0.4	Bus SR 5 6600 End Bus 3 I-64; U 4 3500 US 13 Mili 7 2100 Campost	00 N SR 168 S 17 00 F tary Hwy 00 F ella Rd	99% 96% 96%	1%	1% 1% 1%	0% 1% 1%	0% 2% 2%	0% 0% 0%	N F F	0.08 0.108 0.080	N F	0.509 0.578 0.505	37000 23000	F
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave	City of Chesal To: From: City of Chesal To: From: City of Chesal To: From: City of Chesal	peake 0.3  peake 0.5  peake 0.4  peake 0.4	Bus SR 5 6600 End Bus 1-64; U 4 3500 US 13 Mili 7 2100 Campost 2 1500 Provider	00 N SR 168 SS 17 00 F tary Hwy 00 F ella Rd 00 F	99% 96% 96%	1%	1% 1% 1%	0% 1% 1%	0% 2% 2%	0% 0% 0%	N F F	0.08 0.108 0.080	N F	0.509 0.578 0.505	37000 23000	F
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave	City of Chesal  City of Chesal  City of Chesal  City of Chesal  City of Chesal  City of Chesal  City of Chesal  Tor  From:  City of Chesal	peake 0.3  peake 0.5  peake 0.4  peake 0.4  peake 0.4  peake 1.1	Bus SR  5 6600 End Bus I-64; U 4 3500 US 13 Milli 7 2100 Campost 2 1500 Provider 6 1600	00 N SR 168 SS 17 00 F tary Hwy 00 F ella Rd 00 F ace Rd 00 A	99% 96% 96%	0% 1% 1%	1% 1% 1% 1%	0% 1% 1%	0% 2% 2%	0% 0% 0%	N F F	0.08 0.108 0.080 0.095	N F F	0.509 0.578 0.505 0.583	37000 23000 16000	F
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave	City of Chesal  City of Chesal  City of Chesal  City of Chesal  City of Chesal  City of Chesal  City of Chesal  Tor  From:  City of Chesal	peake 0.3  peake 0.5  peake 0.4  peake 0.4  peake 0.4  peake 1.1	Bus SR 5 6600 End Bus 1-64; U 4 3500 US 13 Mili 7 2100 Campost 2 1500 Provider 6 1600 Dld Atlantin	00 N SR 168 SS 17 00 F tary Hwy 00 F ella Rd 00 F ace Rd 00 A c Avenue	99% 96% 96%	0% 1% 1%	1% 1% 1% 1%	0% 1% 1%	0% 2% 2%	0% 0% 0%	N F F	0.08 0.108 0.080 0.095	N F F	0.509 0.578 0.505 0.583	37000 23000 16000	F F A
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave	City of Chesal Tor From: City of Chesal Tor From: City of Chesal Tor From: City of Chesal Tor From: City of Chesal Tor From: City of Chesal	peake 0.3  peake 0.5  peake 0.4  peake 0.4  peake 0.4  peake 1.1  peake 1.3	Bus SR 5 6600 End Bus : I-64; U 4 3500 US 13 Mili 7 2100 Campost 2 1500 Provider 6 1600 Dld Atlanti 9 870	00 N SR 168 SS 17 00 F tary Hwy 00 F ella Rd 00 F ace Rd 00 A c Avenue	99% 96% 96% 96%	0% 1% 1% 1%	1% 1% 1% 1% 1%	0% 1% 1% 1%	0% 2% 2% 2%	0% 0% 0% 0%	N F F C	0.08 0.108 0.080 0.095	N F F A	0.509 0.578 0.505 0.583 0.567	37000 23000 16000 17000	F F
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave 168 Atlantic Ave 168 Atlantic Ave	City of Chesal To From: City of Chesal To From: City of Chesal To City of Chesal To From: City of Chesal To City of Chesal To From: City of Chesal To From: City of Chesal To From: City of Chesal	peake 0.3  peake 0.5  peake 0.4  peake 0.4  peake 0.4  peake 1.1  peake 1.3	Bus SR 5 6600 End Bus : I-64; U 4 3500 US 13 Mili 7 2100 Campost 2 1500 Provider 6 1600 Dld Atlanti 9 870	00 N SR 168 SS 17 00 F tary Hwy 00 F ella Rd 00 F ace Rd 00 A c Avenue 00 F berty Rd	99% 96% 96% 96% 96%	0% 1% 1% 1% 1%	1% 1% 1% 1% 1%	0% 1% 1% 1% 1%	0% 2% 2% 2% 2% 2%	0% 0% 0% 0% 0% 0%	N F F C	0.08 0.108 0.080 0.095	N F F A	0.509 0.578 0.505 0.583 0.567 0.630	37000 23000 16000 17000 9300	F A
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave	City of Chesal Tor From: City of Chesal Tor From: City of Chesal Tor From: City of Chesal Tor From: City of Chesal Tor From: City of Chesal	peake 0.3  peake 0.5  peake 0.4  peake 0.4  peake 0.4  peake 1.1  peake 1.3	Bus SR 5 6600 End Bus 1-64; U 4 3500 US 13 Milit 7 2100 Campost 2 1500 Provider 6 1600 Dld Atlanti 9 870 SSR 246 Lii 5 1500	00 N SR 168 SS 17 000 F tary Hwy 000 F ella Rd 000 F ace Rd 000 A c Avenue 00 F berty Rd 000 F	99% 96% 96% 96%	0% 1% 1% 1%	1% 1% 1% 1% 1%	0% 1% 1% 1%	0% 2% 2% 2%	0% 0% 0% 0%	N F F C C	0.08 0.108 0.080 0.095 0.114 0.102	N F F A F	0.509 0.578 0.505 0.583 0.567	37000 23000 16000 17000	F A
Bus 168 Battlefield Blvd 168 Battlefield Blvd 168 Battlefield Blvd 168 Atlantic Ave 168 Atlantic Ave 168 Atlantic Ave	City of Chesal To From: City of Chesal To From: City of Chesal To City of Chesal To From: City of Chesal To City of Chesal To From: City of Chesal To From: City of Chesal To From: City of Chesal	peake 0.3  peake 0.5  peake 0.4  peake 0.4  peake 0.4  peake 0.3  peake 0.3	Bus SR 5 6600 End Bus 1-64; U 4 3500 US 13 Milit 7 2100 Campost 2 1500 Provider 6 1600 Dld Atlanti 9 870 SSR 246 Lil 5 1500 SCL No	00 N SR 168 SS 17 000 F tary Hwy 000 F ella Rd 000 F ace Rd 000 A c Avenue 00 F berty Rd 000 F	99% 96% 96% 96% 96%	0% 1% 1% 1% 1%	1% 1% 1% 1% 1%	0% 1% 1% 1% 1%	0% 2% 2% 2% 2% 2%	0% 0% 0% 0% 0% 0%	N F F C C	0.08 0.108 0.080 0.095 0.114 0.102	N F F A F	0.509 0.578 0.505 0.583 0.567 0.630	37000 23000 16000 17000 9300	N F F F G

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

							Truc	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4	Tire	Bus	2Axle 3	+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:	SR 407 Indian Riv								_		_			
168 Campostella Rd	City of Norfolk	0.26 <b>24000</b>		96%	1%	1%	1%	2%	0%	F	0.104	F	0.703	26000	G
<u> </u>	To:	US 460 Wilson	Rd			_									
Compostella Pd	City of Norfolk	0.73 <b>34000</b>	<b>G</b> 9	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	36000	
168 460 166 Campostella Rd	City of Nortolk	0.73 34000	G 9	95%	1 70	1 70	1 70	270	0%	Г	0.099	Г	0.000	36000	
	To: From:	Kimball Terr													
168)(460)(166) Brambleton Ave	City of Norfolk	0.30 <b>40000</b>	<b>G</b> 9	95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	43000	(
	To	Park Ave													
168)(460) Brambleton Ave	City of Norfolk	0.40 <b>29000</b>	<b>G</b> 9	95%	1%	1%	1%	2%	0%	С	0.086	F	0.58	31000	(
100/400/=									-,-	_					
	From:	Brambleton Av		270/	00/	10/	00/	40/	00/		0.000	_	0.500	00000	
Tidewater Dr	City of Norfolk	0.31 <b>31000</b>	<b>G</b> 9	97%	0%	1%	0%	1%	0%	F	0.086	F	0.562	33000	(
<u> </u>	To: From:	US 58 Va Beach	Blvd												
168) Tidewater Dr	City of Norfolk	0.89 <b>29000</b>	<b>G</b> 9	97%	0%	1%	0%	1%	0%	F	0.083	F	0.526	31000	(
$\mathcal{L}$	To	Lindenwood A	vo.												
168)Tidewater Dr	City of Norfolk	0.81 <b>26000</b>		97%	0%	1%	0%	1%	0%	F	0.080	F	0.502	28000	(
168) Fidewater B1	City of Norton	0.01 2000	<u> </u>	<i>31 7</i> 0	0 70		0 70	1 /0	0 70	•	0.000	•	0.002	20000	`
	To: From:	Cromwell Dr													
168 Tidewater Dr	City of Norfolk	1.03 <b>37000</b>	<b>A</b> 9	97%	0%	1%	0%	1%	0%	С	0.095	Α	0.550	40000	/
<u> </u>	Τα	Norview Ave	;			$\neg$ —									
168) Tidewater Dr	City of Norfolk	1.11 34000		97%	0%	1%	0%	1%	0%	F	0.085	F	0.549	36000	(
	To	T.C.1													
Tidowator Dr	City of Norfolk	0.60 <b>29000</b>	<b>G</b> 9	99%	0%	1%	0%	0%	0%	F	0.006	F	0.631	31000	(
168 Tidewater Dr	City of Norioik			9970	076	1 70	0%	076	0%	Г	0.086	Г	0.631	31000	,
	To: From:	SR 165 Little Cree													
168 Tidewater Dr	City of Norfolk	1.29 <b>17000</b>	<b>G</b> 9	99%	0%	1%	0%	0%	0%	С	0.093	F	0.581	18000	(
<u> </u>	To	Bay View Blv	d												
168 Tidewater Dr	City of Norfolk	1.01 <b>12000</b>		99%	0%	1%	0%	0%	0%	F	0.099	F	0.586	13000	(
100)	, T-	YYO 460 G 1													
Tidoustor Dr	City of Norfolk	US 460 Granby 0.75 <b>7700</b>		200/	00/	10/	00/	00/	00/	F	0.100	F	0.659	0000	(
Tidewater Dr	City of Norioik			99%	0%	1%	0%	0%	0%	Г	0.102	Г	0.659	8300	,
		US 60 Ocean View													
North	From:	SR 168; 1SR 168-P SR 1	168-N015B	3											
168)Ramp	City of Chesapeake (Maint: 64										NA			NA	
<u> </u>	To:	US 17-N017C TO RT	64 WEST												
North	From:	SR 168; 1SR 168-P SR 1	168-N015A	4											
168)Ramp	City of Chesapeake (Maint: 64	l) 0.28 <b>NA</b>									NA			NA	
$\mathcal{L}$	To	SR 168-N015C TO RT 17 S	SOUTH &	190											
North	From:										0.45.	_		10000	
168 Ramp	City of Chesapeake (Maint: 64	0.05 <b>17000</b>	G								0.131	F		18000	(
	To:	US 17-N017B FROM RT 17 NO	RTH TO 4	464 NO	R										
North											0.107	F		E000	,
168 Ramp	City of Chesapeake (Maint: 64		G								0.127	Г		5900	(
~	10"	I-64-W291A US 17	-N017												

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Truck +Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW
North 168 Ramp	City of Chesapeake (Maint: 64)	SR 168-N015B TO RT 17 SOUT 0.38 NA SR 168-S015A TO RT 17 SOUT							NA			NA	
North 168 Ramp	City of Norfolk (Maint: 64)	SR 168 TO I-64 WEST 0.27 <b>5100 G</b> 54-W FROM RT 168 NORTH-TIDE	WATER DI	RI					0.107	F		5100	G
lorth 168 Ramp	City of Norfolk (Maint: 64)	SR 168; 122-8626 TO I-64 EAST 0.20 <b>5200 G</b> 64-E FROMRT 168 NORTH-TIDEV		IV					0.105	F		5200	G
South 168 Ramp	City of Chesapeake (Maint: 64)	1SR 168-P TO RT 190 0.13 <b>15000 G</b> SR 168-N015C TO RT 17 SOUT	TI 8- 100						0.084	F		16000	G
South 168 Ramp	City of Chesapeake (Maint: 64)								NA			NA	
South 168 Ramp	City of Norfolk (Maint: 64)	SR 168 TO I-64 EAST 0.17 <b>3500 G</b> 64-E FROM RT 168 SOUTH-TIDE	WATER DR	RI					0.090	F		3500	G
South 168 Ramp	City of Norfolk (Maint: 64)	SR 168 TO I-64 WEST 0.13 <b>3100 G</b> 64-W FROM RT 168 SOUTH-TIDE	WATER DI	RI					0.102	F		3100	G
Bus 168 Battlefield Blvd	City of Chesapeake	SR 168 Chesapeake Expressway; Ba 2.70 15000 F  Indian Creek Rd	97%	d 0%	0%	1% 1%	0%	F	0.09	F	0.666	16000	F
Bus 168 Battlefield Blvd	City of Chesapeake	1.55 <b>18000 F</b> Centerville Tpke	97%	0%	0%	1% 1%	0%	F	0.09	F	0.631	20000	F
Bus 168 Battlefield Blvd	City of Chesapeake	3.78 <b>19000 F</b> SR 168 Great Bridge Bypa	97%	0%	0%	1% 1%	0%	F	0.084	F	0.646	20000	F
Bus 168 Battlefield Blvd	City of Chesapeake	0.28 <b>6800 G</b>	99%	0%	1%	0% 0%	0%	F	NA			7200	G
Bus 168 Battlefield Blvd	City of Chesapeake	1.70 <b>12000 F</b> SR 165 S, Mount Pleasant Rd, Joh	99% nstown Rd	0%	1%	0% 0%	0%	F	0.087	F	0.531	13000	F
Bus 168 165 Battlefield Blvd	City of Chesapeake	0.26 <b>30000 F</b> SR 165 North; Cedar Roa	99%	0%	1%	0% 0%	0%	С	0.083	F	0.505	32000	F
Bus Battlefield Blvd	City of Chesapeake	1.24 <b>36000 F</b> SR 190 Great Bridge Blv	99% d	0%	1%	0% 0%	0%	F	0.085	F	0.560	38000	F
Bus 168 Battlefield Blvd	City of Chesapeake	0.17 <b>37000 F</b> SR 168 Great Bridge Bypa	99% ass	0%	1%	0% 0%	0%	F	0.085	F	0.611	39000	F

4/20/2015

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

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA 4Tir	e Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q
Bus	From:		reat Bridge I												
Battlefield Blvd	City of Chesapeake	1.39	38000	<b>F</b> 99%	6 0%	1%	0%	0%	0%	F	0.082	F	0.657	41000	
Bus	To: From:	Hollywood	d Rd; Oak Gr	rove Rd											
168)Battlefield Blvd	City of Chesapeake	0.68	49000	<b>F</b> 99%	6 0%	1%	0%	0%	0%	F	0.090	F	0.622	52000	
100)	To	Υ.	olvo Pkwy												
Bus	From:														
Battlefield Blvd	City of Chesapeake	0.58	66000	<b>F</b> 99%	6 0%	1%	0%	0%	0%	F	0.08	F	0.509	70000	
Bus	To: From:		I-64												_
168 (168) Battlefield Blvd	City of Chesapeake	0.35	66000	N 99%	6 0%	1%	0%	0%	0%	Ν	0.08	Ν	0.509	70000	
00/100/	To:		Battlefield I												
Bus	From:	Bus	s SR 168 NB	3											_
Ramp From Bus SR 168 NB to I-64 WB	City of Chesapeake (Maint: 64)		11000	<b>G</b> 99%	6 0%	0%	0%	0%	0%	С	0.081	F		11000	
<u></u>	To:		I-64- WB												
Bus	From:	Bus	s SR 168 NB	3											
Ramp From Bus SR 168 NB to I-64 EB	City of Chesapeake (Maint: 64)	0.18	9500	<b>G</b> 97%	6 0%	1%	0%	1%	0%	С	80.0	F		9500	
<u> </u>	To:		I-64- EB												
Bus	From:	SR 168	Battlefield B	lvd S											
Ramp	City of Chesapeake (Maint: 64)	0.17	3600	<b>G</b> 94%	6 0%	2%	1%	3%	0%	С	0.076	F		3600	
<u> </u>	To:		I-64 W												
Bus	From:	Bus SR 16	68 Battlefield	Blvd S											
Ramp	City of Chesapeake (Maint: 64)	0.35	3300	<b>G</b> 86%	6 1%	1%	2%	9%	1%	С	0.094	F		3300	
	То:		I-64 E												
	From:		143 Mellen S												
69) Mallory St	City of Hampton	0.07	8200	N 98%	6 1%	1%	0%	0%	0%	N	0.083	N	0.554	8700	
<u></u>	To: From:	SR	143 County S	St											_
69) Mallory St	City of Hampton	0.15	8200	<b>G</b> 98%	6 1%	1%	0%	0%	0%	F	0.083	F	0.554	8700	
<u> </u>	To: From:	US 25	8 Mercury B	Blvd											_
69) Mallory St	City of Hampton	1.95	5400	<b>G</b> 98%	ú 1%	1%	0%	0%	0%	С	0.086	F	0.568	5700	
	To	SR 351	E, Pembroke	Ave											
(351) Pembroke Ave	City of Hampton	0.60	3300	<b>G</b> 98%	ú 1%	1%	0%	0%	0%	F	0.091	F	0.606	3500	
03/031/	To		W, Pembroke												
69) Old Buckroe Rd	City of Hampton	1.37	5300	<b>G</b> 98%	6 1%	0%	0%	0%	0%	С	0.086	F	0.589	5700	
69) Old Backroo Ha	To:		Fox Hill Rd	<b>u</b> 507	0 170		0 /0	0 70	0 70	J	0.000	•	0.000	0700	
	From:		l Buckroe Rd	i											_
69) Fox Hill Rd	City of Hampton	1.08	12000	<b>G</b> 99%	6 1%	0%	0%	0%	0%	F	0.094	F	0.632	13000	
$\sim$	To	W	oodland Rd												
69) Fox Hill Rd	City of Hampton	0.88	18000	<b>G</b> 99%	ú 1%	0%	0%	0%	0%	С	0.094	F	0.591	19000	
$\mathcal{L}$	To	Cles	mwood Pkwy	v											
Fox Hill Rd	City of Hampton	0.95	24000	<b>G</b> 99%	6 1%	0%	0%	0%	0%	F	0.092	F	0.607	26000	
109):	Tro		8; Mercury B		- 170		0 /0	0 / 0	0 / 0	•	J.JUL	•	0.007	_5555	

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

Б	1			4.7.			Tru	ıck		00	K	01/	Dir	4.414/DT	
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	SR 165 N Military													
70 Little Creek Rd	City of Norfolk	1.08 <b>24000</b>	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.533	26000	(
<u> </u>	To: From:	Halprin Drive	e												
Little Creek Rd	City of Norfolk	0.48 <b>23000</b>	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.503	24000	
<u> </u>	To	SR 192 Azalea Garo	den Rd												
170)Little Creek Rd	City of Norfolk	1.09 19000	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.530	21000	
70)	To:	US 60 Shore Dr				Ti.									
	From:	SR 143 Jefferson													
71 Oyster Point Rd	City of Newport News	0.70 <b>42000</b>	G	98%	0%	1%	1%	0%	0%	С	0.081	F	0.505	45000	
71) Gyotor i omicina	ony of Homport Home			0070	0 70	. , ,	1 /0	0 / 0	0 70	Ū	0.001	•	0.000	10000	
	From	121-12 Canon B							221	_		_		.=	
71 Oyster Point Rd	City of Newport News	0.17 <b>44000</b>	G	98%	0%	1%	1%	0%	0%	F	0.092	F	0.503	47000	
<u> </u>	To: From:	I-64													
71) Victory Blvd	City of Newport News	0.74 <b>43000</b>	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.616	46000	
<u> </u>	To:	York County Li	ine												
	From:	WCL Newport N													
71 Victory Blvd	York County	0.82 <b>44000</b>	G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.544	47000	
<u></u>	To: From:	US 17 George Washingto	on Mem	Hwy		$\neg$ $\vdash$									
71 Victory Blvd	York County	0.35 27000	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.536	29000	
	To		TT												
71) Victory Blvd	York County	SR 134 Hampton 1.02 <b>18000</b>	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.602	19000	
71) VICTORY BIVO	Tork Gounty			30 /6	0 76	1 /0	0 /6	0 /6	0 76	•	0.005	•	0.002	13000	
	To: From:	99-600 Big Bethe													
71) Victory Blvd	York County	1.48 <b>18000</b>	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.521	19000	
<u> </u>	To:	WCL Poquoso													
71) Victory Blvd	City of Poguoson	York County Li 0.79 <b>12000</b>	G	98%	0%	1%	0%	0%	00/	С	0.089	F	0 505	12000	
71) VICIOTY BIVO	City of Poquosoff	0.79 12000	G	90%	0%	1 70	0%	070	0%	C	0.069	Г	0.585	12000	
	To: From:	SR 172 Wythe Cre													
71) Little Florida Rd	City of Poquoson	1.00 <b>11000</b>	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.648	12000	•
<u> </u>	To	Far Street													
71 Little Florida Rd	City of Poquoson	0.44 7700	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.645	8200	
	To	Dogwood Av													
Poquoson Ave	City of Poquoson	Poquoson Ave 0.50 <b>6600</b>	G	99%	0%	0%	0%	0%	0%	С	0.098	F	0.627	7000	
71)1 04003011 AVC	Oity of 1 oquosoff	0.50 0000	<u> </u>	33 70	0 70	0 70	0 70	0 70	0 70	J	0.000		0.027	7000	
	To: From:	Bunting Rd													
71) Poquoson Ave	City of Poquoson	0.91 <b>3700</b>	G	99%	0%	0%	0%	0%	0%	F	0.102	F	0.647	3900	
<del></del>	To: From:	147-7050 Ridge	Rd			$\Box$ $\vdash$									
71) Poquoson Ave	City of Poquoson	1.00 <b>2800</b>	G	99%	0%	0%	0%	0%	0%	F	0.113	F	0.634	3000	(
	To	Messick Rd													
	From:	Poquoson Ave	е												
71) Messick Rd	City of Poquoson	1.27 <b>1500</b>	G	99%	0%	0%	0%	0%	0%	F	0.102	F	0.617	1600	
	Ter	Messick Pt													
		111COSICK I t				ı									-

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

Dauta	luvia diation	Longth AADT OA	4Tiro	Due		Trι	ıck		QC	K	ΟV	Dir	AAWDT	
Route	Jurisdiction		4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QV
East	City of Newport News (Maint: 99)	SR 171 Oyster Point Rd 0.33 <b>8800 G</b>								0.092	F		8800	G
171 Ramp	To:	I-64-E			_					0.032	'		8800	G
East	From:	SR 171 Oyster Point Rd												_
171) Ramp	City of Newport News (Maint: 99)	0.25 <b>2000 G</b>								0.133	F		2000	C
	To:	I-64-W												
West	From:	SR 171 Oyster Point Rd												
171 Ramp	City of Newport News (Maint: 99)									0.134	F		5200	(
<u> </u>	10:	I-64-E												
West 171 Ramp	City of Newport News (Maint: 99)	SR 171 Victory Blvd 0.36 <b>5100 G</b>								0.113	F		5100	(
1/1) ((a))	Tree Tree	I-64-W								0.113	'		3100	•
	From:	SR 134 Magruder Blvd												
172)Cmdr Shepard Blvd	City of Hampton	0.61 <b>7300 G</b>	98%	1%	0%	0%	0%	0%	F	0.144	F	0.894	7800	(
	т _с	Armistead Ave												
172)Cmdr Shepard Blvd	City of Hampton	0.42 <b>16000 G</b>	98%	1%	0%	0%	0%	0%	С	0.102	F	0.517	17000	(
	Tor	NASA Main Gate												
172) Armistead Ave	City of Hampton	0.85 <b>15000 G</b>	99%	0%	0%	0%	0%	0%	С	0.099	F	0.771	16000	(
	Tor	Semple Farm Rd												
172) Wythe Creek Rd	City of Hampton	1.03 <b>15000 G</b>	99%	0%	0%	0%	0%	0%	F	0.105	F	0.750	16000	(
$\bigcup$	To:	SCL Poquoson												
172 Wythe Creek Rd	City of Poquoson	NCL Hampton 1.08 <b>12000 G</b>	98%	0%	1%	1%	0%	0%	С	0.093	F	0.691	13000	(
172) Wythe Gleek Hu	City of Foddosoff			0 /0	1 /0	1 /0	0 /0	0 /0	C	0.093	'	0.091	13000	,
172) Wythe Creek Rd	City of Poquoson	SR 171 Little Florida Rd; Victor 0.24 <b>12000 G</b>	y Blvd 98%	0%	1%	1%	0%	0%	F	0.09	F	0.613	12000	(
1/2) Wythe Greek Hu	City of Foquosoff		30 /6	0 /0	1 /0	1 /0	0 /0	0 /0	'	0.09	'	0.013	12000	,
172 Wythe Creek Rd	City of Poquoson	Hudgins Rd 0.62 <b>7500 G</b>	98%	0%	1%	1%	0%	0%	F	0.088	F	0.601	8000	(
1/2) Wythe Greek Hu	Tre:	Poquoson Ave	30 /6	0 /6	1 /0	1 /0	0 /6	0 /6	'	0.000	'	0.001	0000	`
	From:	Moyer Drive												_
173) Denbigh Blvd	City of Newport News	0.53 <b>3800 G</b>	97%	1%	1%	0%	0%	0%	С	0.088	F	0.550	4100	(
	To:	Catalina Drive												
173 Denbigh Blvd	City of Newport News	Catalina Dr 0.74 <b>8700 G</b>	97%	1%	1%	0%	0%	0%	F	0.088	F	0.542	9300	(
173 Delibigii Biva	City of Newport News		31 /6	1 /0	1 /0	0 /6	0 /0	0 /0	'	0.000	'	0.542	9300	,
173 Denbigh Blvd	City of Newport News	Lucas Creek Rd 0.55 <b>15000 G</b>	97%	1%	1%	0%	0%	0%	F	0.087	F	0.637	16000	(
173 Delibigii Biva	City of Newport News		31 /6	1 /0	1 /0	0 /6	0 /0	0 /0	'	0.007	'	0.037	10000	•
173 Denbigh Blvd	City of Newport News	US 60 Warwick Blvd 1.14 <b>29000 G</b>	98%	0%	1%	0%	0%	0%	С	0.079	F	0.514	30000	(
1/3) Delipigii biva	City of Newport News		90%	U-70	1 70	U 70	U 7/0	U 7/0	C	0.079	Г	0.514	30000	(
170 Donbigh Blvd	City of Newport News	SR 143 Jefferson Ave	Ω00/	0%	0%	10/	Λο/	0%	F	0.000	F	0.612	31000	(
173 Denbigh Blvd	City of Newport News	1.32 <b>29000 G</b> York County Line	99%	υ%	0%	1%	0%	0%	Г	0.089	Г	0.612	31000	(

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

							Truck-			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus			ail 2Trai	ററ	Factor	QK	Factor	AAWDT	QV
	From:	NCL Newport N							_					
173 Denbigh Blvd	York County	2.18 <b>15000</b>	Α	99%	0%	0%	1% 0	% 0%	С	0.098	Α	0.565	16000	A
	To: From:	US 17 GW Mem												
173 Goodwin Neck Rd	York County	1.05 <b>8600</b>	G	93%	0%	1%	4% 2	% 0%	С	0.08	F	0.538	9100	C
	To: From:	99-630 Wolf Tra				$\Box$								
(173) Goodwin Neck Rd	York County	1.10 <b>4300</b>	G	93%	0%	1%	4% 2	% 0%	F	0.09	F	0.528	4600	C
<u> </u>	Toe From:	99-718 Back Cree	ek Rd											
173 Goodwin Neck Rd	York County	2.23 <b>1800</b>	G	93%	0%	1%	4% 2	% 0%	F	0.087	F	0.611	1900	C
	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	44-1172 Kings Ma	nor Dr											
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	G
$\overline{}$	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	(
(// <del>-</del>	To	NCL Martins vi	:11.0											
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) Liberty St	Tal			01 70	0 70		. 70 _	70 070	•	0.002	•	0.000	10000	`
174)Liberty St	City of Martinsville	0.20 Inman St	G	97%	0%	0%	1% 2	% 0%	F	0.088	F	0.573	16000	
1/4 Liberty St	City of Martinsvine			31 /0	0 /0	U /o	1/0 2	/o U /o	'	0.000	•	0.573	10000	•
	From:	Clearview D		070/	00/		10/ 0		_	0.005		0.007	0500	_
174 Liberty St	City of Martinsville	0.60 <b>8900</b> Commonwealth	G	97%	0%	0%	1% 2	% 0%	С	0.095	F	0.607	9500	C
														_
Chinastassus Dd	From:	US 13 Lankford		97%	1%	10/	10/ 1	00/	0	0.116	۸	0.500	7500	,
175 Chincoteague Rd	Accomack County	1.65 <b>7400</b>	Α	97%	1%	1%	1% 1	% 0%	С	0.116	Α	0.506	7500	P
	To- From:	01-704 Coardtow									_			
175 Chincoteague Rd	Accomack County	1.87 <b>8600</b>	F	97%	1%	1%	1% 1	% 0%	F	0.096	F	0.58	8700	F
	To: From:	01-798 Mill Dan	n Rd											
175) Chincoteague Rd	Accomack County	4.86 <b>8100</b>	F	97%	1%	1%	1% 1	% 0%	F	0.091	F	0.507	8200	F
$\overline{}$	To	WCL Chincotea	igue											
175) Chincoteague Rd	Town of Chincoteague (Maint: 01)	2.45 <b>8200</b>	F	97%	1%	1%	1% 1	% 0%	F	0.088	F	0.525	8400	F
$\bigcirc$	Tα	Main St												
	From:	SR 175 Chincoteag	gue Rd											
(175)	Town of Chincoteague (Maint: 01)	0.52 <b>NA</b>								NA			NA	
$\smile$	To:	South Main S	St											
	From	SR 316 Cossatt												
176 Bennett St	Town of Parksley (Maint: 01)	0.38 <b>2800</b>	F	95%	2%	2%	0% 1	% 0%	С	0.107	F	0.592	2900	F
	To:	ECL Parksley	y											
(176) Parksley Rd	Accomack County	2.20 <b>2800</b>	F	95%	2%	2%	0% 1	% 0%	F	0.092	F	0.521	2900	F
,	To:	US 13 Lankford	Hwv											

# 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		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	60-600 S,	-												
Tyler Rd	Montgomery County	2.33 110	00 G	97%	0%	1%	1%	1%	0%	С	0.103	F	0.535	11000	(
	To: From:	SCL Radford	; Rock Rd												
Tyler Ave	City of Radford	0.86 <b>780</b>	0 G	97%	0%	1%	1%	1%	0%	F	0.107	F	0.594	8300	(
<u> </u>	To- From	Auburn	Ave												
Tyler Ave	City of Radford	0.78 <b>110</b>	00 G	97%	0%	1%	1%	1%	0%	F	0.105	F	0.587	11000	
	To: From:	Adam	s St												
177) Tyler Ave	City of Radford	0.44 890	0 G	97%	0%	2%	0%	1%	0%	С	0.090	F	0.501	9500	
$\underline{\hspace{0.1cm}}$	To:	US 11 E I	Main St												
	From:	SR 177 T	yler Rd												
177) Ramp to I-81 N at Exit 109	Montgomery County	0.20 <b>390</b>									0.113	F		3900	
<u> </u>	To:	I-81	N												
	From:	Ramps SR 177 N000		8000B								_			
Ramp to I-81 S at Exit 109	Montgomery County	0.12 110									0.116	F		1100	
	10.	I-81													
North D	From:	SR 177 N,	-								0.004	_		4400	
Ramp toward I-81 S at Exit 109	Montgomery County	0.03 110									0.091	F		1100	
	100	Ramp SR													
South	Montgomory County	SR 177 S, 0.06 <b>100</b>	_								0.116	F		1000	
177) Ramp toward I-81 S at Exit 109	Montgomery County	0.06 <b>100</b> Ramp SR									0.116	Г		1000	
	From:														
178) Main St	Town of Exmore (Maint: 65)	Bus US 13, 0.36 <b>210</b>		97%	0%	1%	0%	1%	0%	С	0.1	F	0.525	2100	
178) Main St	Town of Exmore (Maint. 00)			37 76	0 70	1 /0	0 70	1 /0	0 70	O	0.1	•	0.525	2100	
Pollo Hoyan Dd	Town of Fymore (Moint CF)	US 13 Lank		99%	0%		00/	00/	0%	F	0.000	F	0.604	2200	
178 Belle Haven Rd	Town of Exmore (Maint: 65)	0.15 <b>310</b> SCL Belle		99%	0%	0%	0%	0%	0%	Г	0.099	Г	0.604	3200	
	From:	NCL Ex													
178) Belle Haven Rd	Town of Belle Haven (Maint: 65)	0.35 <b>360</b>	0 G								0.099	Ν	0.604	3600	
<u> </u>	To:	Accomack C													
Dalla Hassan Dd	From:	Northampton		000/	00/		00/	00/	00/	_	0.007	_	0.500	0400	
178 Belle Haven Rd	Town of Belle Haven (Maint: 01)	0.48 <b>300</b>	0 F	99%	0%	0%	0%	0%	0%	F	0.097	F	0.582	3100	
	To: From:	SR 181 King													
Shields Bridge Rd	Town of Belle Haven (Maint: 01)	1.24 <b>170</b>	0 F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.745	1700	
<u></u>	To: From:	WCL Bell	e Haven												
178) Shields Bridge Rd	Accomack County	2.67 <b>170</b>	0 N	99%	0%	0%	0%	0%	0%	Ν	0.088	Ν	0.745	1700	
$\smile$		01-615 Crado	ockville Rd			<u> </u>									
178)Boston Rd	Accomack County	3.95 100		99%	0%	0%	0%	0%	0%	С	0.099	F	0.689	1100	
$\smile$	To:	01-609 S, B	o Pine Rd			<u> </u>									
178)Bobtown Rd	Accomack County	0.38 170		99%	0%	0%	0%	0%	0%	F	0.087	F	0.606	1700	
170) = 35.0	To	SR 180 S, Ha		5575	0 /0		5 / 0	0 / 0	3 / 0	•	0.007	•	0.500	., 00	

# 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	QW
	From:		Harborton Rd	000/	00/	201	00/	201	201	_		_	0.004	0.1.00	
178 180 Bobtown Rd	Accomack County	0.03 20	000 F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.664	2100	F
	To: From:		ungoteague Rd												
178 Bobtown Rd	Accomack County		700 F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.636	1700	F
	10:	01-620 Wh	arehouse Rd												
	From:		King Street							_					_
179 Market St	Town of Onancock (Maint: 01)	0.36 <b>2</b> 5	500 G	98%	0%	1%	0%	0%	0%	F	NA			2600	G
<u> </u>	To: From:	W 01-658	North Street												
179 Market St	Town of Onancock (Maint: 01)	1.16 <b>5</b> 5	500 G	98%	0%	1%	0%	0%	0%	С	NA			5900	G
$\smile$	Toc	SR 126 Fai	irgrounds Rd			<u> </u>									
179)Market St	Town of Onancock (Maint: 01)		000 F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.534	6200	F
9	Too	ECL O	\												
170	Accomack County		nancock 000 N	98%	0%	1%	0%	0%	0%	N	0.094	N	0.534	6200	N
179	Accomack County			30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	IN	0.034	IN	0.554	0200	IN
	To- From:		Onley												
179 Main St	Town of Onley (Maint: 01)		000 N	98%	0%	1%	0%	0%	0%	Ν	0.094	N	0.534	6200	N
<u> </u>	Tα	US 1	13 Bus												
	From:		d End												
180) Shore Dr	Accomack County		50 F	97%	1%	1%	1%	1%	0%	F	0.142	F	0.604	160	F
<u> </u>	To:		rton Rd												
180 Harborton Rd	Accomack County		ore Dr 00 F	97%	1%	1%	1%	1%	0%	F	0.111	F	0.622	410	F
180 / 181001011 110	Accomack County			31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.111	•	0.022	410	'
	From:		cksneck Rd												
180 Harborton Rd	Accomack County		40 F	97%	1%	1%	1%	1%	0%	F	0.102	F	0.571	860	F
<u> </u>	ron:		Bobtown Rd R 178												
180 (178) Bobtown Rd	Accomack County		000 F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.664	2100	F
180/ 178/ 20010 1111	To:		R 178	0070	0 70		0 70	0 70	070	•	0.000	•	0.001	2100	•
	From:		Bobtown Rd												
180 Pungoteauge Rd	Accomack County	2.89 <b>7</b>	80 F	97%	1%	1%	1%	1%	0%	С	0.098	F	0.583	800	F
$\smile$	Tα	WCI	Keller												
180)	Town of Keller (Maint: 01)		80 N	97%	1%	1%	1%	1%	0%	Ν	0.098	Ν	0.583	800	Ν
100)	Τα:		ankford Hwy												
	From:	SU	JS 13												
180) (13) Lankford Hwy	Town of Keller (Maint: 01)	0.45 <b>18</b>	000 F	92%	0%	1%	1%	6%	0%	F	0.079	F	0.511	16000	F
	To:	CL	Keller												
180) (13) Lankford Hwy	Accomack County		000 N	92%	0%	1%	1%	6%	0%	Ν	0.079	Ν	0.511	16000	Ν
	Tα		NORTH												
	From:	US 13 N, L	ankford Hwy												
180) Wachapreague Rd	Accomack County	4.07 <b>1</b> 1	100 F	97%	1%	1%	1%	1%	0%	F	0.092	F	0.584	1100	F
$\smile$	To:	WCL Wa	chapreague			<u> </u>									
180) Main St	Town of Wachapreague (Maint: 01)		100 N	97%	1%	1%	1%	1%	0%	Ν	0.092	Ν	0.584	1100	Ν
100)	Tor		Atlantic Ave											_	

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

		Filliary and interstat					Tru	ck			K		Dir		
e	Jurisdiction	Length AADT	<b>QA</b> 47	Tire I	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 180 Main S	t			1	017100	TTTGII			1 40101		1 40101		
oklyn St	Town of Wachapreague (Maint: 01			5%	1%	2%	0%	2%	0%	С	0.164	F	0.579	120	F
•	To:	01-1712 Richardson	n Ave												
	From:	01-1712; Brooklyi													
ardson Ave	Town of Wachapreague (Maint: 01	,			1%	2%	0%	2%	0%	F	0.131	F	0.692	170	F
	To:	01-1706 Church St; WCL W	Vachapreag	gue											
	From:	01-609 Main S													
n St	Town of Belle Haven (Maint: 01)	0.25 <b>1800</b>		7%	0%	1%	1%	0%	0%	F	0.109	F	0.511	1800	F
	To:	SR 178 Shields Brid													
St	Town of Belle Haven (Maint: 01)	SR 178 Belle Have 0.32 <b>800</b>		7%	0%	<b>1</b> %	1%	0%	0%	С	0.102	F	0.591	820	F
31	Town of Belle Haven (Maint. 01)			1 /0	0 70	1 /0	1 /0	0 /6	0 /6	O	0.102	•	0.551	020	
	To: From:	ECL Belle Have				<u> </u>									
St	Accomack County	0.38 <b>800</b>		7%	0%	1%	1%	0%	0%	N	0.102	N	0.591	820	N
	To:	US 13 Lankford H	łwy												
	From:	US 13 Lankford H	_												
psburg Rd	Town of Painter (Maint: 01)	0.65 <b>990</b>	<b>F</b> 98	8%	0%	1%	0%	1%	0%	F	0.105	F	0.595	1000	F
	To: From:	ECL Painter													
by Bridge Rd	Accomack County	3.06 <b>810</b>	<b>F</b> 98	8%	0%	1%	0%	1%	0%	С	0.097	F	0.517	840	F
	To:	01-605 Quinby	1												
	From:	65-613 Near Silver I	Beach												
ohannock Neck Rd	Northampton County	6.94 <b>1400</b>	<b>G</b> 97	7%	1%	1%	1%	1%	0%	С	0.11	F	0.550	1500	G
	To	WCL Exmore													
ohannock Neck Rd	Town of Exmore (Maint: 65)	0.51 <b>1300</b>		7%	1%	1%	1%	1%	0%	F	0.14	F	0.504	1400	G
	To:	Bus US 13		. , .	.,.	Ť			-,-						_
	From:	65-1101 Pine St; 65-1106 W	achington A	Δve											
Ave;Mason Ave	Town of Cape Charles (Maint: 65)				1%	1%	1%	1%	0%	F	0.109	F	0.552	1400	G
, 110, 1110					. , ,		. , 0	. , 0	0,0	•	01.00	•	0.002		
o Dd	Town of Cone Charles (Maint, CE)	65-1105 Fig St; 65-1112 R			10/	10/	10/	10/	00/	NI	0.100	NI	0.550	1.400	
ne Rd	Town of Cape Charles (Maint: 65)	0.21 <b>1400</b>	<b>N</b> 97	7%	1%	1%	1%	1%	0%	N	0.109	N	0.552	1400	N
	To: From:	Heritage Acres (													
e Rd	Town of Cape Charles (Maint: 65)	0.06 <b>3800</b>	<b>G</b> 97	7%	1%	1%	1%	1%	0%	С	NA			3900	G
	To: From:	ECL Cape Charl	les												
e Rd	Northampton County	1.72 <b>3800</b>	<b>N</b> 9	7%	1%	1%	1%	1%	0%	Ν	NA			3900	Ν
	To:	US 13 South of Bay	view												
	From:	85-686 South Ox	Rd												
ney Creek Blvd	Shenandoah County	0.08 4200		5%	0%	1%	1%	3%	0%	С	0.094	F	0.501	4400	F
	To	T 01													
nev Creek Blvd	Shenandoah County		N Q	5%	<b>0%</b>	1%	1%	3%	0%	N	0.092	N	0.512	4100	N
of Cicci Diva	Grichandoan County			J /0	J /0	1 /0	1 /0	J /0	0 /0	ı V	0.032	1 14	0.012	7100	IV
0 1 51 1	To: From:	WCL Edinburg	_						•						
iey Greek Blvd	Town of Edinburg (Maint: 85)			5%	0%	1%	1%	3%	0%	F	0.092	F	0.512	4100	F
ney Creek Blvd	Shenandoah County  Town of Edinburg (Maint: 85)	0.26 <b>3900</b>	N 99	5%	0%	1%	1%	3%	0%	N F	0.092	N F	0.51	2	2 4100

# 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	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 185	Stoney Cre	ek Blvd												
185 Ramp to I-81 S at Exit 2	79 Shenandoah C	County 0.21	1000	G								NA			1000	G
$\overline{}$	Тох		I-81 S													
	From:	SR 185	Stoney Cre	ek Blvd												
185 Ramp to I-81 N at Exit 2	79 Shenandoah C	County 0.26	1300	G								NA			1300	G
$\smile$	Tα		I-81 N													
	From:	North	Carolina Sta	te Line												
186 Hugo Rd	Southampton (	County 2.98	990	G	78%	1%	1%	2%	19%	0%	С	0.095	F	0.586	1000	G
	To:	W	CL Branchy	illa												
186)	Town of Branchville		990	N	78%	1%	1%	2%	19%	0%	Ν	0.095	Ν	0.586	1000	Ν
186)	- 1	,				. , 0		-/-	.070	0 / 0	• •	0.000	• •	0.000	.000	• •
Ditters on Del	To:		CL Branchvi		700/	10/	10/	00/	100/	00/		0.007		0.500	1500	
186 Pittman Rd	Southampton C	County 2.35	1500	G	78%	1%	1%	2%	19%	0%	F	0.097	F	0.503	1500	G
	To: From:		WCL Boykin													
186 Pittman Rd	Town of Boykins (I		2100	G	78%	1%	1%	2%	19%	0%	F	0.092	F	0.503	2100	G
$\overline{}$	To:	SR	35 Meherrin	n Rd												
	From:	01-658 V	Vinterville R	d; Big R	d											
(187)Guilford Rd	Accomack Co	ounty 1.06	450	F	97%	0%	2%	0%	1%	0%	F	0.109	F	0.547	470	F
$\bigcirc$	Tœ	,	WCL Bloxor	n												
(187) Shoremain Dr	Town of Bloxom (I		450	N	97%	0%	2%	0%	1%	0%	Ν	0.109	Ν	0.547	470	Ν
(187)	T	,						-,-								
Charamain Dr	From:		316 Bayside 1300	F F	079/	0%	20/	00/	1%	09/	F	0.000	F	0.774	1200	F
187 Shoremain Dr	Town of Bloxom (I	Maint: 01) 0.59	1300	Г	97%	0%	2%	0%	170	0%	Г	0.089	Г	0.774	1300	Г
	To: From:		ECL Bloxon													
(187) Nelsonia Rd	Accomack Co	ounty 1.60	1500	F	97%	0%	2%	0%	1%	0%	С	0.08	F	0.570	1600	F
	To:	US	13 Lankford	Hwy												
(187) Nelsonia Rd	Accomack Co	ounty 1.73	640	F	97%	0%	2%	0%	1%	0%	F	0.099	F	0.585	660	F
	To:	01-6	79 Metompk	in Rd												
Bus Bus	From:		Ridgeway S	t												
188 (60) (220) 188 Main 5	St Town of Clifton	Forge 0.07	4600	G	97%	0%	1%	1%	1%	0%	F	NA			4700	G
	Combined Traffic Estimates for 2 Parallel	-	9400	G	97%	1%	1%	0%	1%	0%	F	NA			9600	G
	То:		Keswick St													
	From:		0 Par, Kesw	ick St												
( ₁₈₈ )Main St	Town of Clifton	Forge 0.05	220	F	99%	0%	0%	0%	0%	0%	F	0.146	F		230	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2000	F	98%	0%	0%	1%	0%	0%	F	0.099	F	0.63	2100	F
	To:	M	cCormick B	lvd												
Ma Campaia la Dhad	From:	F	Main St		000/	00/		00/	00/	00/	_	0.400	_		000	_
188 McCormick Blvd	Town of Clifton		220	F	99%	0%	0%	0%	0%	0%	F _	0.136	F		230	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1800	F	98%	0%	0%	1%	0%	0%	F	NA			1900	F
	To: From:		88 Par, Chui	rch St												
188 McCormick Blvd	Town of Clifton	Forge 0.23	690	F	99%	0%	0%	0%	0%	0%	С	0.108	F	0.512	740	F
$\smile$	To		Lafayette St													

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

							Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
) -f	From:		Cormick Blvd	000/	00/	00/	00/	00/	00/	_	NIA			000	
188 Lafayette St	Town of Clifton	Forge 0.07	280 G	99%	0%	0%	0%	0%	0%	F	NA			300	G
	From:		Rose Ave Lafayette St												
188 Rose Ave	Town of Clifton		540 G	97%	1%	1%	0%	0%	0%	С	NA			570	G
100)	To:		Tremont St												
_	From:		Rose Ave												
188 Tremont St	Town of Clifton	Forge 0.03	540 G	97%	1%	1%	0%	0%	0%	С	NA			570	C
$\smile$	To:		Sioux Ave												
Cioux Avo	Town of Clifton		Tremont St 540 G	97%	1%	1%	0%	0%	0%	С	NA			570	_
Sioux Ave	Town of Ciliton		3551 Sioux Ave		170	1%	0%	0%	0%	C	INA			570	G
		105-													
Bus Bus Diet	From:		Main St	070/	10/	00/	00/	10/	00/	0	0.00	N.I	0.500	4000	_
188 60 220 188 Ride		•	4900		1%	2%	0%	1%	0%	С	0.09	N	0.598	4900	
	Combined Traffic Estimates for 2 Parallel		9400 G		1%	1%	0%	1%	0%	F	NA			9600	C
	From:		60 Commercial A			_									
188 Commercial Ave	Town of Clifton		1100 F		0%	0%	1%	0%	0%	F	0.104	F	0.715	1100	F
188) Golliniciolai 7176	Combined Traffic Estimates for Parallel	-	NA .	0070	0 /0	070	1 /0	0 70	0 /0	•	NA	•	0.7 10	NA	
	Combined Trainc Estimates for Faraner										INA			INA	
	To:	Bus US 60 Par, 1								_		_			
Commercial Ave	Town of Clifton	0	1800 F		0%	0%	1%	0%	0%	F	0.096	F	0.586	1900	ı
<u> </u>	Combined Traffic Estimates for 2 Parallel		2000 F	98%	0%	0%	1%	0%	0%	F	0.099	F	0.63	2100	F
	To:		Church Street ommercial Ave												
188 Church St	Town of Clifton		1500 F	98%	0%	0%	1%	0%	0%	С	0.099	F	0.515	1600	F
188 Onuich St	Combined Traffic Estimates for 2 Parallel	•	1800 F		0%	0%	1%	0%	0%	F	NA	'	0.515	1900	F
	Combined Trainc Estimates for 2 Parallel		8 McCormick Bl		076	0%	1 70	0%	0%	Г	INA			1900	Г
	Power														
Couth Ougy Dd	Courthampton		8 Smiths Ferry R		00/	10/	0%	1%	0%	F	0.095	F	0.664	2000	,
189 South Quay Rd	Southampton (	County 2.20	1900 G	90%	0%	1%	0%	170	0%	Г	0.095	Г	0.004	2000	(
	To:		714 Pretlow Rd												
189) South Quay Rd	Southampton (		2600 G	98%	0%	1%	0%	1%	0%	F	0.105	F	0.582	2600	(
<u> </u>	To:		SCL Suffolk												
C Ouev Dd	City of Cuff		ampton County L		0%	1%	00/	10/	00/	С	0.100	F	0.710	1000	F
189 S Quay Rd	City of Suff	folk 1.36	1700 F	96%	0%	170	0%	1%	0%	C	0.102	Г	0.718	1800	-
	To:		3-666 Gates Rd												
189 Great Mill Rd	City of Suff	folk 0.82	3500 F	98%	0%	1%	0%	1%	0%	F	0.087	F	0.659	3700	I
$\smile$	To	SR 27	72 South Quay R	d		$\lnot$ $\vdash$									
189)Great Mill Hwy	City of Suff		2300 F		0%	1%	0%	1%	0%	F	0.083	F	0.541	2500	F
	To:		US 58												
	From:		amp To US 58												
189 (189) Ramp	City of Suff			Se	e VA 18	39 for dir	ectional	traffic v	volume e	estima	ates for th	nis se	gment.		
	To:	R	amp to US 58												

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

Doute	luviadiation	Lancille	AADT	<b>^</b>	4Tine	Due		Tru	ıck		00	K	ΟV	Dir	AAWDT	<u></u>
Route	Jurisdiction	Length	AADT	QA	411re	Bus		3+Axle			QC	Factor	QK	Factor	AAWDI	QI
	From:		p From SR													
189 189 Ramp	City of Suffolk	0.26	600	G								NA			600	(
189 58 189 Franklin Bypass	City of Suffolk	1.01	US 58 17000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.532	17000	
189 [58] (189 Franklin Bypass	To:		SR 272	•	0070	170	-,,,	170	1070	070	•	0.077		0.002	17000	
189 58 189 S Quay Rd	City of Suffolk	4.23	19000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.6	18000	
109 (38) (189) - 2001, 110	To:		189 S Quay	_				.,.		• , •	-					
	From:		Holland By	•												
89 S Quay Rd	City of Suffolk	0.37	660	F	90%	1%	2%	3%	3%	0%	С	0.094	F	0.558	710	
	To: From:		mberland La													
S Quay Rd	City of Suffolk	0.12	860	F	90%	1%	2%	3%	3%	0%	F	0.101	F	0.593	910	
	10:		Bus US 58													
Domo	City of Cyffolls		S005A TO 1									NA			600	
Ramp	City of Suffolk	0.26	FROM RTI	G 180								INA			600	
lorth	City of Suffolk	SR 189; 1SR	320		AST							NA			220	
89)Ramp	City of Suffork	0.08	S005A TO 1	G PTE 58			1					INA			320	
outh	From:		P TO RTE 5		7											
189)Ramp	City of Suffolk	0.05	280	G								NA			280	
189)	To:	SR 189-N005A			TE 58							1471			200	
	From:	US 58-W451	1B TO RTE	258 &	189											
β9 (58) Ramp	City of Suffolk	0.03				e US 5	8 for dire	ectional t	traffic v	olume e	stima	tes for th	is se	gment.		
	To:	US	5 258 Gap T	O												
	From:	4.04	SR 189		050/	10/		40/	100/	00/	_		_	0.500	47000	
189 58 189 Franklin Bypass	City of Suffolk	1.01	17000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.532	17000	
	To: From:		2 South Qua													
189 (58) (189) S Quay Rd	City of Suffolk	4.23	19000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.6	18000	
	10.		SR 189													
Crost Bridge Blyd	City of Change and Co		6 Bainbridge	Blvd <b>F</b>	93%	0%	10/	20/	20/	00/	0	0.006	F	0 E11	4000	
Great Bridge Blvd	City of Chesapeake	0.83	3800		93%	0%	1%	3%	2%	0%	С	0.096	Г	0.511	4000	
	To- From:		63 Camposte													
90 Great Bridge Blvd	City of Chesapeake	0.30	7900	F	93%	0%	1%	3%	2%	0%	F	0.096	F	0.605	8400	
	T _O . From:		I-64													
Great Bridge Blvd	City of Chesapeake	0.26	12000	G	98%	0%	1%	1%	0%	0%	F	NA			13000	
	To- From	US 17	7 Dominion	Blvd												
190) Great Bridge Blvd	City of Chesapeake	2.34	12000	F	98%	0%	1%	1%	0%	0%	С	0.101	F	0.615	12000	
<u> </u>	To	Bus SR 1	168 Battlefie	eld Blvd			<u> </u>									
190) Kempsville Rd	City of Chesapeake	0.48	28000	F	97%	0%	0%	2%	1%	0%	F	0.093	F	0.588	30000	
	Tor	Cl	learfield Av	e												

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

			<b>2.</b> 4T		Tr	uck		-00	K	01/	Dir	A A14/DT	- 0144
Route	Jurisdiction	Length <b>AADT</b>		ire Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(190) Kempsville Rd	City of Chesapeake	Clearfield Ave 0.81 <b>28000</b>	<b>F</b> 97	'% 0%	0% 2%	1%	0%	С	0.093	F	0.539	30000	F
190 Kempsville nu	City of Offesapeake			/6 0 /6	0/6 2/6	1 /0	0 /6	C	0.093	'	0.559	30000	'
(190) Kempsville Rd	City of Chesapeake	Greenbrier Pkw 1.81 <b>20000</b>	vy <b>F</b> 98	1% 0%	1% 0%	0%	0%	F	0.097	F	0.545	21000	F
190) rompovino ria	To-		1 00	7,0 0,0		070	0 70	•	0.007	•	0.010	21000	
(190) Kempsville Rd	City of Chesapeake	0.49 <b>Volvo Pkwy</b>	<b>F</b> 98	3% 0%	1% 0%	0%	0%	F	0.103	F	0.526	24000	F
1300	To:	WCL Virginia Be											
Kompovillo Pd	City of Virginia Pooch	ECL Chesapeak		3% 0%	19/ 09/	00/	00/	F	0.102	F	0 E10	21000	C
190 Kempsville Rd	City of Virginia Beach	1.00 29000	<b>G</b> 98	0%	1% 0%	0%	0%	Г	0.102	Г	0.518	31000	G
190 Kempsville Rd	City of Virginia Beach	Centerville Tpk 1.52 <b>33000</b>	<u>се</u> <b>G</b> 98	3% 0%	1% 0%	0%	0%	С	0.085	F	0.538	35000	G
190 Rempsville nu	City of Virginia Beach			1/6 0/6	1/6 0/6	0 /6	0 /6	C	0.065	'	0.556	33000	G
(190) Kempsville Rd	City of Virginia Beach	Indian River Re 1.29 <b>27000</b>	d <b>G</b> 98	3% 0%	1% 0%	0%	0%	F	0.086	F	0.587	29000	G
190) Kempaville rid	Transfer of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the st			770 070	170 070	0 70	0 70	•	0.000		0.007	20000	ŭ
(190) Kempsville Rd	City of Virginia Beach	Providence Rd 0.98 <b>29000</b>	1 <b>G</b> 98	3% 0%	1% 0%	0%	0%	С	0.080	F	0.511	31000	G
(190) Nonipovino Pid	Try Or Virginia 2000.					070	0 70	Ü	0.000	•	0.011	01000	ŭ
(190) Witchduck Rd	City of Virginia Beach	SR 165 Princess An 0.72 <b>24000</b>	<b>G</b> 98	1%	1% 0%	1%	0%	F	0.072	F	0.549	26000	G
190)	To-	I-264				.,,	- , -						
(190) Witchduck Rd	City of Virginia Beach	0.60 <b>30000</b>	<b>G</b> 98	1%	1% 0%	1%	0%	С	0.079	F	0.531	32000	G
	Too	US 58 Virginia Beac			<u> </u>								
190) Witchduck Rd	City of Virginia Beach	1.29 <b>16000</b>	<b>G</b> 98	3% 1%	1% 0%	0%	0%	F	0.086	F	0.554	17000	G
	Toc	134-8740 Jericho	Rd										
190) Pembroke Blvd	City of Virginia Beach	0.71 <b>9600</b>	<b>G</b> 98	1%	1% 0%	0%	0%	С	0.082	F	0.512	10000	G
	To:	SR 225 Independence	e Blvd										
	From:	SR 190-N013A FROM											
190 Ramp	City of Virginia Beach (Maint: 75)	0.21 <b>6500</b>	G						0.090	F		6500	G
	France	I-264-E FROM RT											
(190)Ramp	City of Virginia Beach (Maint: 75)	SR 190 TO I-26 0.21 <b>13000</b>	6 G						0.086	F		13000	G
(190)	To:	I-264-W FROM R							0.000	•		10000	ŭ
North	From:	SR 190 TO I-26	64										
(190) Ramp	City of Virginia Beach (Maint: 75)	0.03 <b>NA</b>							NA			NA	
	Τα	SR 190-S013A SR 190- 13A	FROM WI	ГС									
South	From:	SR 190 TO I-26	64										
190 Ramp	City of Virginia Beach (Maint: 75)	0.04 <b>NA</b> SR 190-N013A FROM	M WITC						NA			NA	
	Erron.												
(191) (13) (460)	City of Chesapeake	SR 191, S Military 0.18 <b>6700</b>	F 91	% 1%	2% 2%	4%	0%	F	0.137	F	0.723	7100	F
(13) (400)	To:	AIRLINE BLV		, , , , , ,		1,5	0 / 0	•	0.107	•	5., 25	, 100	•

# 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
	From:	US 58 A	Airline Blvd												
191) Jolliff Rd	City of Chesapeake	2.22 2	2900 F	98%	0%	1%	1%	0%	0%	С	0.132	F	0.649	3100	F
$\smile$	To	Dock I	Landing Rd			$\neg$ $\vdash$									
191) Jolliff Rd	City of Chesapeake		3600 F	99%	0%	0%	0%	0%	0%	С	0.121	F	0.502	3800	F
	To:	SR 337 Pc	ortsmouth Blvd												
	From:	SR 165 I	Military Hwy												
192) Azalea Garden Rd	City of Norfolk	2.02 <b>1</b>	1000 G	97%	1%	1%	1%	1%	0%	F	0.098	F	0.581	11000	G
<u> </u>	To:	SR 170	Little Creek												
	From:	SR 7 Le	eesburg Pike												
193)Georgetown Pike	Fairfax County		8000 G	98%	1%	1%	0%	0%	0%	С	0.080	F	0.604	19000	G
<u> </u>	To:	W 20 683	Leigh Mill Rd												
193) Georgetown Pike	Fairfax County		6000 G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.655	18000	G
193) accigate	- amax sounty				. , ,		0,0	0 70	0,0	•	0.00	•	0.000	.0000	<u> </u>
Coorgatowa Pika	Foirfox County		Towlston Rd	000/	1%	10/	00/	00/	00/	F	0.000	F	0.616	16000	G
193 Georgetown Pike	Fairfax County	1.55 <b>1</b>	5000 G	98%	176	1%	0%	0%	0%	Г	0.088	Г	0.616	16000	G
	To: From:		Boundary												
193) Georgetown Pike	Fairfax County	1.39 <b>2</b>	2000 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.602	24000	G
	To: From:	I-495 Ca	pital Beltway												
193) Georgetown Pike	Fairfax County	2.01 <b>1</b>	1000 G	97%	2%	1%	0%	0%	0%	С	0.122	F	0.63	12000	G
$\smile$	To:	29-3563 C	hain Bridge Rd												
193) Georgetown Pike	Fairfax County		3800 G	97%	2%	1%	0%	0%	0%	F	0.123	F	0.8	9400	G
130)	To:	SR 123 Doll	ey Madison Blv	1											
	From:	SR 193 Ge	eorgetown Pike												
193)Ramp	Fairfax County		2000 A								0.127	Α		14000	Α
	To:	I-49	95 North												
	From:	SR 193 Ge	eorgetown Pike												
193)Ramp	Fairfax County		1500 F								0.292	Α		4800	F
	To:	I-49	95-South												
	From:	SR 166 Pri	incess Anne Rd												
194) Sewells Point Rd	City of Norfolk		2000 G	97%	1%	1%	1%	1%	0%	С	0.087	F	0.802	12000	G
104)	To:	Chesa	peake Blvd												
	From:		view Ave												
194) Chesapeake Blvd	City of Norfolk	0.87 <b>1</b>	6000 G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.539	17000	G
<u> </u>	To: From:		I-64			$\neg$ $\vdash$									
194) Chesapeake Blvd	City of Norfolk		5000 G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.593	27000	G
$\smile$	To	SB 165 I	ittle Creek Rd			<u> </u>									
194) Chesapeake Blvd	From: City of Norfolk		3000 G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.588	24000	G
134)	5.ty 51 H5H5M			5570	. 70	. , ,	0 /0	5 / 0	0,0	•	0.000	•	0.500	000	J
	To	Bay V	View Blvd												
194) Chesapeake Blvd	City of Norfolk		1000 G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.586	12000	G

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

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT (	QA 4	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:		hesapeake St													
194 Chesapeake Blvd	City of Nor				98%	1%	1%	0%	0%	0%	С	0.093	F	0.532	7300	(
<u> </u>	To:		Ocean View A													
North	From:		94 TO I-64 WE									0.400	_		4000	
194 Ramp	City of Norfolk (N	<u> </u>		G	EAZER	NT.						0.103	F		1600	(
		I-64-W FROM RT			EAKE E	3L										
Bomp	City of Norfalls (A		94 TO I-64 EAS <b>8700</b>									0.110	F		0700	(
194 Ramp	City of Norfolk (N	I-64-E FROM RT 1		G	EAVE D	Ť						0.112	Г		8700	,
	David				EAKE D	L										
lorth	City of Richmond		Downtown Ex		98%	0%	0%	0%	1%	0%	E	0.229	Α		13000	
195	Combined Traffic Estimates for 2 Parallel	,			98%	0%	0%	0%	1%	0%	F	0.164	A	0.658	29000	
	Combined Hamic Estimates for 2 Faraner				<b>3</b> 0 /0	0 /0	0 /0	0 /6	1 /0	0 /6	'	0.104	^	0.036	29000	
lorth	To: From:	SR 7	6 Powhite Pkw	У												
195)	City of Richmond	(Maint: 43) 0.79	35000	A :	98%	0%	0%	0%	1%	0%	С	0.156	Α		41000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	Α :	98%	0%	0%	0%	1%	0%	С	0.135	Α	0.553	83000	
	To	N	Ionument Ave													
lorth	City of Richmond	(Maint: 43) 0.41	37000	G :	98%	0%	0%	0%	1%	0%	F	NA			43000	
195	Combined Traffic Estimates for 2 Parallel	,			98%	0%	0%	0%	1%	0%	, F	NA			85000	
	Combined Trainic Estimates for 2 Faraner				90%	070	0%	0%	1 70	0%	Г	INA			63000	•
lorth	To: From:	US 33	, US 250 Broad	l St												
195)	City of Richmond	(Maint: 43) 0.34	38000	A :	98%	0%	0%	0%	1%	0%	F	0.138	Α		43000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	73000	A :	98%	0%	0%	0%	1%	0%	F	0.123	Α	0.568	82000	
	T _O	:	Hamilton St				_									
North	City of Richmond	(Maint: 43) 0.11	40000	G :	98%	0%	0%	0%	1%	0%	F	NA			47000	(
195	Combined Traffic Estimates for 2 Parallel	,		G	JO 70	0 /0	0 70	0 70	1 /0	0 70	•	NA			NA	
	Combined Traine Estimates for 21 drainer			<u>ч</u>								1471			14/1	
lorth	From:	N	CL Richmond													
195)	Henrico Co	unty 0.37	40000	G :	98%	0%	0%	0%	1%	0%	F	NA			47000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000	G :	98%	0%	0%	0%	1%	0%	F	NA			87000	(
I#L-	To: From:	S	CL Richmond				_									
North 195	City of Richmond	(Maint: 43) 0.12	40000	G :	98%	0%	0%	0%	1%	0%	F	NA			47000	(
195)	Combined Traffic Estimates for 2 Parallel	,		-	98%	0%	0%	0%	1%	0%	F	NA			87000	
	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				0070	0 / 0		0 70	1 /0	0 70	•	100			0,000	
lorth	From:	SR 1	97 Laburnum A	ve												
195)	City of Richmond	,			98%	0%	0%	0%	1%	0%	F	0.127	Α		42000	
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α :	98%	0%	0%	0%	1%	0%	F	0.119	Α	0.513	86000	
lauth	To:		I-64; I-95													
North 195 I-195 N Ramp	City of Richmond		np to I-64 West		98%	0%	0%	0%	1%	0%	F	0.103	F		20000	
195/1 199 14 1141116	Combined Traffic Estimates for 2 Parallel	'			98%	0%	0%	0%	1%	0%	F	0.103	F		43000	(
	Tombined Traine Estimates for 2 Farallet		I-64 East, I-95		JU /0	U /0	- J/º	U /0	1 /0	0 /0	'	0.102	'		+5000	'

# 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	QV
lorth	From:		I-64 East, I	-95 Sout												
95) I-195 N Ramp	City of Richmond (	(Maint: 43) 0.16	15000	G	98%	0%	0%	0%	1%	0%	F	0.108	F		18000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	G	98%	0%	0%	0%	1%	0%	F	0.104	F	0.500	36000	(
	To:		np From I-64													
orth	From:		mp From I-6								_					
195 I-195 N Ramp	City of Richmond (	'	25000	Α	98%	0%	0%	0%	1%	0%	F	0.098	Α		27000	1
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	0%	0%	1%	0%	F	0.033	В	0.520	58000	(
	To:		I-95 N													
orth	From:		I-195 North	n												
95)Ramp	City of Richmond (	(Maint: 43) 0.27	3900	Α								0.161	Α		4400	-
<u> </u>	To	SR	76 North Exi	it 13B												
orth Domn	City of Dishmand											0.100	F		2000	(
95 Ramp	City of Richmond (		3200	G								0.128	Г		3200	'
			Thompson S													
orth	From:	(14 : 1 42)	I-195 North									0.400	_		7000	
95 Ramp	City of Richmond (	(Maint: 43) 0.11	7900	G								0.133	F		7900	(
	10.		Thompson S													
orth	From:		I-195 North													
95)Ramp	City of Richmond (	(Maint: 43) 0.11	5400	G								0.177	F		5400	•
<u> </u>	10:		Clay St													
orth	From:	I-195-N TO			NUE								_			
95 Ramp	City of Richmond (		3900	G								0.125	F		3900	(
	To:	127-7555	FROM RT 1	95 NOR	TH											
orth	From:		I-195 North													
95 Ramp	City of Richmond (	(Maint: 43) 0.43	23000	G								0.124	F		23000	(
<u> </u>	To:		I-64 West													
orth	From:		I-195 North													
95)Ramp	City of Richmond (	(Maint: 43) 0.13	2500	G								0.092	F		2500	(
<u> </u>	To:		I-64 East				L									
outh	From:		5 Downtown	1 Expwy												
95)	City of Richmond (	(Maint: 43) 0.61	13000	Α	98%	0%	1%	0%	1%	0%	F	0.223	Α		16000	1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	24000	Α	98%	0%	0%	0%	1%	0%	F	0.164	Α	0.658	29000	
	Too	SR	76 Powhite I	Pkww												
uth	From:				0651	051		0.57	401	0.5.	_	0.4-0	_		10000	
95)	City of Richmond (		37000	Α	98%	0%	1%	0%	1%	0%	С	0.156	Α		43000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	72000	Α	98%	0%	0%	0%	1%	0%	С	0.135	Α	0.553	83000	-
	To:		Grove Ave	<u> </u>			$\Box$									
outh	City of Richmond (	(Maint: 43) 0.65	37000	G	98%	0%	1%	0%	1%	0%	E	NA			43000	(
	City of Michilloria (	(IVIAII II. 43) 0.03	3/000	G	<b>3</b> 0 /0	U /o	1 /0	U /0	1 /0	U /0		INA			43000	,
195	Combined Traffic Estimates for 2 Parallel	Poodwaya on this Dante	74000	G	98%	0%	0%	0%	1%	0%	_	NA			85000	(

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

					_		Tru	ck			K	٠.,	Dir		
Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
From:															
	'		Α	98%		1%	0%	1%	0%	F	0.134	Α		39000	F
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	73000	Α	98%	0%	0%	0%	1%	0%	F	NA			82000	ŀ
To: From:	N	CL Richmon	d												
City of Richmond (	(Maint: 43) 0.37	35000	Α	98%	0%	1%	0%	1%	0%	F	0.134	Α		39000	1
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	76000	G	98%	0%	0%	0%	1%	0%	F	NA			87000	(
To: From:	S	CL Richmond	d												
City of Richmond (	(Maint: 43) 0.07	35000	Α	98%	0%	1%	0%	1%	0%	F	0.134	Α		39000	
	,		G	98%	0%	0%	0%	1%	0%	F	NA			87000	(
Ter	SR 19	97 Laburnum	Ave												
City of Richmond				98%	0%	1%	0%	1%	0%	F	0 127	Δ		43000	,
										F			0.513		,
To:	Troadways on this riodic.	I-64; I-95		30 70	0 70		0 70	1 /0	0 70	'	0.113	^	0.515	00000	•
From:															
	,									F		-			(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	G	98%	0%	0%	0%	1%	0%	F	0.102	F		43000	(
To:	Ramp From	ı I-64 West, I	I-95 No	orth											
City of Richmond (	(Maint: 43) 0.10	16000	G	98%	0%	1%	0%	1%	0%	F	0.103	F		19000	(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	G	98%	0%	0%	0%	1%	0%	F	0.104	F	0.500	36000	(
To: From	Ran	np To I-64 W	'est												
City of Richmond (	(Maint: 43) 0.43	26000	G	98%	0%	1%	0%	1%	0%	F	0.104	F		31000	(
	,		G	98%	0%	0%	0%	1%	0%	F	NA			58000	(
To:	,	I-95 South													
From:		I-195 South													
City of Richmond (	(Maint: 43) 0.19	3800	Α								0.151	Α		4200	1
To:			e												
From:											0.400	_		0700	
City of Richmond (	(Maint: 43) 0.11		G								0.102	F		8700	(
From		-				<u>l</u>									
City of Richmond			G								0.112	F		7700	(
To:											•=	· .			
From:		I-195 South													
City of Richmond (		12000	G								0.110	F		12000	(
To:		I-64 West													
From:		I-95 S													
City of Richmond (	(Maint: 43) 1.02	14000	G	98%	0%	0%	0%	0%	0%	F	0.141	F		17000	(
	City of Richmond (Combined Traffic Estimates for 2 Parallel From City of Richmond (Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for	City of Richmond (Maint: 43) 0.65 Combined Traffic Estimates for 2 Parallel Roadways on this Route:    Table	City of Richmond (Maint: 43)   0.65   35000	City of Richmond (Maint: 43)	City of Richmond (Maint: 43)   0.65   35000   A   98%	City of Richmond (Maint: 43)   0.65   35000   A   98%   0%   0%	Substitute	Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   Summer   S	Length   AADT   QA	City of Richmond (Maint: 43)	Second   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined   Combined	Map   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   Same   S	Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math   Math	Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Mathematical   Math	Length   Au

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

		Filliary	and interst	ale no	ules			Trι	ıok			V		Dir		
Route	Jurisdiction	on Leng	th <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Factor	AAWDT	Q۷
North	From	Pamp to Ca	nal Street near	3rd St O	vernace		ZAXIE	3+Axie	TITALI	ZITali		Factor		Factor		
195 Downtown Expressway	City of Richmond			<u> </u>	98%	0%	0%	0%	0%	0%	С	0.239	Α		26000	A
195) 20111101111 2xp1000114)	Combined Traffic Estimates for 2 Parallel	,		A	99%	0%	0%	0%	0%	0%	С	0.159	Α	0.771	50000	,
	Combined Traine Estimates for 21 drainer	rioadways on this riodi			33 76	0 70		0 70	0 70	0 70	O	0.100	^	0.771	30000	,
North	To From	r.	SR 146													
195 Downtown Expressway	City of Richmond	(Maint: 43) 0.2	5 <b>14000</b>	G	98%	0%	0%	0%	0%	0%	F	NA			17000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	te: <b>23000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			29000	(
	To		Idlewood Av	ve												
North 195 Downtown Expressway	City of Richmond	(Maint: 43) 0.03	2 <b>15000</b>	Α			-					0.209	Α		18000	,
195 Downtown Expressway	Oity of Hichmond	(Maint. 43) 0.0	I-195-N									0.203	^		10000	,
s - 11	From	r	I-95 N													
South 195 Downtown Expressway	City of Richmond	(Maint: 43) 1.0		G	99%	0%	0%	0%	0%	0%	F	NA			10000	(
195 Downtown Expressivaly	Combined Traffic Estimates for 2 Parallel			G	99%	0%	0%	0%	0%	0%	F	NA			28000	(
	Combined Tranic Estimates for 21 drailer	-				0 70		0 70	0 70	0 70	•	13/3			20000	`
<u>South</u>	To From	Ramp from F	Byrd Street near	r 3rd St (	Overpass											
195 Downtown Expressway	City of Richmond	(Maint: 43) 2.1	5 <b>20000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.241	Α		24000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	te: <b>42000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.159	Α	0.771	50000	
	To		SR 146													
outh 195 Downtown Expressway	City of Richmond	(Maint: 43) 0.24	4 8900	Α	99%	0%	0%	0%	0%	0%	_	0.292	Α		11000	
195 Downtown Expressway	Combined Traffic Estimates for 2 Parallel	,		G	99%	0%	0%	0%	0%	0%	· F	NA	^		29000	
	Combined Trainc Estimates for 2 Parallel	noauways on this nout	I-195 S	G	9970	076	0%	076	076	0%	Г	INA			29000	,
	From	r		41.												
outh 195 Ramp	City of Richmond	(Maint: 43) 0.1	SR 195 Sour 4 <b>NA</b>	tn								NA			NA	
195) 1 141119	To	× (Waitt. 40)	I-95 South	1								1471			1471	
	From	r T	US 13 Military				1									
196) Canal Dr	City of Chesa	•		F	98%	0%	0%	1%	1%	0%	С	0.106	F	0.582	16000	
190)	To	•	George Washi	_						- , -	_					
	From	ı:	Cary Street	t	-											
197 Malvern Ave	City of Richr	mond 1.2		G	99%	0%	1%	0%	0%	0%	С	0.105	F	0.506	6900	(
101)	To		ECL Richmo													
197) Westwood Ave	Henrico Co	unty 0.5		G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.705	13000	(
197)		,				0,0		0,0	0,70	0,0	•	0.000	•	0.7.00	.0000	
197) Westwood Ave	City of Richr	mond 0.1	WCL Richmo	ond <b>G</b>	99%	0%	1%	0%	0%	0%	F	0.102	F	0.699	13000	
197) Westwood Ave	City of Alchi	11011u 0.1	1 12000	u	99 /o	0 /6	1 /0	0 /6	0 /0	0 /6	'	0.102	'	0.099	13000	
	To From		Saunders Av													
197 Saunders Ave	City of Richr	mond 0.45		G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.747	7700	•
	From	r	Laburnum A Saunders Av													
197) Laburnum Ave	City of Richr	mond 0.1		G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.786	14000	(
101/	, -, -, -, -, -, -, -, -, -, -, -, -,															
$\smile$	To	r	D 1 1 4													
197)Laburnum Ave	To From City of Richr	mond 0.3	Rosedale Av 5 <b>17000</b>	ve <b>G</b>	98%	1%	1%	0%	0%	0%	F	0.095	F	0.577	17000	(

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

Б	1		. 47:			Tru	ıck			K	014	Dir	AAMADT	
Route	Jurisdiction	Length <b>AADT</b> G	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	Hermitage Rd						221			_		.=	
197 Laburnum Ave	City of Richmond	0.62 <b>15000</b> (	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.09	F	0.548	15000	(
<u> </u>	To: From:	Brook Road												
197) Laburnum Ave	City of Richmond	0.22 <b>13000</b> (	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.091	F	0.557	13000	
<u> </u>	To:	Chamberlayne Ave												
	From:	SR 197 Laburnum Av	/e											
197)Ramp	City of Richmond (Maint: 43)	0.41 <b>5900</b> (	G							0.103	F		5900	(
<u> </u>	To:	I-64 West												
	From:	US 17, SR 33 George Washingto	on Mem Hwy	7										
98 Glenns Rd	Gloucester County		<b>G</b> 96%	0%	1%	1%	1%	0%	F	0.105	F	0.664	2300	(
30)	To													
98) Dutton Rd	Gloucester County	36-601 Pampa Rd 2.92 <b>2400</b> (	<b>G</b> 96%	0%	1%	1%	1%	0%	F	0.098	F	0.563	2400	(
98 Dullon Hu	Gloucester County	2.92 2400 (	<b>J</b> 90 /0	0 /6	1 /0	1 /0	1 /0	0 /6	'	0.030	'	0.505	2400	
	To: From:	36-606 Harcum Rd												
Dutton Rd	Gloucester County		<b>G</b> 96%	0%	1%	1%	1%	0%	С	0.089	F	0.576	2500	(
<u> </u>	То:	Mathews County Lin												
Dotton Dd	NA - H O h	Gloucester County Lin		00/	40/	40/	40/	00/	_	0.000	_	0.500	0000	
98 Dutton Rd	Mathews County		G 96%	0%	1%	1%	1%	0%	F	0.093	F	0.520	2600	(
	From:	SR 3 W, Winsdor Ro SR 3 W, Windsor Ro												
98) (3)	Mathews County		G 97%	0%	1%	0%	1%	0%	F	0.087	F	0.598	7200	(
98/3	Mathews County		<b>u</b> 07 70	070	170	0 70	1 /0	0 /0	•	0.007	•	0.000	7200	•
	To: From:	SR 3 E							_					
198)	Mathews County	6.24 <b>4000 (</b>	<b>G</b> 97%	1%	1%	1%	1%	0%	С	0.096	F	0.548	4100	(
<u> </u>	To: From:	SR 223 Cricket Hill R	Rd											
198)	Mathews County	0.93 <b>6100</b> (	<b>G</b> 97%	1%	1%	1%	1%	0%	F	0.098	F	0.511	6200	(
<i>9</i>	To:	SR 14 N, John Clayton Me	m Hwy											
	From:	SR 14 North Intersecti												
98)(14)	Mathews County	1.69 <b>6600 (</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.089	F	0.559	6700	(
	То:	SR 14 South Intersecti	on											
Bushley Hall Bd	Mathaus County	SR 14 Main St	070/	10/	10/	10/	10/	00/	_	0.005	_	0.500	1000	,
Buckley Hall Rd	Mathews County		G 97%	1%	1%	1%	1%	0%	F	0.095	F	0.533	1600	(
		57-642 Fitchetts Wharf	Kū											
	From:	I-64							_		_			
199)	York County	0.71 <b>25000 0</b>	<b>G</b> 97%	1%	1%	1%	1%	0%	С	0.097	F	0.546	27000	(
<u> </u>	To: From:	99-603 Mooretown R	.d											
199	York County	1.08 <b>23000</b> (	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.088	F	0.522	24000	(
	To:	US 60 Richmond Ro	1											
200	James City County		G 97%	0%	1%	1%	1%	0%	F	0.087	F	0.503	27000	(
199)	oames only dounty			J /6	1 /0	1 /0	1 /0	0 /0	'	0.007	•	0.505	2,000	•
	To: From:	47-612 Longhill Rd			<del> </del>									
199)	James City County	1.83 <b>30000 (</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.09	F	0.564	32000	(
<u> </u>	To-	SR 321 Monticello Av	ve		$\lnot$ $\vdash$									
199)	James City County		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.087	F	0.591	32000	(
199)	То:	SR 5, 47-616, 137-7073 John Tyl												

# 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	QV
	From:	SR 5, 47-616, 137													
199/(5)	James City County	y 0.22	33000	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.091	F	0.568	36000	G
<u> </u>	To: From:		L Williamsburg												
199) (5)	City of Williamsburg (Ma	uint: 47) 0.24	33000	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.091	F	0.568	36000	G
	To:	SR 5; SF	R 31 Jamestown	n Rd											
199	City of Williamsburg (Ma	unt: 47) 0.07	35000	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.091	F	0.55	37000	G
$\bigcup$	To:		City County Li												
	From:		L Williamsburg		00/	40/	40/	40/	00/		0.004	N.	0.55	07000	
199	James City County			N 97%	0%	1%	1%	1%	0%	N	0.091	N	0.55	37000	١
	From:		L Williamsburg City County Li												
199	City of Williamsburg (Ma			N 97%	0%	1%	1%	1%	0%	Ν	0.091	Ν	0.55	37000	١
199)							.,.	.,.							-
	From:		L Williamsburg	<b>G</b> 97%	0%	10/	10/	1%	0%	F	0.001	F	0.55	37000	
199	James City County	y 0.11	35000	<b>G</b> 97%	0%	1%	1%	170	0%	Г	0.091	Г	0.55	37000	(
	To: From:		0 Brookwood I												
199)	James City County	y 1.44	33000	<b>G</b> 98%	1%	1%	1%	0%	0%	С	0.092	F	0.588	35000	(
	To.	SR 132 Henr	ry St, Colonial	Parkway											
199	James City County			<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.092	F	0.558	35000	(
	To:	Mounte Ra	y Rd, Quarterp	oth P.d											
199	From: James City County			G 97%	0%	1%	1%	1%	0%	F	0.092	F	0.57	33000	(
199)	To:	York County Lin			0 70		1 /0	1 /0	0 70	•	0.002	•	0.07	00000	•
	From:		Pocahontas Tr												
199	York County	0.09	28000	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.092	Ν	0.57	30000	(
<u> </u>	Tar	SR 14	3 Merrimac Tra	ail											
199	York County	0.86		<b>A</b> 97%	0%	1%	1%	1%	0%	С	0.097	Α	0.500	30000	,
133)	To														
122	York County	0.47	I-64 <b>15000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.091	F	0.578	16000	(
199	Tork County	0.47	15000	<b>G</b> 97%	0%	1 70	1 70	1 70	0%	Г	0.091	Г	0.576	16000	
	To: From:		Vater Country F												
199	York County	0.62		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.091	F	0.593	8200	(
<u> </u>	To:	99-64	41 Penniman Ro	d											
East	From:	SR 19	9 TO I-64 EAS												
199)Ramp	York County	0.32		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.107	F		11000	(
<u> </u>	To:	I-64-E FI	ROM RT 199 E	EAST											
East	From:	SR 19	9 TO I-64 WES												
199)Ramp	York County	0.22		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.132	F		1600	(
$\smile$	Tα	I-64-W F	ROM RT 199 I	EAST											
West	From:	<u>S</u> R 19	9 TO I-64 EAS	ST											
199)Ramp	York County	0.21		<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.157	F		1600	C
$\smile$	To:	I-64-E FF	ROM RT 199 W	VEST											

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

Б	1			4	_		Tru	ck		-00	K	014	Dir	A A14/DT	01
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Vest	From:	SR 199 TO I-64													
199 Ramp	York County	0.27 <b>1200</b>	G	97%	0%	1%	1%	1%	0%	F	0.111	F		1200	(
<u> </u>	To:	I-64-W FROM RT	199 WES	Γ											
	From:	SR 3 Rappahan	nock Dr												
200 Irvington Rd	Town of White Stone (Maint: 51	) 0.34 <b>5400</b>	N	98%	0%	1%	1%	0%	0%	Ν	0.087	Ν	0.503	5600	1
$\smile$	Too	WCL White	Stone												
200) Irvington Rd	Lancaster County	0.82 <b>5400</b>	N	98%	0%	1%	1%	0%	0%	Ν	0.087	Ν	0.503	5600	1
2007	To	ECL Ii	4												
200 Irvington Rd	Town of Irvington (Maint: 51)	ECL Irving 1.68 <b>5400</b>	ton N	98%	0%	1%	1%	0%	0%	N	0.087	N	0.503	5600	
200) II VIII gloii i la		1.00 3400	14	30 /6	0 /6	1 /0	1 /0	0 /6	0 /6	IN	0.007	IN	0.505	3000	'
	Te- From:	NCL Irving													_
200 Irvington Rd	Lancaster County	2.77 <b>5400</b>	F	98%	0%	1%	1%	0%	0%	С	0.087	F	0.503	5600	F
<u> </u>	To: From:	SCL Kilman	nock			$\neg$ $\vdash$									
200) Irvington Rd	Town of Kilmarnock (Maint: 51)		N	98%	0%	1%	1%	0%	0%	Ν	0.087	Ν	0.503	5600	1
	To:	SR 3 S, N M	ain St												
	From:	S SR 3													
(200)(3) S Main St	Town of Kilmarnock (Maint: 51)		F	96%	1%	1%	1%	1%	0%	F	0.083	F	0.551	12000	
	To:	N SR 3													
	From:	SR 3 N, N M		000/	00/	101	40/	00/	00/	_	0.070	_	0.545	<b>5700</b>	
East Church St	Town of Kilmarnock (Maint: 51)	1.10 <b>5500</b>	F	96%	0%	1%	1%	2%	0%	F	0.078	F	0.515	5700	١
<u> </u>	To: From:	NCL Kilmar	nock												
200 East Church St	Lancaster County	1.43 <b>5500</b>	N	96%	0%	1%	1%	2%	0%	Ν	0.078	Ν	0.515	5700	-
$\smile$	Tα	Northumberland C	ounty Line												
	From:	Lancaster Cour								_		_			
200 Jesse DuPont Memorial Hwy	Northumberland County	5.09 <b>4800</b>	F	96%	0%	1%	1%	2%	0%	F	0.088	F	0.574	4900	ı
<u> </u>	T _d . From:	66-609 Remo Rd; Bro	owns Store	Rd		$\neg$ $\vdash$									
200 Jesse DuPont Memorial Hwy	Northumberland County	5.09 <b>4500</b>	F	96%	0%	1%	1%	2%	0%	С	0.087	F	0.513	4600	F
	To:	US 360 Burge	ss P O												
	From:	SR 354 Rive	r Rd												
201) White Chapel Rd	Lancaster County	3.22 <b>2000</b>	F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.638	2100	ı
201)							-,-								
Wilette Obersel Del	From:	SR 3 Live	•	070/	40/	10/	00/	40/	00/		0.400	_	0.505	000	
White Chapel Rd	Lancaster County	2.74 <b>610</b>	F	97%	1%	1%	0%	1%	0%	С	0.109	F	0.595	630	ı
<u> </u>	To: From:	SR 201 Y	Y												
201 Court House Rd	Lancaster County	3.29 <b>1200</b>	F	97%	1%	1%	0%	1%	0%	F	0.11	F	0.601	1300	
	Tσ:	Northumberland C	ounty Line												
	From:	Lancaster Cour	_							_		_			
Courthouse Rd	Northumberland County	6.92 <b>1500</b>	F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.543	1600	
<u> </u>	To:	US 360 Northumbe	erland Hwy	/											
Wye	From:	SR 201 White C	hapel Rd												
201)Courthouse Rd	Lancaster County	0.11 <b>380</b>	F	96%	0%	1%	1%	2%	0%	F	0.114	F	0.704	390	F
$\smile$	To	51-600 Courtho	ouse Rd												

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

Davida	1 2 2 2			47:			Tru	ıck		00	K	011	Dir	A A)4/DT	<u> </u>
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 3	Kings Hwy												
Cople Hwy	Westmoreland County	0.33	3800 G	96%	1%	1%	0%	2%	0%	С	0.091	F	0.598	3900	G
$\smile$	To:	96-76	67 Emmas Dr												
202 Cople Hwy	Westmoreland County		2900 F	96%	1%	1%	0%	2%	0%	F	0.096	F	0.611	3000	F
202)	To:		26 Erica Rd		.,.	Ti.			-,-	-		-			
	From:		6 W, Erica Rd												
202)Cople Hwy	Westmoreland County	4.22	3300 G	94%	1%	1%	1%	3%	0%	С	0.088	F	0.593	3400	(
$\smile$	To	96-611 2	Zion Church Rd												
202)Cople Hwy	Westmoreland County		3700 G	94%	1%	1%	1%	3%	0%	F	0.084	F	0.564	3800	(
	Tec	GD 2023				<del></del>									
Coplo Hyay	Westmoreland County			049/	10/	10/	10/	20/	Λο/	Е	0.004		0.501	2200	(
202 203 Copie nwy	westmoreland County			94%	170	170	170	3%	0%	Г	0.064	Г	0.501	3300	
	From:			,											
202 Cople Hwy	Westmoreland County		•		0%	1%	1%	3%	0%	F	0.089	F	0.555	2600	(
202) 350.5)	To:				0,0		. , ,	0,0	0,0	•	0.000		0.000		
	From:														
Hampton Hall Rd	Northumberland County		•		0%	1%	1%	3%	0%	С	0.087	F	0.542	2700	
202)	To:														
	From					i									
Oldhama Rd	Pichmond County			070/	10/	10/	10/	110/	00/	_	0.001	_	0.601	2400	(
203 Oldrianis Rd	To To				I 70	1 70	1 70	1170	0%	Г	0.091	Г	0.621	2400	,
	From:			2											
Oldhams Bd	Westmoreland County			87%	1%	1%	1%	11%	0%	F	0.089	F	0 596	2100	(
203) Sidnamo Ha	Wooding county			0, 70	1 70	. , ,	1 /0	1170	0 70	•	0.000	•	0.000	2100	•
	From:											_			
203 Oldhams Rd	Westmoreland County			87%	1%	1%	1%	11%	0%	С	0.109	F	0.54	680	(
	To:														
Cople I have	Westmarsland County			0.40/	10/	10/	10/	20/	00/	_	0.004	_	0.501	2200	,
203 (202) Copie Hwy	westmoreland County			94%	170	170	170	3%	0%	Г	0.064	Г	0.501	3300	(
	From:														
ooo Kinsale Rd	Westmoreland County			87%	1%	1%	1%	11%	0%	F	0.096	F	n 596	870	(
203 Allisale Hu	To:			07 /6	1 /0	1 /6	1 /0	11/0	0 /6	'	0.030	'	0.550	070	`
				_											
	From:									_		_			
204 Popes Creek Rd				94%	1%	0%	4%	0%	0%	C	0.197	F	0.548	210	(
<u> </u>	10:	D	Dead End												
	From:	SR 3 P	Purkins Corner												
₂₀₅ )Ridge Rd	King George County	1.26	7800 G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.511	8000	(
$\smile$	To:	IIC 3	01 Edge Hill												
205 Bidge Bd	Kina George County			98%	0%	0%	0%	1%	0%	F	0.095	F	0 604	4700	(
200). 11090 110	Tang aconge county				0 /0	J /0	0 /0	1 /0	0 /0	'	0.000	•	0.004	7700	
	To: From:														
₂₀₅ / Ridge Rd					0%	0%	0%	1%	0%	С	0.095	F	0.602	4000	(
SR 2012   SR 2012   SR 2012   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2013   SR 2															

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

5 .					_		Trı	ıck			K	O1:	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Didge Dd	From:	King George C		000/	00/	00/	00/	10/	00/		0.000	F	0.004	4000	G
Ridge Rd	Westmoreland County	3.56 <b>470</b>		98%	0%	0%	0%	1%	0%	F	0.099	۲	0.684	4800	(
	Town of Colonial Boook (Mainty OC)	NWCL Color		000/	00/		00/	10/	00/	N.I.	0.000	N.	0.004	4000	_
205)	Town of Colonial Beach (Maint: 96)	1.77 <b>470</b>		98%	0%	0%	0%	1%	0%	N	0.099	N	0.684	4800	1
James Manres Hun	Town of Colonial Boson (Maint, OC)	Y SR 2		000/	10/	10/	10/	00/	00/	F	0.087	F	0.545	F000	_
205 James Monroe Hwy	Town of Colonial Beach (Maint: 96)	0.29 <b>500</b>		98%	1%	1%	1%	0%	0%	г	0.087	г	0.545	5200	(
	To: From:	SCL Coloni		000/	10/		10/	00/	00/	N.I.	0.007	N.	0.545	F000	_
205)	Westmoreland County	3.34 <b>500</b>	0 N	98%	1%	1%	1%	0%	0%	N	0.087	N	0.545	5200	
	T _{CC} From:	96-628 S, Stoney K				<u> </u>						_			
205 James Monroe Hwy	Westmoreland County	2.08 560		98%	1%	1%	1%	0%	0%	С	0.094	F	0.630	5800	•
<u> </u>	10.	SR 3 Oak													_
Wye	Westmoreland County	SR 205 James N 0.02 <b>680</b>		98%	1%	1%	0%	0%	0%	С	NA			6900	
205) Colonial Ave	westmoreland County			90%	1 70	1 70	076	076	0%	C	INA			6900	
Wye	To: From:	WCL Colon	ial Beach												_
205) Colonial Ave	Town of Colonial Beach (Maint: 96)	0.69 <b>680</b>	0 N	98%	1%	1%	0%	0%	0%	Ν	NA			6900	
$\smile$	To:	End State Mainte	nance SR 20	05											
	From:	SR 3 Arnold	ls Corner												_
206) Dahlgren Rd	King George County	2.18 <b>940</b>	0 G	98%	0%	0%	0%	1%	0%	F	0.101	F	0.638	9700	
	To: From:	48-610 India	ntown Rd			$\neg$ $\vdash$									
206) Dahlgren Rd	King George County	4.26 <b>910</b>	0 G	98%	0%	0%	0%	1%	0%	С	0.111	F	0.734	9400	
$\smile$	To	SR 218 Ber	rthaville			<u> </u>									
206)(218) Dahlgren Rd	King George County	2.19 <b>120</b> 0		98%	0%	0%	0%	1%	0%	F	0.114	F	0.784	12000	
	To	SR 218 C	)wens			<u> </u>									
206) Dahlgren Rd	King George County	0.62 1100		98%	0%	0%	0%	1%	0%	F	0.115	F	0.815	12000	
3	To	US 301 East	of Owens												
206) Dahlgren Rd	King George County	1.79 <b>1000</b>		98%	0%	0%	0%	1%	0%	F	0.106	F	0.816	10000	
200) 24g.o 1.4	To:	48-604 Tw		0070	0 70		0 70	. , 0	0,0	•	000	•	0.0.0	.0000	
	From:	US 1 Jefferson	Davis Hwy												_
207) Rogers Clark Blvd	Caroline County	0.53 <b>710</b>		89%	1%	1%	1%	8%	0%	F	0.104	F	0.671	6800	
201)	To	I-95													
207) Rogers Clark Blvd	Caroline County	5.07 <b>960</b>		89%	1%	1%	1%	8%	0%	С	0.12	Α	0.511	9000	
2017 1.030.0 0.0 5110					. /0	. , ,	. 70	<b>0</b> / 0	0 /0	-	J. 1 L		0.0	2300	
207) Rogers Clark Blvd	Caroline County	16-601 S, Po 4.31 <b>1100</b>		89%	1%	1%	1%	8%	0%	F	0.079	F	0.583	10000	
207 Hogers Clark Bivd	Oaronne County			03 /6	1 /0	1 /6	1 /0	0 /6	0 78	'	0.073	'	0.505	10000	
Pagara Clark Phys	Constinue Country	16-722 M		000/	10/		10/	00/	00/		0.070		0.574	11000	_
Rogers Clark Blvd	Caroline County	0.57 <b>1200</b>	00 G	89%	1%	1%	1%	8%	0%	F	0.078	F	0.574	11000	
	To: From:	Bus SR				$\Box$									_
207)	Caroline County	1.45 <b>890</b>		89%	1%	1%	1%	8%	0%	F	0.079	F	0.564	8400	(
$\sim$	To	US 301 Richn	nond Tpke												

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

						Tru	uck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 207-E000B FROM												
207) Ramp	Caroline County	0.16 <b>4800</b>	<b>G</b> 58%	2%	2%	1%	37%	0%	С	0.062	F		4800	G
$\smile$	To:	I-95-N FR RT 20	07											
East	From:	SR 207 N, Rogers Cla	ırk Blvd											
₂₀₇ )Ramp	Caroline County	0.32 <b>2600</b>	<b>G</b> 67%	1%	1%	1%	29%	0%	С	NA			2500	(
$\smile$	Tα	I-95 South												
East	From:	SR 207 TO AND FRO	OM RT											
207) Ramp	Caroline County	0.05 <b>1600</b>	G		-					0.087	F		1600	(
	To:	SR 207- B SR 207-W000B	FROM RT 2											
Vest	From:	SR 207 S. Rogers Cla	rk Blvd											
207) Ramp	Caroline County			1%	1%	3%	21%	1%	С	NA			5100	(
1	To:													
Vest	From:		05											
207)Ramp	Caroline County									0.064	F		5800	(
207)	To:				1					0.001	•		0000	Ì
	From				1									
Bus Pagara Clark Plyd	Carolina County			00/	10/	10/	20/	00/	_	0.005	_	0 5 4 0	2100	,
207 Rogers Clark Bivd	Caroline County	0.54 3000	<b>G</b> 90%	0%	1 70	1 70	270	0%	C	0.095	Г	0.546	3100	•
Bus	Te: From:	WCL Bowling Gr	reen											
207) W Broaddus Ave	Town of Bowling Green (Maint: 16)	0.73 <b>4400</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.088	F	0.51	4500	(
	To:	Bus US 301, SR 2 M	Iain St											
	Caroline County   0.16   4800   G   58%   2%   2%   1%   37%   0%   C   0.062   F   4800   G   G   1.95-NFR RT 207                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     .													
209 Courthouse Bd	Louisa County			1%	1%	1%	3%	0%	F	0.098	F	0.699	3300	(
208) 3341113433 114	Louisa Godiny			. 70		1 70	070	070	•	0.000	•	0.000	0000	`
0	11000			40/	10/	40/	00/	00/		0.400	_	0.575	5500	
208 Courtnouse Ha	Louisa County	8.31 <b>5400</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	C	0.102	F	0.575	5500	Ċ
	To: From:	54-630 Harris Cree												
208) Courthouse Rd	Louisa County			1%	1%	1%	3%	0%	F	0.088	F	0.546	6200	C
$\sim$	To:													
	From:			40/	40/	00/	40/	00/	_	0.005	_	0.500	40000	,
208 (33) (22) West Main St	Town of Louisa (Maint: 54)	0.40 <b>16000</b>	<b>G</b> 98%	1%	1%	0%	1%	0%	F	0.085	F	0.509	16000	(
	To: From:	US 33 EAST OF LOU	ISA C H											
₂₀₈ )( ₂₂ ) Louisa Rd	Town of Louisa (Maint: 54)	0.33 <b>10000</b>	<b>G</b> 96%	1%	1%	0%	1%	0%	С	0.083	F	0.530	10000	(
$\smile$	To	CL Louisa												
208) (22) Davis Hwy	Louisa County	4.73 <b>10000</b>	<b>N</b> 96%	1%	1%	0%	1%	0%	Ν	0.083	Ν	0.530	10000	1
200) (22) 44 4 7														
Dovio Huny	Town of Minoral (Maint: 54)	CL Mineral	N 069/	10/	10/	00/	10/	00/	NI	0.000	N	0.520	10000	
208 22 Davis Hwy	Town of Mineral (Maint: 54)	0.15 <b>10000</b>	N 96%	1%	1%	0%	1%	0%	N	0.083	IN	0.530	10000	١
	To: From:	US 522 & SR 22 MIN												
208) 522 Louisa Ave	Town of Mineral (Maint: 54)	0.39 <b>3800</b>	<b>G</b> 94%	2%	1%	1%	3%	0%	F	0.084	F	0.591	3900	(
		CL Mineral			<u> </u>									
208) (522) Zachary Taylor Hwy	Louisa County	5.04 <b>3800</b>	N 94%	2%	1%	1%	3%	0%	Ν	0.084	Ν	0.591	3900	Ν
200/022	Tor	US 522 WARES CROS		-,3		. , •	- / -	- / -	• •					•

# 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:	US 522 Zachary Tayl	lor Hwy											
208) New Bridge Rd	Louisa County	3.62 <b>5400</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.101	F	0.517	5500	C
	To:	Spotsylvania Count	y Line											
	From:	Louisa County L												
208) Courthouse Rd	Spotsylvania County	3.64 <b>5300</b>	<b>F</b> 96%	0%	1%	1%	1%	0%	F	0.087	F	0.501	5400	I
$\smile$	Tec	88-601 Lewiston	Rd											
Courthouse Rd	Spotsylvania County	8.85 <b>7100</b>	<b>F</b> 96%	0%	1%	1%	1%	0%	F	0.087	F	0.588	7300	
208) 554.1.15455 114	To:	88-648 Block Hous		0,0		. , 0	. , 0	0,0	•	0.007	•	0.000		
	From:	Bus SR 208 Courtho												
208 Block House Rd	Spotsylvania County	3.03 <b>9400</b>	<b>F</b> 96%	0%	1%	1%	1%	0%	С	0.089	F	0.620	9600	
2007	, , ,													
	From:	88-608 S, Robert E		00/		40/	40/	00/	_	0.000	_	0.050	10000	
208)	Spotsylvania County	0.98 <b>12000</b>	<b>F</b> 96%	0%	1%	1%	1%	0%	F	0.086	F	0.652	12000	ı
<u> </u>	Toc From:	88-613 Brock F	Rd		_									
208	Spotsylvania County	0.87 <b>14000</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	С	0.087	F	0.625	15000	-
	To:	Bus SR 208 Courtho	ouse Rd											
_	From:	Bus SR 208												
208 Courthouse Rd	Spotsylvania County	2.25 <b>22000</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.081	F	0.561	24000	I
	To	88-628 Smith Statio	on Dd											
208 Courthouse Rd	From: Spotsylvania County	3.74 <b>41000</b>	<b>F</b> 97%	0%	1%	1%	1%	0%	F	0.085	F	0.612	43000	-
208 Courtiouse Hu	Spotsylvania County	US 1 Jefferson Davi		0 /6	1 /0	1 /0	1 /0	0 /0	'	0.003	'	0.012	43000	
	<u>_</u>													
	From:	SR 208 I-64-E143A FROM												
208 Ramp	Louisa County	0.22 <b>830</b>	G							0.133	F		830	(
<u> </u>	To:	I-64-E FROM RT 208SOUT	TH & NORTH											
	From:	SR 208 I-64-W143A FROM	M & TO IS 64											
208 Ramp	Louisa County	0.23 <b>2700</b>	G		<u>.</u>					0.138	F		2700	(
	To:	I-64-W FROM RT 208SOU	TH & NORTH											
Bus	From:	SR 208; 88-648 Block	House Pd											
208 Courthouse Rd	Spotsylvania County	2.43 <b>2700</b>	<b>F</b> 93%	0%	1%	2%	4%	0%	С	0.095	F	0.624	2800	
208/0001110036 110	opotsylvania oddity	2.40 2100	1 3378	0 70	1 /0	270	770	0 /0	O	0.000	'	0.024	2000	
Bus	To: From:	88-606 Morris Rd; 88-738	8 Parlow Rd											
208 Courthouse Rd	Spotsylvania County	3.41 <b>3000</b>	<b>F</b> 93%	0%	1%	2%	4%	0%	F	0.095	F	0.525	3100	F
208) 30011110003 110				0 70		_,0	170	070	•	0.000	•	0.020	0100	
Bus	To: From:	88-608 Massaponax C	hurch Rd											
208 Courthouse Rd	Spotsylvania County	0.54 <b>7400</b>	<b>F</b> 93%	0%	1%	2%	4%	0%	F	0.086	F	0.51	7900	
200)								- / -	·					
Bus	To: From:	88-613 Brock F	₹d											
208 Courthouse Rd	Spotsylvania County	0.71 <b>5000</b>	<b>F</b> 93%	0%	1%	2%	4%	0%	F	0.089	F	0.594	5400	ı
	To	SR 208 Courthous												
	From:													
	Louise County	SR 208 0.07 <b>1300</b>	N 94%	1%	10/	10/	20/	00/	N	0.098	N	0.612	1400	
208)	Louisa County	0.07 <b>1300</b>	N 94%	170	1%	1%	3%	0%	IN	0.098	IN	0.613	1400	1
	To: From:	SCL Louisa												
208 Elm Ave	Town of Louisa (Maint: 54)	0.40 <b>1300</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.098	F	0.613	1400	(
$\smile$	Tα	SR 22, US 33 Louis	sa C H											

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

		Primary and interstate	e Route	es											
Route	Jurisdiction	Length AADT	ΟΔ 4	1Tir≏	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
rioute	dunsaletion	Longin AADI	WA 7	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
	From:	SR 28 Sully Rd													
209 Innovation Ave	Loudoun County	0.88 <b>2100</b>		98%	0%	1%	0%	0%	0%	С	0.109	F	0.835	2300	F
$\smile$	To:	Entrance to C.I.T.	`.												
	From:	SR 163 Amherst Hy	wy												
210 Colony Rd	Amherst County	0.54 <b>3700</b>	G 9	96%	0%	1%	1%	1%	0%	С	0.106	F	0.623	4000	G
$\smile$	To	Bus US 29 Lynchburg	Hwy			<u> </u>									
210 Colony Rd	Amherst County			97%	0%	1%	1%	2%	0%	С	0.088	F	0.525	12000	G
210) 3333, 113										_					-
	A see le suret.	05-622 CVT Rd		070/	00/	10/	10/	00/	00/		0.104	F	0.04	0500	
210)	Amherst County		G S	97%	0%	1%	1%	2%	0%	F	0.104	F	0.64	6500	G
<u> </u>	100	US 29													
~~~	From:	I-81 West of New Ma													
211 W Old Cross Rd	Town of New Market (Maint: 85)	0.26 10000	F S	92%	1%	1%	1%	5%	0%	F	0.083	F	0.568	11000	F
<u> </u>	To:	US 11 New Market Sor													
~~~ Camarana St	Town of New Modest (Maint 05)	US 11 S, Congress St; South			00/	10/	10/	00/	00/	F	0.000	F	0.500	7400	_
(211) (11) Congress St	Town of New Market (Maint: 85)			96%	0%	1%	1%	2%	0%	F	0.083	F	0.536	7400	F
<del>~</del> ~	From:	US 11 N, North Congress St; US 11 New Market No		ss St											
211 Lee Highway	Town of New Market (Maint: 85)			92%	1%	1%	1%	5%	0%	С	0.088	F	0.572	6200	F
211 Lee riigilway	Town of New Market (Maint: 00)			JZ 70	1 /0	1 /0	1 /0	370	0 70	O	0.000	'	0.572	0200	
~~~·	To: From:	ECL New Market													
(211) Lee Highway	Shenandoah County	0.11 5900	N S	92%	1%	1%	1%	5%	0%	N	0.088	Ν	0.572	6200	Ν
~	To: From:	85-1002 Old Cross	Rd												
211 Lee Highway	Shenandoah County	3.14 5500	F 9	92%	1%	1%	1%	5%	0%	F	0.094	F	0.605	5800	F
	To:	Page County Line	e												
~~~	From:	Shenandoah County I													
211 Lee Highway	Page County	2.92 <b>5800</b>	G S	92%	1%	1%	1%	5%	0%	F	0.085	F	0.565	6000	G
<u> </u>	To:	US 340				$\neg$ $\vdash$									
211 (340 Lee Highway	Page County		G 9	96%	0%	1%	1%	2%	0%	С	0.088	F	0.524	8100	G
211)040	To					i									
CONTRACTOR OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF	From:(Maint: CO)	WCL Luray		000/	00/	10/	10/	00/	00/		0.005	_	0.514	1 1000	_
211 340 Lee Highway	Town of Luray (Maint: 69)	0.36 <b>14000</b>	G 9	96%	0%	1%	1%	2%	0%	F	0.085	F	0.514	14000	G
	To: From:	Bus US 211													
211 (340 Lee Highway	Town of Luray (Maint: 69)	0.69 <b>6800</b>	G 9	95%	1%	1%	1%	2%	0%	С	0.089	F	0.502	7100	G
	To	ECL Luray													
211 (340 Lee Highway	Page County		N S	95%	1%	1%	1%	2%	0%	Ν	0.089	Ν	0.502	7100	Ν
211 (340) 200 riigiiway	- age deality		•••	00 70	1 70	1 70	1 /0	270	0 70		0.000		0.002	7100	
~~~	To: From:	WCL Luray													
211 340 Lee Highway	Town of Luray (Maint: 69)	0.56 6800	N S	95%	1%	1%	1%	2%	0%	Ν	0.089	Ν	0.502	7100	Ν
~~	To:	US 340				<u> </u>									
211 Lee Highway	Town of Luray (Maint: 69)		N S	96%	0%	1%	1%	2%	0%	Ν	0.090	Ν	0.505	4700	Ν
<u> </u>	T-1					 1									
/ l a a l limburgu	From	ECL Luray		000/	001		10/	001	001		0.000		0.505	4700	
211 Lee Highway	Page County			96%	0%	1%	1%	2%	0%	С	0.090	F	0.505	4700	G
~	Tor	WCL Luray; 69-656 Whisper	ring Hill	Rd											

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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~~	From:	WCL Luray; 69-656 W													
211 Lee Highway	Town of Luray (Maint: 69)	0.28 <b>3000</b>	) N	96%	1%	1%	1%	1%	0%	N	0.097	N	0.518	3100	N
	To- From:	ECL Lui	ray												
211 Lee Highway	Page County	0.46 3000	G	96%	1%	1%	1%	1%	0%	С	0.097	F	0.518	3100	G
<del>~</del>	To	Bus US 211 Eas	st of Luray												
211 Lee Highway	Page County	6.40 <b>2700</b>		96%	1%	1%	1%	1%	0%	С	0.109	F	0.621	2800	C
=======================================	To:	Rappahannock County I	Line; Skylir	e Drive											
~~~	From:	Page County Line;													
211 Lee Highway	Rappahannock County	7.09 2200) G	96%	1%	1%	1%	1%	0%	F	0.103	F	0.552	2300	(
~	To: From:	US 522 Sper	rryville												
211 (522) Lee Highway	Rappahannock County	4.62 4500	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.546	4600	(
	To	US 211 Bus South of	of Washing	ton											
211 (522 Lee Highway	Rappahannock County	0.68 5100		96%	1%	1%	1%	1%	0%	F	0.097	F	0.504	5200	(
211 (322) =00 mg.may	. appariament county				. , ,		. , ,	. , 0	0 / 0	•	0.007	•	0.00	0200	
- Las Historia	Towns of Manhinet 70	WCL Wash		000/	10/	10/	10/	10/	00/	N.I.	0.007	N.I.	0.504	F000	-
211 522 Lee Highway	Town of Washington (Maint: 78)	0.02 5100) N	96%	1%	1%	1%	1%	0%	N	0.097	N	0.504	5200	ı
~~~~	To: From:	ECL Washi													
211 (522 Lee Highway	Rappahannock County	0.39 <b>5100</b>	) N	96%	1%	1%	1%	1%	0%	N	0.097	N	0.504	5200	ı
~~	To: From:	US 211 Bus East o	f Washingt	on		<u> </u>									
211 (522) Lee Highway	Rappahannock County	2.38 <b>5500</b>	G	96%	1%	1%	1%	1%	0%	F	0.090	F	0.529	5700	(
	To	US 522 Zachary	Taylor Ave	`											
211 Lee Highway	Rappahannock County	9.17 <b>5600</b>		98%	0%	1%	0%	0%	0%	F	0.093	F	0.581	5700	(
211) 200 1 1 91 1 1 1 1	To:	Culpeper Cou		0070	070		0 / 0	0,0	0 / 0	•	0.000	•	0.00.	0.00	•
	From:	Rappahannock C	_	:											
211 Lee Highway	Culpeper County (Maint: 78)	2.95 <b>7800</b>	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.7	8000	(
~ <i>_</i>	Ter	SR 229 Rixey	ville Rd												
211 Lee Highway	Culpeper County (Maint: 78)	0.95 1400		98%	0%	1%	0%	0%	0%	F	0.092	F	0.752	15000	(
211)	To:	Fauquier Cou	nty Line												
	From:	Culpeper Cou	nty Line												
211 Lee Highway	Fauquier County	5.33 <b>1600</b>	0 G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.735	17000	(
~ <u></u>	To	WCL Warr	enton												
Frost Ave	Town of Warrenton	0.48 <b>2100</b>		98%	0%	1%	0%	0%	0%	С	0.087	F	0.678	21000	(
	To:	Bus US 17; Bu	us US 29												
Bus Bus	From:	Shirley Ave; B													
211 \ (17 \ (29 \) Broadview Ave	Town of Warrenton	0.86 <b>3200</b>	0 G	98%	0%	1%	0%	0%	0%	С	0.08	F	0.584	32000	(
Pure Prince	To: From:	Bus US 17 Broa	dview Ave												
Bus 211 (29) Lee Highway	Town of Warrenton	0.55 <b>2800</b>	0 G	98%	0%	1%	0%	1%	0%	С	0.077	F	0.537	28000	(
211 29 Lee Highway	Town or waitenton	Bus US 15 Blac		3U /o	U /0	1 /0	U /o	1 /0	U /o	C	0.077	'	0.557	20000	
Down to 1.01 C at Full 004	Change de la Cavata	US 21									NIA			0500	,
Ramp to I-81 S at Exit 264	Shenandoah County	0.19 <b>2500</b>									NA			2500	C
	10	I-81 S	)												

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

_					_		Truc	ck			K		Dir		
Route	Jurisdiction	Length AADT		Tire	Bus	2Axle 3				QC	Factor	QK	Factor	AAWDT	QV
Ramp to I-81 N at Exit 264	From:	US 211 W Old Cross 0.15 <b>2100</b>	s Rd <b>G</b>								NA			2100	G
211 hallip to 1-61 in at Exit 264	Shenandoah County	I-81 N	G			1					INA			2100	
Duo.	From:	Broadview Ave													_
Bus 211 Waterloo St	Town of Warrenton	0.62 <b>6400</b>		99%	0%	0%	0%	0%	0%	С	0.093	F	0.64	6600	(
<del>~</del>	Τα	Diagonal St				_									
Bus 111 Waterloo St	Town of Warrenton	0.10 <b>5700</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.096	F	0.557	5900	
	То:	US 15 Bus					• / •		• , •	-		-			
Bus Bus	From:	Bus US 15													
(15) Main St	Town of Warrenton	0.01 <b>5600</b>		99%	0%	1%	0%	0%	0%	Ν	0.093	N	0.566	5700	
Bus Bus	From:	Alexandria Pike Main St	;												_
11) (15) Alexandria Pike	Town of Warrenton	0.24 6400	<b>G</b> 10	00%	0%	0%	0%	0%	0%	С	0.096	F	0.57	6500	
$\sim$	To	King St													
Bus Bus	Town of Warrenton	0.21 <b>6800</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.093	F	0.505	7000	
11) (15) Alexandria St	Town of Warrenton	Blackwell Rd	G 9	19%	0%	0%	0%	0%	0%	Г	0.093	Г	0.565	7000	
us Bus	From:	Alexandria Pike	;												_
11 (15) Blackwell Rd	Town of Warrenton	0.58 <b>7100</b>		99%	0%	0%	0%	0%	0%	С	0.093	F	0.549	7200	
$\sim$	To:	US 29 BUS US 211 Le	ee Hwy												
Bus Bus	From:	US 211 South of Wah													
11 522 Main St	Rappahannock County	0.72 <b>890</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	С	0.096	F	0.548	910	
Bus Bus	To: From:	SCL Washington	n												
11 \( 522 \) Main St	Town of Washington (Maint: 78)	0.37 <b>890</b>	<b>N</b> 9	99%	0%	0%	0%	0%	0%	Ν	0.096	Ν	0.548	910	
<b>~</b>	To:	78-628 Middle S													
Bus Bus Ct	From: (Mainty 70)	78-628 Main St		200/	00/	00/	00/	00/	00/	N.I	0.000	N.	0.540	010	
11) 522) Warren St	Town of Washington (Maint: 78)	0.26 <b>890</b>		99%	0%	0%	0%	0%	0%	N	0.096	N	0.548	910	
Bus Bus	To: From:	ECL Washington	n												_
211 (522)	Rappahannock County	0.15 <b>890</b>	<b>N</b> 9	99%	0%	0%	0%	0%	0%	Ν	0.096	Ν	0.548	910	
<i></i>	To:	US 211 East of Washi	ington												
Bus	From:	US 211 Lee Highw													
West Main St	Town of Luray	0.15 <b>7400</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.091	F	0.522	7700	
Bus	To: From:	Leaksville Rd													_
West Main St	Town of Luray	0.85 <b>7400</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	С	0.091	F	0.509	7700	
	To	Lee St													
Bus	From		•	2001	00/		201		061		0.65=	_	0.5:-	0000	
West Main St	Town of Luray	0.33 <b>8500</b>	<b>G</b> 9	99%	0%	0%	0%	0%	0%	F	0.087	F	0.517	8800	
Bus	To: From:	US 340													
East Main St	Town of Luray	0.98 <b>9800</b>	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.085	F	0.515	10000	
	To	Reservoir Ave													

# 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	Q۱
Bus	From:	Reservo													
East Main St	Town of Luray	0.14 77	00 G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.542	8000	G
Bus	To: From:	Collin	ıs Rd												
211 East Main St	Town of Luray	0.72 <b>55</b>	00 G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.513	5700	G
<del></del>	Toc	ECL 1	urav												
Bus 211 East Main St	Page County	0.93 17	-	98%	0%	1%	0%	1%	0%	С	0.099	F	0.517	1800	G
211 Last Main St	Tage County	US 211 Ea		90 /6	0 /6	1 /0	0 /6	1 /0	0 /6	C	0.099	•	0.517	1000	
	From:	SR 42 South of		2											
211) New Market Rd	Town of Timberville (Maint: 82)			92%	1%	1%	1%	5%	0%	С	0.085	F	0.524	3600	(
	To	ECL Tin													
211) New Market Rd	Rockingham County	3.58 41		93%	1%	1%	1%	4%	0%	F	0.088	F	0.527	4300	
211)	To:	Shenandoah													
	From:	Rockingham													
W Old Cross Rd	Shenandoah County	0.94 <b>59</b>	00 F	93%	1%	1%	1%	4%	0%	С	0.086	F	0.55	6200	F
	To: From:	WCL Nev													
W Old Cross Rd	Town of New Market (Maint: 85)	/		93%	1%	1%	1%	4%	0%	N	0.086	N	0.55	6200	1
	10:	I-81 West of													
Chatham Haighta Dd	Stafford County	Bus SR 3 East o 0.87 <b>86</b>		urg 98%	00/	10/	00/	0%	0%	F	0.000	F	0.517	8700	,
Chatham Heights Rd	Stafford County	SR 218 E		96%	0%	1%	0%	0%	0%	Г	0.093	Г	0.517	8700	(
	From:	WCL Manassas		01											
213) Manassas Dr	City of Manassas Park	0.04 <b>89</b>		97%	1%	1%	0%	0%	0%	F	0.091	F	0.502	9400	(
210)	To	Bake													
213) Manassas Dr	City of Manassas Park	1.16 <b>71</b>		97%	1%	1%	0%	0%	0%	С	0.081	F	0.502	7600	
213)	To:			0.70	. , ,		0 / 0	0 / 0	0,0		0.00	•	0.002		
213) Manassas Dr	City of Manassas Park	0.69 <b>100</b>		97%	1%	1%	0%	0%	0%	F	0.100	F	0.627	11000	(
213)	To:	SR 28 Cen		0.70	. , ,	Ť	0 / 0	0 70	0,0	•	01.00	•	0.02		
	From:	SR 3	Lerty												
214)Stratford Hall Rd	Westmoreland County	2.48 <b>12</b>		97%	1%	1%	1%	1%	0%	С	0.099	F	0.581	1200	(
<u> </u>	To:	96-609 Strat	ford Hall Rd												
	From:	US 29 L	ee Hwy												
215) Vint Hill Rd	Fauquier County	2.13 <b>93</b>		97%	0%	1%	1%	1%	0%	С	0.086	F	0.563	9600	(
	To:	Prince William		e											
215) Vint Hill Rd	Prince William County	Fauquier C 3.68 <b>110</b>		98%	0%	1%	0%	0%	0%	С	0.104	F	0.697	11000	(
213) **** **** ****	Timee William County			0070	0 /0	1 /0	0 /0	0 /0	0 /0	3	0.104	•	0.007	11000	
Vint Hill Pd	Prince William County	76-658 Ow 3.45 <b>94</b>		98%	0%	1%	0%	0%	0%	F	0.11	F	0.670	9700	(
215 Vint Hill Rd	To:		r Bristow	9070	U-76	1 70	U 70	U 70	U 70	Г	0.11	Г	0.070	9700	

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

						Truck			K		Dir		
Route	Jurisdiction	Length AADT Q	4Tire	Bus	2Axle 3+			QC	Factor	QK	Factor	AAWDT	QV
	From:	US 17 Hayes						_					_
216 Guinea Rd	Gloucester County	3.61 <b>7700 G</b>	99%	0%	1% C	% 0%	0%	С	0.096	F	0.64	8200	G
	10:	36-649 Achilles											
	From:	Bagley Circle						_		_			_
217) State St	Town of Marion (Maint: 86)	2.20 <b>1100 G</b>		0%	1% C	% 1%	0%	С	0.131	F	0.861	1200	C
	10:	SR 16 S Commerce Stre	et										
	From:	US 1 Falmouth						_		_			_
218 Butler Rd	Stafford County	1.13 <b>17000 G</b>		1%	1% 2	% 2%	0%	С	0.075	F	0.532	18000	(
<u> </u>	To: From:	SR 212 White Oak Rd SR 218 Butler Rd											
218) White Oak Rd	Stafford County	0.63 <b>15000</b> G	98%	0%	1% C	% 0%	0%	F	0.086	F	0.610	15000	
218) Willio Suk Hu	Standid Godiny			0 70		70 070	070	•	0.000	•	0.010	10000	
	From:	89-1158 Baron Park Ro		00/		0/ 00/	201	_	0.000	_	0.500	2000	
218 White Oak Rd	Stafford County	1.82 <b>8200 G</b>	98%	0%	1% C	% 0%	0%	С	0.096	F	0.528	8300	C
	To: From:	89-606 Ferry Rd											
218) White Oak Rd	Stafford County	2.05 <b>8200 G</b>	98%	0%	1% 0	% 0%	0%	F	0.101	F	0.532	8400	C
$\smile$	To:	89-603 Caisson Rd											
218) White Oak Rd	Stafford County	2.09 <b>4800 G</b>	98%	0%	1% C	% 0%	0%	F	0.108	F	0.526	4900	G
	To:	King George County Lin											
	From:	Stafford County Line											
218 Caledon Rd	King George County	5.93 <b>3100 G</b>	97%	0%	1% 1	% 0%	0%	F	0.112	F	0.687	3200	C
<u> </u>	To: From:	48-696 Fairview Dr											
218 Caledon Rd	King George County	1.05 <b>3000 G</b>	97%	0%	<u>1</u> % 1	% 0%	0%	С	0.119	F	0.725	3000	G
	Τα	48-609 Cash Corner			<u> </u>								
218) Caledon Rd	King George County	6.81 <b>2900</b> G	97%	0%	1% 1	% 0%	0%	F	0.125	F	0.820	3000	G
218) 54.555	g doorge county		0.70	0,0		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0 / 0	•	00	•	0.020	0000	
Dahlawaa Dd	From:	SR 206 Berthaville 2.19 <b>12000</b> G	98%	0%	0% C	% 1%	00/	F	0.114	F	0.704	10000	_
218 206 Dahlgren Rd	King George County	2.19 <b>12000 G</b>	96%	0%	U% C	% 1%	0%	Г	0.114	Г	0.784	12000	G
	To: From:	SR 206 Owens											
218 Windsor Dr	King George County	0.28 <b>1300 G</b>	99%	0%	1% C	% 0%	0%	F	0.131	F	0.565	1300	G
$\stackrel{\smile}{-}$	To- From:	US 301 South of Owen	s										
218 Windsor Dr	King George County	6.02 <b>5800 G</b>	99%	0%	1% C	% 0%	0%	С	0.098	F	0.798	5900	C
	To:	SR 205 East of Tetotun	n										
	From:	US 460 Virginia Ave											
219 Federal St	Town of Rich Creek (Maint: 35)	0.57 <b>8900 F</b>	97%	0%	1% C	% 2%	0%	С	0.088	F	0.634	9500	F
=:0	To	ECL Rich Creek											
210	Giles County	1.16 <b>8900 N</b>	97%	0%	1% C	% 2%	0%	N	0.088	N	0.634	9500	N
219	Tro:	West Virginia State Lin		0 70	170	70 270	0 70	14	0.000	14	0.004	3300	
	From												
Groonshoro Pd	Henry County	North Carolina State Lir 3.05 <b>10000</b> B		1%	 1% 1	% 12%	10/	С	0.101	Α	0.502	10000	Е
Greensboro Rd	Herry County			I 70	1 70 I	/0 127	5 1%	C	0.101	A	0.502	10000	
~~~	To: From:	Bus US 220 S, Church S											
220 Greensboro Rd	Henry County	0.34 11000 G	85%	1%	<u>1</u> % 1	% 12%	1%	F	0.075	F	0.52	11000	G
<u> </u>	To:	SCL Ridgeway											

4/20/2015

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	QW
~~~	From:		L Ridgeway												
220 Greensboro Rd	Town of Ridgeway (Maint: 44)	0.36	11000 I	N 85%	1%	1%	1%	12%	1%	N	0.075	Ν	0.52	11000	N
<del>~</del>	To: From:	SR 87	Morehead Av												
(220) Greensboro Rd	Town of Ridgeway (Maint: 44)	0.58	17000	<b>G</b> 85%	1%	1%	1%	12%	1%	F	0.076	F	0.523	16000	G
~~	To: From:		L Ridgeway												
(220) Greensboro Rd	Henry County	0.03	17000 I	N 85%	1%	1%	1%	12%	1%	N	0.076	N	0.523	16000	N
~~~	To: From:		220 N, Main												
(220) Greensboro Rd	Henry County			G 85%	1%	1%	1%	12%	1%	F	0.078	F	0.513	19000	G
	To: From:	US 58 William F	Stone Hwy; I O S, Greensbo												
220 58 William F Stone Hwy	Henry County			G 85%	1%	1%	1%	12%	1%	F	0.076	F	0.537	16000	G
	To	US 58; Bus US	S 58 A I Phili	oott Hwy											
220 William F Stone Hwy	Henry County			G 85%	1%	1%	1%	12%	1%	F	0.076	F	0.502	15000	G
,	Tool	11 600	Dillons Fork I	P.d.											
220 William F Stone Hwy	Henry County			G 85%	1%	1%	1%	12%	1%	F	0.074	F	0.568	14000	G
,	Tool	SD 57	Appalachian I)r											
220 57 William F Stone Hwy	From: L Henry County			G 85%	1%	1%	1%	12%	1%	F	0.075	F	0.536	15000	G
(220) (3,7)	·	57 Fairystone Pky	nar Due IIC 2												
220 Virginia Ave	Henry County			G 87%	1%	1%	1%	10%	1%	F	0.076	F	0.516	17000	G
220	Tool		Murry Hill La	ne											
220 Virginia Ave	From: L Henry County			G 87%	1%	1%	1%	10%	1%	F	0.075	F	0.503	15000	G
<u> </u>	To:	Frankl	in County Lin												
~~~~	From:		y County Line		40/		40/	400/	40/	_	0.074	_	0.504	45000	_
Virgil H Goode Hwy	Franklin County	1.90	14000	F 87%	1%	1%	1%	10%	1%	F	0.071	F	0.521	15000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		05 Henry Rd	<b>5</b> 070/	40/		40/	400/	40/		0.070		0.005	45000	
Virgil H Goode Hwy	Franklin County	3.96	14000	F 87%	1%	1%	1%	10%	1%	F	0.073	F	0.635	15000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		McNeil Mill I		40/		40/	100/	40/	_	0.070	_	0.507	45000	
Virgil H Goode Hwy	Franklin County	6.70	15000	F 87%	1%	1%	1%	10%	1%	F	0.072	F	0.527	15000	F
<del></del>	To: From:		0 S of Rocky												
(220)	Franklin County	2.62	17000	<b>A</b> 87%	1%	1%	1%	10%	1%	С	0.098	Α	0.574	18000	Α
~~~	To: From:		Rocky Mount			$\Box$									
(220)	Town of Rocky Mount (Maint: 33)	0.56		A 87%	1%	1%	1%	10%	1%	С	0.098	Α	0.574	18000	Α
<u> </u>	From:	SR 4	SR 40 O Franklin St												
220 Virgil H Goode Hwy	Town of Rocky Mount (Maint: 33)			F 87%	1%	1%	1%	10%	1%	F	0.074	F	0.526	21000	F
	Τα	BUS US 220 N M		_											
(200)	Town of Rocky Mount (Maint: 33)		0 N of Rocky 24000	Mount F 87%	1%	1%	1%	10%	1%	F	0.079	F	0.524	25000	F
[220]	Town of Rocky Mount (Maint. 33)		Rocky Mount		I 70	I 70	I 70	1070	I 70	Г	0.079	Г	0.524	25000	۲

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

						_		Tru	ick			K	011	Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~	From:		cky Mount													
220 Virgil H Goode Hwy	Franklin Co	unty 3.43	24000	F	87%	1%	1%	1%	10%	1%	F	0.079	F	0.524	25000	F
~~,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To: From:		697 S Wirtz													
220 Virgil H Goode Hwy	Franklin Co	unty 3.97	23000	F	87%	1%	1%	1%	10%	1%	F	0.083	F	0.621	24000	F
~~	To:		CL Boones I								_		_			
Virgil H Goode Hwy	Town of Boones Mil	II (Maint: 33) 1.32	24000	F	87%	1%	1%	1%	10%	1%	F	0.085	F	0.635	25000	F
~~,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:		CL Boones													
Virgil H Goode Hwy	Franklin Co	unty 1.17	25000	F	87%	1%	1%	1%	10%	1%	F	0.087	F	0.660	26000	F
<u>~</u>	To:		3-613 Naff													
Franklin Rd; Virgil H G	oode Hwy Franklin Co		25000	F	87%	1%	1%	1%	10%	1%	F	0.086	F	0.656	25000	F
	From:		noke County klin County													
220 Franklin Rd	Roanoke Co		29000	G	87%	1%	1%	1%	10%	1%	F	0.083	F	0.594	30000	G
	To	Blu	e Ridge Par	kwav			— —									
220 Franklin Rd	Roanoke Co		30000	G	87%	1%	1%	1%	10%	1%	F	0.084	F	0.630	31000	G
~	To		SCL Roanol	ke			— —									
220 Franklin Rd	City of Roanoke (Maint: 80) 1.64	36000	G	87%	1%	1%	1%	10%	1%	F	0.087	F	0.574	37000	G
~	To	BUS US 2	20; SR 419	Electric	Rd		\neg \vdash									
220 Roy Webber Expwy	City of Roanoke (Maint: 80) 1.66	44000	G	87%	1%	1%	1%	10%	1%	F	NA			46000	G
	To		Wonju St				_									
220 Roy Webber Expwy	City of Roanoke (Maint: 80) 1.71	71000	G	87%	1%	1%	1%	10%	1%	F	0.093	F	0.549	73000	G
~	To	SR 2	4 Elm Ave;	I-581			_									
220 (581)	City of Roanoke (Maint: 80) 0.66	ĺ		Se	e I-581	I for dire	ctional t	raffic v	olume es	stimat	es for thi	is seg	gment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	69000	G	93%	1%	1%	1%	4%	0%	F	0.092	F	0.538	77000	G
	Tron From:	US 1	1 Williams	on Rd												
220 (581)	City of Roanoke (,			Se	ee I-581	I for dire	ctional t	raffic v	olume es	stimat	es for thi	is seg	gment.		
\sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	72000	G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.518	80000	G
	To: From:	US	460 Orange	e Ave												
220 (581)	City of Roanoke (Maint: 80) 1.68			Se	ee I-581	1 for dire	ctional t	raffic v	olume es	stimat	es for thi	is seg	gment.		
\sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	Α	93%	1%	1%	1%	4%	0%	F	0.105	Α	0.505	82000	Α
	To: From:		ılley View I	Blvd												
220 581	City of Roanoke (*			Se		for dire	ctional t	raffic v	olume es	stimat	es for th	is seg	gment.		
\sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	F	93%	1%	1%	1%	4%	0%	С	0.107	В	0.51	68000	F
			1 Hershber	rger Rd												
220 (581)	City of Roanoke (Combined Traffic Estimates for 2 Parallel	•										es for th	_			
				Α	93%	1%	1%	1%	4%	0%	F	0.109		0.533	59000	Α

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

		•															
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~	From:	ii e		7 Peters Cre	eek Rd												
(220) (581)	Roanoke Co	,	0.84			Se	ee I-581	I for dire	ectional	traffic vo	olume e	stimat	tes for th	is seg	ıment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	46000	G	93%	1%	1%	1%	4%	0%	F	0.099	F	0.519	51000	G
	To:	x:		I-81													
~~~~	From:		-N(R)/IS-00	581-N006A	(L)/TO												
220 581 Ramp	Roanoke Co		0.29					for dire	ectional	traffic vo	olume e	stimat	tes for th	is seg	ıment.		
* •	To:	IS-00081	-N(B)/IS-00		(R)/FRC	OM RT 58	1 N										
~~~	Roanoke Co	<u> </u>	2.34	I-581		-	oo I 01	for dire	ational t	roffic vo	luma aa	+i+-	oo for this		mont		
220 (81)		,	-		_								es for this	_			
, 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	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	58000	Α	80%	1%	1%	1%	17%	1%	C	0.101	Α	0.500	59000	Α
	Tov From	·	SR 1	15 Plantatio	on Rd												
220 (81)	Roanoke Co	ounty	0.84			S	ee I-81	for dire	ctional t	raffic vo	lume es	stimate	es for this	s segi	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadwavs on th	is Route:	51000	G	80%	1%	1%	1%	17%	1%	F	0.083	F	0.567	51000	G
	To	x.		tourt County	v Line												
	From	1.		oke County													
220 (81)	Botetourt Co	ounty	3.27			S	ee I-81	for dire	ctional t	raffic vo	lume es	stimate	es for this	s segi	ment.		
	Combined Traffic Estimates for 2 Parallel		is Route:	51000	G	80%	1%	1%	1%	17%	1%	F	NA			51000	G
	То	×		it 150; ALT													
	From	ı.		I-81 N													
220 (81) Ramp I-81 N Ex	kit 150B to US 11 Botetourt Co	ounty	0.18			S	ee I-81	for dire	ctional t	raffic vo	lume es	stimate	es for this	s segi	ment.		
	To	x	US	11 Lee High	nway												
	From:	E.	Ramp From	n I-81 NB at	t Exit 15	0 B											
220 11 Lee Highway	Botetourt Co	ounty	0.25	6600	N	99%	0%	0%	0%	0%	0%	Ν	0.098	Ν	0.589	6700	Ν
	To:	o:	ALT SR	R 220 Clove	rdale Rd												
ALT	From:	r.	US	11 Lee High	nway												
220 220 Roanoke Rd	Botetourt Co	ounty	0.07	34000	G	89%	1%	1%	1%	8%	0%	F	0.082	F	0.662	36000	G
$\sim$	To:	x		Alt SR 220													
<b>~~</b>	From:	ii.		1; ALT SR													
Roanoke Rd	Botetourt Co	ounty	1.67	27000	G	95%	0%	1%	0%	4%	0%	С	0.091	F	0.616	28000	G
<u>~</u>	To		11-7	779 Catawba	a Rd												
220 Roanoke Rd	Botetourt Co	ountv	3.69	15000	G	93%	1%	1%	1%	6%	0%	F	0.085	F	0.636	16000	G
220)											• , •						_
~~~	From			-670 Trinity		000/	40/		40/	00/	00/	_	0.400	•	0.55	10000	•
Roanoke Rd	Botetourt Co	ounty	3.15	11000	Α	93%	1%	1%	1%	6%	0%	С	0.100	Α	0.55	12000	Α
~			S	SCL Fincastl	le												
Botetourt Rd	Town of Fincastle	(Maint: 11)	0.11	11000	N	93%	1%	1%	1%	6%	0%	Ν	0.100	Ν	0.55	12000	Ν
220)	T-				~												
~	From	(NA=1=1=44)		1-630 Main		000/	40/		40/	00/	00/		0.004	_	0.500	0.400	_
Botetourt Rd	Town of Fincastle	(iviaint: 11)	0.18	8800	G	93%	1%	1%	1%	6%	0%	F	0.081	F	0.598	9400	G
~	Tov Ecom		N	NCL Fincast	le												
220 Botetourt Rd	Botetourt Co	ounty	4.49	8800	N	93%	1%	1%	1%	6%	0%	Ν	0.081	Ν	0.598	9400	Ν
===	T-		11 (05 T)	1 D:1 :	***	D 1											
Datataurt Dd	From		11-635 Tim				40/		40/	00/	00/	_	0.001	г	0.504	0700	^
Botetourt Rd	Botetourt Co		6.79	6300	G	93%	1%	1%	1%	6%	0%	F	0.081	F	0.564	6700	G
~	To:	×	SR	43 Y James	s St												

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

		T Tilliary art	d interstat	ic Hot				Tru	uol.			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:	SR	43 Y James S	St			ZAXIE	3+Axie	THAII	ZIIali		i actor		i actor		
Botetourt Rd	Botetourt County		6100	G	93%	1%	1%	1%	6%	0%	F	0.081	F	0.563	6600	G
220)	Tα	11 615	5 Craig Creek	z D.d												
220 (42) Botetourt Rd	From: Botetourt County		5400	G	93%	1%	1%	1%	6%	0%	F	0.080	F	0.574	5800	G
	Та:	SD 43 N	Narrow Passas	go Dd												
220 (42) Botetourt Rd	Botetourt County		5500	G	93%	1%	1%	1%	6%	0%	F	0.081	F	0.565	5900	G
220) 42)	Та:	Allagh	nany County I													
220 (42) Market Ave	From: Town of Iron Gate (Main		6200	F	93%	1%	1%	1%	6%	0%	F	0.076	F	0.532	6600	F
220) 42)	To	,	CL Iron Gate													
220 (42)	From: Alleghany County		6200	N	93%	1%	1%	1%	6%	0%	N	0.076	Ν	0.532	6600	N
220 42	To.		BUS US 220													
220 (42) Market Ave	From: Alleghany County		5700	F	93%	1%	1%	1%	6%	0%	F	0.077	F	0.521	6100	F
220) (42)	To.		BUS US 60													
Bus	From:			_											2.422	
220 (60) (42)	Alleghany County	0.47	7600	F	88%	1%	1%	1%	10%	0%	С	0.086	F	0.534	8100	F
Bus	To: From:		03-670													
220 60 Market Ave	Alleghany County	0.19	7500	F	88%	1%	1%	1%	10%	0%	F	0.08	F	0.503	8000	F
~ · · ·	Toc	I-64 EAST	OF CLIFTON	N FOR	GE											
Bus 220 60 Ramp	Alleghany County		3100	G								NA			3100	G
220 60 Ramp	Allegitariy County	I-64-W FROM BU		-	RT 629E							INA			3100	G
~~ ~~	From:		20; BUS US													
220 (64) (60)	Alleghany County					ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
~	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	13000	F	77%	1%	1%	1%	20%	0%	F	NA			12000	F
	To: From:		L Clifton Forg	ge												
220 (64) (60)	Town of Clifton Forge (Ma	,			S	ee I-64	for dire		affic vo	lume es	timate	es for this	segi	ment.		
\sim \sim	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	13000	F	77%	1%	1%	1%	20%	0%	F	NA			12000	F
	To: From:		L Clifton For	ge												
220 (64) (60)	Alleghany County				S	ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
\sim \sim	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	13000	F	77%	1%	1%	1%	20%	0%	F	NA			12000	F
	To: From:		S 60 BUS US	S 220												
220 (64) (60)	Alleghany County					ee I-64	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
\sim \sim	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	18000	F	77%	1%	1%	1%	20%	0%	F	0.085	F	0.527	17000	F
	To: From:		03-696													
220 (64) (60)	Alleghany County				S	ee I-64	for dire	ctional tr		lume es	timate	es for this	segi	ment.		
\sim \sim	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:		F	77%	1%	1%	1%	20%	0%	F	0.079	F	0.527	17000	F
	To:	I-64-W TO RT	US 60	ла вт	1104											
220 (64) Ramp	Alleghany County		OU WEST V	IA KI		00 64	for dire	otional tr	offic vo	luma oo	tim at	es for this	coa	ment		
220 ((64) Ramp																

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:	I-64													
220 (60) Madison St	Alleghany County	0.62 12000	F	90%	1%	1%	1%	8%	0%	F	0.083	F	0.538	13000	F
<i></i>	To- From:	ECL Coving	ton												
220 60 E Madison St	City of Covington	0.46 13000	F	90%	1%	1%	1%	8%	0%	С	0.084	F	0.595	14000	F
~~~	Tor	SR 18 Carpen	ter St			<b>—</b> —									
220 (60) East Madison St	City of Covington	0.26 14000	F	91%	1%	1%	1%	7%	0%	С	0.086	F	0.600	15000	F
~) (i)	To	S Highland Av	/eniie												
220 ( 60 ) E Madison Avenue	City of Covington	0.12 13000	F	98%	0%	0%	0%	0%	0%	F	0.083	F	0.613	13000	F
	To	S Monroe Av	onuo												
N Alleghany Ave	City of Covington	0.93 <b>9800</b>	F	97%	1%	1%	1%	1%	0%	F	0.089	F	0.520	10000	F
220)	To														
220 N Alleghany Ave	City of Covington	E Locust Str 0.62 <b>9800</b>	eet <b>F</b>	97%	1%	1%	1%	1%	0%	F	0.085	F	0.52	10000	F
220 IV Allegharry Ave	City of Govington			37 70	1 /0	1 70	1 /0	1 /0	0 70	·	0.005	•	0.02	10000	
NI Alla ala arriva Arra	To:	N Magazine A		070/	10/	10/	10/	10/	00/		0.004	F	0.500	0000	
N Alleghany Ave	City of Covington	0.66 <b>5900</b>	F	97%	1%	1%	1%	1%	0%	С	0.094	г	0.593	6300	F
~	To: From:	NCL Coving													
Hot Springs Rd	Alleghany County	1.61 <b>4500</b>	F	97%	1%	1%	1%	1%	0%	С	0.099	F	0.641	4800	F
	To: From:	03-687 Cleary	vater												
Hot Springs Rd	Alleghany County	8.28 <b>1400</b>	F	97%	1%	1%	1%	1%	0%	F	0.091	F	0.551	1500	F
~	To:	Bath County													
220 Ingalls Boulevard	Bath County	Alleghany Coun 7.49 <b>2400</b>	ty Line <b>G</b>	96%	0%	1%	1%	2%	0%	С	0.083	F	0.514	2400	(
220 mgans boulevard	Batti County			30 70	0 70	1 70	1 /0	270	0 70	J	0.000	•	0.514	2400	
In rella Davievand	Tor.	08-658 Hot Sp		000/	00/	10/	10/	00/	00/	F	0.000	F	0.500	0000	
lngalls Boulevard	Bath County	5.43 <b>3600</b>	G	96%	0%	1%	1%	2%	0%	г	0.089	г	0.526	3800	(
~~~	To: From:	SR 39 Warm S				<u> </u>				_					
(39) Ingalls Boulevard	Bath County	0.19 2400	G	93%	1%	1%	1%	5%	0%	F	0.091	F	0.539	2500	C
~ ~	To: From:	SR 39 North of Wa	rm Spring	ţs											
ngalls Boulevard	Bath County	4.17 950	G	93%	1%	1%	1%	5%	0%	С	0.114	F	0.541	980	(
~	To: From:	08-614 Muddy l	Run Rd			<u> </u>									
Stuart Hwy	Bath County	5.56 570	G	93%	1%	1%	1%	5%	0%	F	0.119	F	0.737	600	(
~	To	08-623 Poor Far	m Road												
Stuart Hwy	Bath County	4.11 550	G	93%	1%	1%	1%	5%	0%	F	0.213	F	0.644	570	(
,	To:	Highland Coun	y Line												
~~	From	Bath County													
Jackson River Rd	Highland County	8.62 560	G	93%	1%	1%	1%	5%	0%	F	0.103	F	0.504	580	(
~	To: From:	45-607 N													
Jackson River Rd	Highland County	3.47 640	G	93%	1%	1%	1%	5%	0%	F	0.098	F	0.576	670	(
~ <i>_</i>	To	SR 84 Vande	pool			— —									
220 Jackson River Rd	Highland County	3.54 1200	G	92%	0%	1%	2%	5%	0%	F	0.097	F	0.512	1200	G
)	То	SCL Monte													

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

	,					_		Trι	ıck			K	<u> </u>	Dir		_
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
~~	From:		CL Montere	_												
220)	Town of Monterey (Maint:	45) 0.35	1200	N	92%	0%	1%	2%	5%	0%	N	0.097	Ν	0.512	1200	1
~	To: From:		US 250				_									
Jackson River Rd	Town of Monterey (Maint:	45) 0.19	1300	G	92%	0%	1%	2%	5%	0%	С	0.104	F	0.599	1300	
~ <u>~</u>	To	N	CL Montere	ev												
220)	Highland County	6.30	1300	N N	92%	0%	1%	2%	5%	0%	Ν	0.104	Ν	0.599	1300	
-20)	To															
Potomac River Rd	Highland County	1.12	2 Near Blue 640	Grass	92%	0%	1%	2%	5%	0%	F	0.121	F	0.556	670	
220 Totomae Tilver Tid	To:		Virginia Stat		0L /0	0 70		270	070	0 70	•	0.121	•	0.000	070	
	From:	11 650	SR 115	te Eme												
Ramp to I-81 N at Exit 128	Botetourt County	0.36	4100	G								0.067	F		4100	
20) Hamp to For Hat Exit 120	To:		I-81 North									0.007	•		1100	
lorth	From:	US 220 TO I		I M STE	PEET											
Ramp	City of Roanoke (Maint:		6400	G	CELI							0.09	F		6400	
220)	To:	•	TO RT 581										-			
orth	From:		LT SR 220				ì									
Ramp to I-81 S at Exit 128	Botetourt County	0.11	3900	G								0.117	F		3900	
20)	To:	• • • • • • • • • • • • • • • • • • • •	I-81 S										-		-	
outh	From:		US 220 S													
220 Ramp to I-81 S at Exit 128	Botetourt County	0.42	6700	G								0.144	F		6700	
20)	То:		I-81 S													
	From:	I-64-E FROM RT	Γ 60EAST &	& RT 64	8SOUTH											
(20) (60) (60) Ramp to I-64 E at Exit 16	Alleghany County	0.28	4800	G	0500111							NA			4800	
	To:	US 60; 03-	-648 I-64-E	016A FI	RO											
~~ ~~	From:		T OF COV													
220 (60)	Alleghany County	0.10	12000	N	90%	1%	1%	1%	8%	0%	N	0.083	Ν	0.538	13000	
	Τα		US 220													
Bus	From:		Near Clifto													
Verge Street	Alleghany County	0.80	1800	F	98%	0%	0%	0%	1%	0%	С	0.104	F	0.599	1900	
~	To: From:	SC	L Clifton Fo	orge												
Bus 220 Verge Street	Town of Clifton Forge	0.70	1900	F	98%	0%	0%	0%	1%	0%	С	0.097	F	0.561	2000	
verge direct		0.70		•	30 70	0 70	<u> </u>	0 70	1 /0	0 70	O	0.037	•	0.501	2000	
Bus Bus	To: From:		Bus US 60													
220 (60) Main St	Town of Clifton Forge	0.06	6500	F	98%	0%	1%	0%	1%	0%	F	0.092	F	0.501	6900	
\sim	To		B ST													
Bus Bus	From:				000/	20/	40/	00/	40/	00/	_	0.004	_	0.500	0000	
(60) Main St	Town of Clifton Forge	0.26	6400	F	98%	0%	1%	0%	1%	0%	С	0.094	F	0.502	6900	
Bus Bus	To: From:]	Ridgeway S	t												
220) (60) (188) (188) Main St	Town of Clifton Forge	0.07	4600	G	97%	0%	1%	1%	1%	0%	F	NA			4700	
Combined Traffic	Estimates for 2 Parallel Roadw		9400	G	97%	1%	1%	0%	1%	0%	F	NA			9600	
Combined Traine	Tor	•	Keswick St	-	0.70	. , 3		0,0	. /0	0 /0	•				0000	

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	QV
Bus Bus	From:	Favor 0.14	Main St		070/	00/	10/	10/	10/	00/	_	0.110	_		000	
(20) (60) Kesswick St	Town of Clifton Combined Traffic Estimates for 2 Parallel I	-	930 8200	F F	97% 98%	0% 0%	1% 1%	1% 0%	1% 0%	0% 0%	C F	0.119 0.090	F	0.531	990 8800	F
	Tar Total	· · · · · · · · · · · · · · · · · · ·	Roxbury St		90%	076	1 %	0%	070	0%	г	0.090	Г	0.551	0000	Г
us Bus	From:		Keswick St													
(20) (60) Roxbury St	Town of Clifton	-	2300	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.691	2400	I
~ ~	Combined Traffic Estimates for Parallel I	•	NA									NA			NA	
us Bus	From:		Ridgeway St Roxbury St	Į.												
Ridgeway St	Town of Clifton	Forge 0.61	8500	F	98%	1%	1%	0%	0%	0%	С	0.09	F	0.523	9100	
	To		6th St				<u> </u>									
us Bus 20 (60) Ridgeway St	Town of Clifton	Forge 0.27	7800	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.524	8300	
20) (60)	Tal		L Clifton Fo		00,0	. , ,		0 70	0,70	0,70	•	0.000	•			
us Bus	From:				000/	40/		00/	00/	00/	_		_	0.550	0000	
20] (60]	Alleghany Co ™	•	8400 I-64 SR 384	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.552	8900	
10	From:	US 220; SR			alra											_
us 20 Franklin Rd	City of Roanoke (N		22000	G Koan	98%	0%	1%	0%	0%	0%	С	0.086	F	0.503	23000	
9)*************************************	To.		Penarth Road					* / *		*,*						
ıs D.	From:				000/	201		201	00/	201	_	0.004	_	0.575	47000	
Franklin Rd	City of Roand	oke 1.26	16000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.575	17000	
JS	To: From:	12	28-3 Wonju	St												_
Franklin Rd	City of Roand	oke 0.38	10000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.593	11000	
JS	To- From:	128-80	03 McClana	ahan St			\Box									
Franklin Rd	City of Roand	oke 0.41	8700	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.563	9300	
	To:		5; I-581 Un	derpass												
JS	From:	US 220 S	outh of Rocl	ky Mou	nt											
S Main St	Franklin Cou	inty 1.76	5500	F	97%	0%	1%	1%	1%	0%	С	0.101	F	0.502	5800	
us	To: From:	SCI	L Rocky Mo	unt												
20)	Town of Rocky	Mount 0.10	6500	G	97%	0%	1%	1%	1%	0%	F	0.101	Ν	0.502	6700	
رم	To		uffling Hill I	Dd												
US Courth Main Ct	Town of Dooley		•		000/	10/	10/	00/	10/	00/	С	0.00	F	0.577	CEOO	
South Main St	Town of Rocky	Mount 0.81	6200	F	98%	1%	1%	0%	1%	0%	C	0.09	Г	0.577	6500	
us	To: From:		Floyd Ave													_
South Main St	Town of Rocky	Mount 0.24	7200	F	98%	1%	1%	0%	1%	0%	F	0.087	F	0.521	7600	
IS .	To: From:	Т	anyard Road	d												
us 20 South Main St	Town of Rocky	Mount 0.08	5000	F	98%	1%	1%	0%	1%	0%	F	0.093	F	0.512	5300	
	To		laiborne Av													
LIC .	From		iaiuuille AV	·												
Bus 20 North Main St	Town of Rocky	Mount 0.15	4300	F	98%	1%	1%	0%	1%	0%	F	0.092	F	0.514	4600	I

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

		·				Trı	ıck			K		Dir		—
Route	Jurisdiction	Length AADT	QA 47	Γire B	IC.	e 3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Bus	From:	Pell Ave												
20 40	Town of Rocky Mount	0.03 13000	G 98	8% 1	% 1%	0%	1%	0%	F	0.095	N	0.56	13000	(
us	To: From:	Franklin St												_
North Main St	Town of Rocky Mount	0.54 9000	F 96	6% 1	% 1%	1%	1%	0%	С	0.095	F	0.56	9500	
~ <i>_</i>	To:	North Int Circle S												
us 20 North Main St	Town of Rocky Mount	North Int Circle D 1.05 10000		6% 1	% 1%	1%	1%	0%	F	0.093	F	0.529	11000	
20 North Wall St	Town of Flocky Modrit			J /6 I	/6 1 /6	1 /0	1 /0	0 /6	'	0.035	'	0.525	11000	
us	To- From:	NCL Rocky Mour	nt											_
N Main St	Franklin County	0.57 14000		6% 1	<u>% 1%</u>	1%	1%	0%	F	0.098	F	0.544	15000	
<i></i>	To:	US 220 N of Rocky N	Mount											
JS		JS 220 William F Stone Hwy;												
Greensboro Rd	Henry County	3.21 13000	-	6% 0	% 1%	1%	3%	0%	С	0.09	F	0.505	14000	
us Bus	From:	Bus US 58, A L Philpo US 58 SOUTH OF MART		₹.										_
20 58 Memorial Blvd	Henry County	0.72 17000		7% 1°	% 0%	0%	1%	0%	F	0.086	F	0.581	18000	
	To:	SCL MARTINSVII	IE											
us Bus	From:			70/ 4		00/	40/	00/	_	0.000	_	0.540	00000	
20 58 Memorial Blvd	City of Martinsville	0.71 19000	G 97	7% 1	% 0%	0%	1%	0%	С	0.086	F	0.542	20000	
Bus	To: From:	STARLING AVE	Е											_
20 (57) Memorial Blvd	City of Martinsville	0.25 14000	G 97	7% 0	% 1%	0%	2%	0%	F	0.087	F	0.566	15000	
\smile	To	Broad Street			<u> </u>									
(57) Memorial Blvd	City of Martinsville	0.85 10000	G 97	7% 0	 % 1%	0%	2%	0%	С	0.089	F	0.503	11000	
20 57 Memorial Blvd	City of Martinsville		G 9	7/6 0	/0 1/0	0 /6	2/0	0 /6	C	0.009	•	0.505	11000	
us	From:	Fayette St												
Memorial Blvd	City of Martinsville	0.65 12000	G 98	8% 0	% 0%	0%	1%	0%	С	0.087	F	0.500	13000	
us	To: From:	NCL Martinsville	e		<u> </u>									
20 Virginia Ave	Henry County	2.29 20000	G 98	8% 0	% 0%	0%	1%	0%	F	0.091	F	0.526	20000	
20)	To						.,.		-		-	0.000		
ius	From:	44-609 Daniel Creek												
Virginia Ave	Henry County	2.02 19000		6% 1	% 0%	1%	2%	0%	С	0.094	F	0.591	21000	
~	10.	US 220; SR 57 Fairyston												_
US Church Ct	Henry County	US 220 South of Ridg 0.30 1500		9% 1	% 0%	00/	00/	0%	F	0.100	F	0.706	1500	
Church St	Henry County		G 9	9% I	/o U%o	0%	0%	0%	Г	0.103	Г	0.706	1500	
us	To: From:	SCL Ridgeway												_
20 Church St	Town of Ridgeway (Maint: 44)	0.53 1500	N 99	9% 1	% 0%	0%	0%	0%	Ν	0.103	Ν	0.706	1500	
~	To	SR 87 Morehead A	Ave		 -									
tus 20 Main St	Town of Ridgeway (Maint: 44)	0.81 3800		9% 1	% 0%	0%	0%	0%	С	0.099	F	0.547	4000	
20 Iviairi St	Town of hlugeway (Mairit, 44)	NCL Ridgeway		∂/0 I	/o U%	U-70	U-70	U 7/0	U	0.099	1.	0.547	4000	

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

			interstate not				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	NCL	Ridgeway												
220 Main St	Henry County	0.04	3800 N	99%	1%	0%	0%	0%	0%	Ν	0.099	Ν	0.547	4000	Ν
<u></u>	Τα	US 220 No	orth of Ridgeway												
ALT ALT	From:	I-581, US 2	220, ALT SR 220												
220 (460) (11) (116) Orange Ave	City of Roanoke	0.24 3	36000 G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.618	39000	G
ALT	To: From:	US 11 V	Williamson Rd												
220)(460)(221) Orange Ave	City of Roanoke	0.49 4	11000 G	96%	1%	1%	1%	2%	0%	F	0.078	F	0.575	45000	G
ALT .	Toe From:	SR 115	5 Hollins Rd												
220)(460)(221) Orange Ave	City of Roanoke	1.14 4	10000 G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.569	42000	G
ALT	To: From:	2	24th St												
220) (460) (221) Orange Ave	City of Roanoke	1.17 3	32000 G	94%	0%	1%	1%	4%	0%	F	0.075	F	0.530	33000	G
	To: From:	128-80	055 King St			_									
ALT 220)(460)(221) Orange Ave	City of Roanoke	0.38 3	38000 G	94%	0%	1%	1%	4%	0%	F	0.078	F	0.529	40000	G
20 (400)(221)	To:		e County Line												
LT	From:	ECL	Roanoke												
20)(460)(221) Challenger Ave	Roanoke County	1.63 3	34000 A	94%	0%	1%	1%	4%	0%	С	0.094	Α	0.558	36000	P
<i></i>	To: Fron:		BONSACK												
LT Classification But			21, US 460	000/	40/	40/	40/	00/	00/	_	0.007	_	0.500	05000	_
Cloverdale Rd	Roanoke County		24000 G	89%	1%	1%	1%	8%	0%	F	0.087	F	0.560	25000	G
LT	From:		rt County Line e County Line												
Cloverdale Rd	Botetourt County		18000 A	89%	1%	1%	1%	8%	0%	С	0.100	Α	0.522	19000	A
<u> </u>	To- Brown	US 11 I	Lee Highway			_									
<u>ILT</u> 20) 220 Roanoke Rd	Botetourt County		34000 G	89%	1%	1%	1%	8%	0%	F	0.082	F	0.662	36000	G
220) 220) HOATIONE HU	To:		1; US 220	09 /6	1 /0	1 /0	1 /0	0 /0	0 /6	•	0.002	'	0.002	30000	C
	From:		rolina State Line												
221 (21) New River Pkwy	Grayson County		1800 F	94%	0%	1%	1%	4%	0%	С	0.103	F	0.521	1900	F
21) (21)	anayoon ocanny			0 . 70	0,0		. , ,	.,0	0,0		000	•	0.02	.000	
~~	Town of lades and area (Mainte OO)		dependence	0.40/	0%	10/	10/	40/	00/	N.I.	0.100	N.I.	0.504	1000	_
21) [21]	Town of Independence (Maint: 38)		1800 N	94%	0%	1%	1%	4%	0%	N	0.103	N	0.521	1900	Ν
~~~=	To: From:		DEPENDENCE	2521								_			_
(58) E Main St	Town of Independence (Maint: 38)	1.20	6600 F	95%	1%	1%	1%	3%	0%	F	0.11	F	0.615	6900	F
~~	To: From:		dependence												_
58 Grayson Pkwy	Grayson County	1.55	6600 N	95%	1%	1%	1%	3%	0%	N	0.11	N	0.615	6900	Ν
	To: From:		t of Independence												
221 58 Grayson Pkwy	Grayson County	8.68	4600 F	95%	1%	1%	1%	3%	0%	С	0.094	F	0.556	4800	F
~ ~	To: From:	SR 94 WE	EST OF GALAX												
221 58 Grayson Pkwy	Grayson County	1.36	7900 F	95%	1%	1%	1%	3%	0%	F	0.095	F	0.583	8300	F
~~	To	WC	CL Galax												

# 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		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From:	WC	L Galax												
221 (58) Reserve Blvd	City of Galax	0.47 <b>7</b>	′500 G	97%	0%	1%	1%	2%	0%	С	0.094	F	0.537	8000	G
<del></del>	To: From:	Oldt	town Rd			$\neg$ $\vdash$									
(221) (58) Reserve Blvd; W Stuart Dr	City of Galax	1.10 6	800 G	97%	0%	1%	1%	2%	0%	F	0.084	F	0.556	7200	G
	To:	Fri	ies Rd			$\lnot$ $\vdash$									
221 58 W Stuart Dr	City of Galax		1000 G	97%	0%	1%	1%	2%	0%	F	0.088	F	0.574	12000	G
<del></del>	Toc	SR 89	MAIN ST												
221 58 E Stuart Dr	City of Galax		4000 G	96%	0%	1%	0%	3%	0%	F	0.094	F	0.533	15000	G
=500	Too	Mes	adow St			—									
221 (58) E Stuart Dr	City of Galax		9000 G	96%	0%	1%	0%	3%	0%	F	0.078	F	0.504	21000	G
227) 60	To:														
221 58 E Stuart Dr	City of Galax		nes Rd 6000 G	96%	0%	1%	0%	3%	0%	С	0.079	F	0.54	17000	G
221 (38) = 310011 21	Tree Tree			0070			0,0	0,0	0,0		0.07.0	•	0.0 .		0.
221 (58) Carrollton Pike	Carroll County		L Galax <b>4000 G</b>	96%	0%	1%	0%	3%	0%	F	0.084	F	0.51	15000	G
(221) (58) Carrollton Pike	oundin county			3070	0 70		0 70	0 70	0 70	•	0.004	•	0.01	10000	u
221 \ 58 \ Carrollton Pike	Carroll County		7-887 <b>6000 G</b>	96%	0%	1%	0%	3%	0%	F	0.082	F	0.524	16000	G
221 58 Carrollton Pike	Carroll County			96%	0%	170	0%	3%	0%	Г	0.082	Г	0.524	16000	G
~~~~~ a B"	From:		7-872	000/	00/		00/	00/	00/	_	0.400	_	0.545	4.4000	
221 58 Carrollton Pike	Carroll County	3.69 13	3000 A	96%	0%	1%	0%	3%	0%	С	0.102	Α	0.515	14000	Α
~~~~	From:		I-77			<u> </u>						_			
221 58 Carrollton Pike	Carroll County	0.72 14	4000 G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.559	15000	G
~~~	To: From:		Hillsville												
221 (58) West Stuart Dr	Town of Hillsville (Maint: 17)		4000 N	97%	0%	1%	1%	1%	0%	N	0.084	N	0.559	15000	N
* *	10: From:		JS 58 Stuart Dr			-									
221 Floyd Pike	Town of Hillsville (Maint: 17)		7000 G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.535	7400	G
,	To:	ECL	Hillsville												
221 Floyd Pike	Carroll County		'000 N	96%	1%	1%	1%	2%	0%	N	0.087	Ν	0.535	7400	N
221). 13,4 . 114	To						.,.	_,-	- , -						
221 Floyd Pike	Carroll County		st of Hillsville 2500 G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.628	2500	G
221 1 loyd 1 like	Carron County			30 70	1 /0	1 /0	1 /0	270	0 70	•	0.000	•	0.020	2300	G
221 Floyd Pike	Carroll County		8 Dugspur 200 G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.608	2300	G
221 Floyd Fike			County Line	90%	1 70	170	170	270	0%	Г	0.067	Г	0.000	2300	G
	From		County Line												
221 Floyd Highway South	Floyd County	4.50 2	2000 F	96%	1%	1%	1%	2%	0%	F	0.099	F	0.516	2100	F
<i></i>	Tor	31-787 Near Wil		e Rd											
221 Floyd Highway South	Floyd County		Near Willis	96%	1%	1%	1%	2%	0%	С	0.119	Α	0.622	2700	Α
221 1 loyu i ligilway South	Floyd County		2600 A	JU 70	1 70	1 70	1 70	∠ /0	U 70	U	0.119	^	0.022	2/00	А
Flourd Himburgu Coulds	To: From:		lum Ridge Rd	000/	40/		10/	00/	00/		0.000		0.000	0000	-
Floyd Highway South	Floyd County		8600 F	96%	1%	1%	1%	2%	0%	F	0.096	F	0.626	3800	F
•	10.	WC.	L Floyd												

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

			iterstate Ro				Т	ماد			V		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		Tru			QC	K	QK		AAWDT	QW
	From	WO	Tri 1			ZAXIE	3+Axle	TTRAIL	2 i raii		Factor		Factor		
221 East Main St	Town of Floyd (Maint: 31)		Floyd N	96%	1%	1%	1%	2%	0%	N	0.096	N	0.626	3800	N
221 Last Main St	Town of Floyd (Maint. 31)	0.33 30	000 IN	90 /6	1 /0	1 /0	1 /0	Z /0	0 /6	IN	0.030	IN	0.020	3000	IN
~~~	Toc From:		loyd C H												
(221) West Main St	Town of Floyd (Maint: 31)	0.61 <b>78</b>	300 F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.536	8200	F
<u> </u>	To	ECL	Floyd												
221 Floyd Highway North	Floyd County		300 N	97%	0%	1%	1%	1%	0%	Ν	0.087	Ν	0.536	8200	Ν
, , ,	To:	31-860 Northe	ast of Floyd Cl	H											
	From:	31-860 Northeast of Floy	yd CH Shootin	g Creek Re	d										
221 Floyd Highway North	Floyd County	6.97 <b>29</b>	900 F	97%	0%	1%	1%	1%	0%	F	0.100	F	0.505	3100	F
	To	31-661 Booth Creek	lr Dd Vince Cte	uo Dd											
221 Floyd Highway North	Floyd County		200 F	97%	0%	1%	1%	1%	0%	С	0.098	F	0.568	2300	F
221 I loyd riigilway North	Tioya County	5.79 22	200 F	31 /6	0 76	1 /0	1 /0	1 /0	0 /6	O	0.030	'	0.500	2300	'
~~~	To: From:		adow Run Rd												
221 Floyd Highway North	Floyd County	7.20 28	800 F	97%	0%	1%	1%	1%	0%	F	0.101	F	0.661	3000	F
$\stackrel{\smile}{\smile}$	To:		County Line												
~~~	From:		ounty Line							_		_			_
(221) Bent Mountain Rd	Roanoke County	2.40 <b>32</b>	200 G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.768	3300	G
<u> </u>	To	80-708 Ivv	y Ridge Rd												
221 Bent Mountain Rd	Roanoke County		100 G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.854	3600	G
(221)															_
~~~	From:		Airpoint	000/	201		40/	40/	00/	_	0.407	_	0.004	7000	_
(221) Bent Mountain Rd	Roanoke County		900 G	98%	0%	1%	1%	1%	0%	С	0.107	F	0.861	7200	G
	From:	80-688 Col 80-897 Crystal C	otton Hill Rd	16											
221 Brambleton Rd	Roanoke County		000 G	99%	0%	1%	0%	0%	0%	С	NA			16000	G
221 Brambleton Ad	Hodrioke County		ington Hills Dr	99 /o	0 /0	1 /0	0 /6	0 /6	0 /6	C	INA			10000	G
	From:		rlington Hills Dr												
221 Brambleton Rd	Roanoke County		000 G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.629	25000	G
221 Brambieton Ha	ribanoko obanty			00 70	0 70	1 70	0 70	0 70	0 70	•	0.000	•	0.020	20000	ď
~~~	To: From:		Electric Rd												
221 Brambleton Ave	Roanoke County	1.14 <b>16</b> 0	000 G	99%	0%	0%	0%	0%	0%	С	0.100	F	0.702	17000	G
<u> </u>	To	WCL F	Roanoke			<u> </u>									
221 Brambleton Ave	City of Roanoke		000 G	99%	0%	1%	0%	0%	0%	С	0.102	F	0.626	14000	G
(221)															
	From:		nd Road	2221											_
221 Brambleton Ave	City of Roanoke	0.52 <b>75</b>	500 G	99%	0%	1%	0%	0%	0%	F	0.107	F	0.636	8000	G
<u> </u>	To: From:	Brand	lon Ave												
221 Main St	City of Roanoke	1.19 <b>87</b>	700 G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.627	9200	G
	To	0.1	1. C4			<del></del> 1									
221 Elm Ave	City of Donalis		h St 000 G	079/	10/	10/	10/	00/	00/	С	0.000	F	0.660	11000	^
221 EIIII AVE	City of Roanoke	0.46 110	000 G	97%	1%	1%	1%	0%	0%	U	0.093	Г	0.663	11000	G
	To: From:	US 220 F	ranklin Rd												
	City of Roanoke	0.30 78	300 G	97%	1%	1%	1%	0%	0%	F	0.087	F	0.500	8400	G
221 Elm Ave	Oity of Hoarloke	0.00 10	300 G	31 /0	1 /0	1 /0	1 /0	0 /0	0 /0	•	0.007	•	0.000	0.00	•
221 Elm Ave	Combined Traffic Estimates for 2 Parallel Roadways	_		98%	0%	1%	0%	0%	0%	F	0.094	F	0.622	17000	G

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

			_	Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Bus	2Axle 3+Axle	1Trail 2	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Sandlin Bd	From:	SR 116 US 221 Bus P	40/	10/	00/	00/	_	0.400	F	0.000	5000	_
221 116 Franklin Rd	City of Roanoke	0.14 <b>5400 G</b> 97%	1%	1% 1%	0%	0%	F	0.128	F	0.693	5800	C
	From:	Williamson Rd Franklin Rd										
221 Williamson Rd	City of Roanoke	0.14 <b>5400</b> N 97%	1%	1% 1%	0%	0%	Ν	0.128	Ν	0.693	5800	- 1
221)	To:	US 11 Salem Ave	.,,			• , •						
	From:	Salem Ave										
(11) (116) Williamson Rd	City of Roanoke	0.15 <b>22000 G</b> 98%	0%	1% 0%	0%	0%	F	0.088	F	0.514	25000	(
~ ~ ~	To- From:	Shenandoah Ave										
21) (11) (116) Williamson Rd	City of Roanoke	0.15 <b>15000 G</b> 98%	0%	1% 0%	0%	0%	F	0.098	F	0.707	17000	
$\rightarrow \bigcirc \bigcirc$	To	I-581										
221 (11) (116) Williamson Rd	City of Roanoke	0.50 <b>12000 G</b> 99%	0%	0% 0%	0%	0%	F	0.08	F	0.519	12000	
	To	US 460 S										
ALT 21 (460) (220) Orange Ave	City of Roanoke	0.49 <b>41000 G</b> 96%	1%	1% 1%	2%	0%	F	0.078	F	0.575	45000	
221 \ 460 \ (220 \) Orange Ave	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		. 70		270	0 / 0	•	0.070	•	0.070	10000	
ALT	From:	SR 115 Hollins Rd										
221)(460)(220) Orange Ave	City of Roanoke	1.14 <b>40000 G</b> 94%	0%	1% 1%	4%	0%	F	0.076	F	0.569	42000	
ALT.	To: From:	24th St										
ALT (21) (460) (220) Orange Ave	City of Roanoke	1.17 <b>32000 G</b> 94%	0%	1% 1%	4%	0%	F	0.075	F	0.530	33000	
21 (460) (220) Orange Ave	only of Hourions		0 70		470	0 /0	•	0.070	•	0.000	00000	
ALT	From:	128-8055 King St										
221 (460) (220) Orange Ave	City of Roanoke	0.38 <b>38000 G</b> 94%	0%	1% 1%	4%	0%	F	0.078	F	0.529	40000	
ALT	To: From:	ECL Roanoke										
(221) (460) (220) Challenger Ave	Roanoke County	1.63 <b>34000 A</b> 94%	0%	1% 1%	4%	0%	С	0.094	Α	0.558	36000	
400 (220)	To	A14 11C 220 Cl										
221 (460) Challenger Ave	Roanoke County	Alt US 220 Cloverdale Rd 0.34 <b>30000 G</b> 88%	1%	1% 1%	9%	0%	F	0.085	F	0.632	32000	
21 (460) Challenger Ave	To:	Botetourt County Line	1 /0	170 170	3 70	0 70	•	0.003	'	0.002	32000	
	From:	Roanoke County Line										
221 (460) Blue Ridge Blvd	Botetourt County	2.55 <b>24000 G</b> 88%	1%	1% 1%	9%	0%	F	0.082	F	0.594	25000	
<i></i>	To:	Blue Ridge Parkway										
221 (460) Blue Ridge Blvd	Botetourt County	2.94 <b>20000 A</b> 88%	1%	1% 1%	9%	0%	С	0.1	Α	0.594	21000	
21)(400)=100 1100	To:	Bedford County Line	.,,			• , •	-					
	From:	Botetourt County Line										
221 (460) W Lynchburg Salem Tpke	Bedford County	4.18 <b>19000 G</b> 88%	1%	1% 1%	9%	0%	F	0.081	F	0.595	19000	
<b></b>	To:	09-695 Goose Creek Valley Rd		<u> </u>								
21)(460) W Lynchburg Salem Tpke	Bedford County	7.69 <b>16000 G</b> 88%	1%	1% 1%	9%	0%	F	0.081	F	0.539	17000	
	To	09-831 Thaxton School Rd										
221 (460 W Lynchburg Salem Tpke	Bedford County	2.75 <b>17000 G</b> 88%	1%	1% 1%	9%	0%	F	0.083	F	0.509	18000	
221) (400) W Lynchburg Salem Thre	Ecolora County		1 /0	1/0 1/0	J /0	0 /0	1	0.000	•	0.505	10000	
~~~	From	WCL Bedford	461	10/ 12/	00/	001		0.655		0.5:-	04000	
221)(460)	City of Bedford (Maint: 09)	0.67 20000 G 88%	1%	1% 1%	9%	0%	F	0.089	F	0.517	21000	(
~ ~	Tα	US 460 OLD TNPK RD										

4/20/2015

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
Bus	From:	US 460 (Old Turnpike	Rd											
221 (460)	City of Bedford (Maint: 09)	0.33	6500	N 98%	1%	1%	0%	1%	0%	Ν	0.094	Ν	0.506	6900	Ν
	To	0	akcrest St												
Bus Pideo Acc	From:			0.000/	40/	40/	00/	40/	00/	_	0.004	_	0.500	0000	_
221 460 Blue Ridge Ave	City of Bedford	0.68	6500	G 98%	1%	1%	0%	1%	0%	С	0.094	F	0.506	6900	G
Bus	To: From:		4th St			<u></u> ⊢									
221 (460) W Main St	City of Bedford	0.07	4800	G 98%	1%	1%	0%	1%	0%	F	0.092	F	0.51	5100	G
221)(400)	Τα	C	enshaw St												
Bus Bus	From:														
221 (460) (122) W Main St	City of Bedford			G 98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	6400	G
Pup	To: From:		, SR 43; N B ₁ 50, SR 43 Ma												
(43) (43) (122) N Bridge St	City of Bedford			G 98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	6100	G
221) (43) (122) · · · · · · · · · · · · · · · · · ·	-			G . 0070	. , , ,		0,0	0,70	0 / 0	•	0.000	•	0.000	0.00	
Bus	From:	Be	edford Ave												
221 (43) (122) N Bridge St	City of Bedford	0.11	7700	G 98%	1%	1%	0%	0%	0%	С	0.092	F	0.526	8200	G
\sim \sim	To:		Peaks St												
Bus	From:		43 Peaks St	000/	40/	40/	00/	00/	00/	_	0.004	_	0.545	7000	_
Longwood Ave	City of Bedford	0.71	7200	G 98%	1%	1%	0%	0%	0%	F	0.091	F	0.545	7600	C
Bus	T _C . From:	Oa	akwood St												
221 (122) Longwood Ave	City of Bedford	0.47	9300	G 75%	7%	17%	0%	0%	0%	С	0.092	F	0.507	9900	(
3	To:	Fc	orest Road												
~~	From:	Lon	gwood Ave												
Forest Rd	City of Bedford	0.68	6500	G 96%	1%	1%	1%	2%	0%	С	0.096	F	0.505	6900	(
~	To: From:	EC	L Bedford			\neg \vdash									
Porest Rd	Bedford County	2.22	5800	G 96%	1%	1%	1%	2%	0%	F	0.097	F	0.511	6000	(
~ <u></u>	To: From:	09-671	Centerville F	Rd											
Forest Rd	Bedford County			G 96%	1%	1%	1%	2%	0%	F	0.094	F	0.666	7600	G
	To		Perrowville I												
Porest Rd	Bedford County			G 99%	0%	0%	0%	1%	0%	F	0.092	F	0.606	24000	Ċ
221)1 01031 110	To:		-1427 Enterp		0 70	078	0 70	1 /0	0 70	'	0.032	'	0.000	24000	•
	From: 09	9-1415 Enterprise I			Or										
Porest Rd	Bedford County	2.04	27000	G 99%	0%	0%	0%	1%	0%	С	0.094	F	0.586	29000	(
~ <i>)</i>	To	WCI	L Lynchburg												
221 Lakeside Dr	City of Lynchburg			G 99%	0%	0%	0%	0%	0%	С	0.091	F	0.56	30000	(
27)	Table 1						- , -								
l akaaida Dr	City of Lypobburg		urg Expressw 16000	G 99%	0%	00/	0%	0%	0%	F	NA			17000	G
Lakeside Dr	City of Lynchburg			G 99%	U-76	0%	U-70	U-76	U-76	Г	INA			17000	Ċ
~~ <u>-</u>	To: From:		st Brook Rd							_		_			
Lakeside Dr	City of Lynchburg	1.52	13000	G 99%	0%	0%	0%	0%	0%	F	0.088	F	0.572	14000	G
~	To: Fron:	Old	d Forest Rd												
221 Lakeside Dr	City of Lynchburg	0.15	16000	G 99%	0%	0%	0%	0%	0%	F	0.087	F	0.586	17000	G
~ <i>/</i>	Tor	Oa	akley Ave												

4/20/2015

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

			iu interstate r				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:]	Lakeside Dr												
221 Oakley Ave	City of Lynchburg	0.57	9600 G	i 99%	0%	0%	0%	0%	0%	F	0.087	F	0.581	10000	G
<i></i>	To:		S 29 Memorial A	ve											
~~	From:		Iemorial Ave							_		_			_
221 Oakley Ave	City of Lynchburg	0.24	9900 G		0%	0%	0%	0%	0%	F	0.086	F	0.507	11000	G
Due	From:		US 460 Fort Ave S 460 Oakley Av												
Bus 221 (460) Fort Ave	City of Lynchburg	0.42	9100 G		1%	1%	1%	1%	0%	С	0.082	F	0.506	9600	G
221)(460)1 617/10	Only of Lynonburg			07 70	1 70	1 70	1 /0	1 /0	0 70	Ü	0.002	•	0.000	0000	Č
Bus	To: From:	118	-6029 Fort Ave												
221 (460) 12th St	City of Lynchburg	0.25	9000 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.504	9500	G
	To	Due HC	501 Campbell A	***											
Bus Bus	From:														
221 (460)(501) 12th St	City of Lynchburg	0.18	8500 G	i 96%	1%	1%	1%	1%	0%	F	NA			9100	G
	To:		Kemper St												
Bus Bus Kompor St	City of Lynchburg	0.41	12th Street	i 96%	1%	1%	10/	10/	00/	0	0.001	F	0.550	10000	G
221 460 501 Kemper St	City of Lynchburg	0.41	9700 G		170	1%	1%	1%	0%	С	0.081	Г	0.552	10000	G
			nchburg Express	way											
~~	From:		221 Elm Ave	200/	00/		00/	20/	00/	_	0.440	_	0.000	0500	_
Franklin Rd	City of Roanoke	0.40	8000 G		0%	1%	0%	0%	0%	F	0.118	F	0.668	8500	G
	Combined Traffic Estimates for 2 Parallel Roadway		16000 G		0%	1%	0%	0%	0%	F	0.094	F	0.622	17000	G
	102	US 221,	SR 116 Jefferson	n St											
	From:		Dead End												
₂₂₂)Weems Rd	Lancaster County	4.17	1600 F	98%	0%	1%	1%	0%	0%	С	0.099	F	0.606	1600	F
	To:	SR 2	200 Irvington Rd			ļ									
	From:	SF	R 198 Hudgins												
223) Cricket Hill Rd	Mathews County	2.07	2400 G	i 97%	0%	1%	1%	1%	0%	С	0.09	F	0.530	2400	G
<u> </u>	To:	57-633 Old l	Ferry Rd; Gwyni	Island											
	From:	Tenn	essee State Line												
224) Wadlow Gap Rd	Scott County	1.65	8200 G	i 97%	0%	1%	0%	2%	0%	F	0.1	F	0.562	8700	G
\smile	To:	84-9	07 Cliffview Rd												
224) Wadlow Gap Rd	Scott County	1.67	8000 G	97%	0%	1%	0%	2%	0%	С	0.101	F	0.549	8500	G
	To:		US 58												
	From:		South Blvd												
225)Independence Blvd	City of Virginia Beach	0.07	69000 N	99%	0%	0%	0%	0%	0%	Ν	0.085	Ν	0.58	73000	Ν
20)									- / -	-		-			
Indononderes Divisi	Other of Minglish Brook	0.70	I-264	0001	00/		00/	00/	00/	F	0.005	F	0.50	70000	
Independence Blvd	City of Virginia Beach	0.73	69000 G	i 99%	0%	0%	0%	0%	0%	۲	0.085	г	0.58	73000	G
	To: From:		Virginia Beach B												
225) Independence Blvd	City of Virginia Beach	1.35	49000 A	99%	0%	0%	0%	0%	0%	С	0.098	Α	0.550	52000	Α
\smile	To:	Pé	embroke Blvd												
225 Independence Blvd	City of Virginia Beach	0.91	46000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.531	50000	G
LLU/	, <u></u>			/ 0	•				- / -						

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

			4			Tru	ıck		-00	K	014	Dir	4.414/5-	_
Route	Jurisdiction	Length AADT QA	4 I Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
la demandance Dhad	From:	Haygood Rd	000/	00/	00/	00/	00/	00/	_	0.000	_	0.555	40000	(
225) Independence Blvd	City of Virginia Beach	1.81 40000 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.555	43000	
Indonendence Plyd	City of Vivoinia Basela	US 13 Northampton Blvd	000/	00/	00/	00/	00/	00/	F	0.006	F	0.500	25000	
Independence Blvd	City of Virginia Beach ™	0.53 23000 G US 60 Shore Dr	99%	0%	0%	0%	0%	0%	Г	0.096	г	0.539	25000	
loth	From:	SR 225; 134-11; 134-8736; 134	1 07		_									
North 225 Ramp	City of Virginia Beach (Maint: 75)	0.25 5500 G	+-0/							0.101	F		5500	
223)	To:	I-264-E FROM HOLLAND I	RD											
lorth	From:	SR 225 TO AND FROM R'	Γ											
Ramp	City of Virginia Beach (Maint: 75)	0.19 16000 G								0.095	F		16000	
\mathcal{L}	To:	I-264-W FROM HOLLAND RO	OAD											
South	From:	SR 225 TO RT 264												
₂₂₅)Ramp	City of Virginia Beach (Maint: 75)	0.17 7800 G								0.076	F		7800	
	Τσ	I-264-E FROM RT 225												
South	From:	SR 225 TO RT 264									_		.=	
Ramp	City of Virginia Beach (Maint: 75)	0.24 15000 G								0.072	F		15000	
		I-264-W FROM RT 225												
226) Cox Rd	Diswiddio County	US 460 Cox Rd 3.38 11000 F	97%	1%	1%	1%	1%	0%	С	0.091	F	0.626	12000	
226 COX Nu	Dinwiddie County	US 1 West of Petersburg	9770	170	1 70	1 70	1 70	0%	C	0.091	Г	0.020	12000	
	From:	SR 33 Cooks Corner			<u> </u>									
Urbanna Rd	Middlesex County	2.35 3100 G	98%	0%	1%	1%	1%	0%	С	0.091	F	0.507	3100	
	To:	ECL Urbanna												
227)	Town of Urbanna (Maint: 59)	0.63 3100 N	98%	0%	1%	1%	1%	0%	Ν	0.091	Ν	0.507	3100	
	To:	WCL Urbanna					.,.							
	From:	SCL Herndon, 29-657 Centrevil	le Rd											
228 Elden St	Town of Herndon	0.24 35000 G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.526	38000	
\mathcal{L}	To	Herndon Pkwy												
228) Elden St	Town of Herndon	0.16 23000 F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.585	25000	
	To	Alabama Dr												
Elden St	Town of Herndon	0.25 19000 F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.775	20000	
	To	Sterling Rd												
228 Elden St	Town of Herndon	0.42 17000 F	98%	0%	1%	0%	0%	0%	С	0.079	F	0.527	18000	
220) = 300 01	To			- 7.										
228)Elden St	Town of Herndon	Center St 0.09 18000 F	98%	0%	1%	0%	0%	0%	F	0.077	F	0.525	19000	
220) 2:3011 01			0070	0 /0	- 70	0 /0	0 /0	0 /0	•	3.077	•	5.020	10000	
Eldon St	Town of Herndon	Spring St 0.12 18000 F	98%	0%	1%	0%	0%	0%	F	0.078	F	0.503	19000	
Elden St	Town of Herndon	235-6656 Monroe St	30%	U%	1 %	U%	U%	U%	Г	0.078	٦	0.503	19000	
	From:	235-6656 Elden St												
Monroe St	Town of Herndon	0.08 6500 F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.555	6900	
	To:	Pine St												

4/20/2015

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

1 2 9 9	1	٠.	4.	_		Tru	ıck		~~	K	6 17	Dir	A A14/DT	<u> </u>
Jurisdiction	Length AADT	QA	4 I Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q\
From:	Pine St													
Town of Herndon			98%	1%	1%	0%	0%	0%	С	0.097	F	0.636	6000	F
To:														
Town of House does			000/	10/	10/	00/	00/	00/	_	0.000	_	0.500	0000	ı
rown or Herndon	0.19 6300	г	96%	170	170	0%	0%	0%	Г	0.099	Г	0.592	6600	
To: From:	Grant St													
Town of Herndon	0.14 6700	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.626	7100	
Tα	Dranesville	Rd												
From:														
Town of Herndon	0.08 7600	N	98%	1%	1%	0%	0%	0%	N	0.1	N	0.628	8100	
To:	Worchester	St												
Town of Herndon			98%	1%	1%	0%	0%	0%	С	0.1	F	0.628	8100	
-						.,.			_	• • •		*****		
From:			000/	00/		00/	00/	00/		0.404		0.040	10000	
I own of Herndon	0.23 17000	F	99%	0%	1%	0%	0%	0%	F	0.101	F	0.648	18000	
To: From:	NCL Herno	lon												
Fairfax County	2.01 17000	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.513	18000	
To:	SR 7 Leesburg	g Pike												
From:	Ragin SP 2	20												
Town of Culpeper			97%	1%	10/-	n º/-	10/	0%	C	NΙΔ			28000	(
Town or outpeper	0.00 27000		31 /0	1 /0	1 /0	0 70	1 /0	0 70	O	INA			20000	
To: From:														
Town of Culpeper	0.93 9000	G	95%	2%	1%	1%	0%	0%	С	NA			9500	(
To:	NCL Culpe	per			\neg \vdash									
Culpeper County			96%	1%	1%	1%	1%	0%	F	0.089	F	0.586	10000	
T-1														
From:			•	10/	10/	10/	10/	00/		0.100		0.504	7400	
Culpeper County	4.92 7200	г	96%	1%	1%	1%	1%	0%	C	0.102	г	0.534	7400	
To: From:	23-640 Monumental Mil	ls Rd; Rix	eyville											
Culpeper County	5.45 7100	F	96%	1%	1%	1%	1%	0%	F	0.100	F	0.734	7200	
Τα	22 621 Jofford	on Dd												
Culpeper County			96%	1%	10/-	10/_	10/_	0%	F	0.002	F	0.777	7100	
To:			30 70	1 /0		1 /0	1 /0	0 70	•	0.032	•	0.777	7 100	
From:									_		_			
Town of Stanardsville (Maint: 39)	0.50 4500	F	96%	1%	1%	1%	2%	0%	F	0.091	F	0.614	4600	
Tor From:	NCL Stanard	sville			\neg \vdash									
Greene County	2.91 4500	N	96%	1%	1%	1%	2%	0%	Ν	0.091	Ν	0.614	4600	-
To:		ty Line												
From:		-												
Madison County	7.46 3000	F	96%	1%	1%	1%	2%	0%	С	0.088	F	0.594	3100	
To:	TIC 20 C C	Ja Tuoli			_									
Madison County	US 29 S Semino 0.52 20000	ole Trail F	93%	1%	1%	1%	4%	0%	F	0.078	F	0.512	18000	-
	Town of Herndon Town of Herndon Town of Herndon Town of Herndon Town Town Town Form Town of Coulpeper Town of Culpeper Town of Culpeper Town of Culpeper Culpeper County Town Culpeper County Town	Pine St	Town of Herndon 0.26 5600 F Park Ave Monroe St	Pines Pines Pines Pines Park Ave Park Ave Montroe St Powe Montroe St Powe Montroe St Powe Montroe St Powe Montroe St Powe Montroe St Powe P	Town of Herndon 0.26 \$600 F 98% 1%	Durisdiction Length AADT QA 4Tire Bus 2Axle	Durisdiction Length AADT QA 4Tire Bus 2Axle 3+Axle 3+Axle 1	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail Pine St Park Ave Park	Pine Pine St	Durisdiction Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail Pine St Town of Herndon 0.26 5600 F 98% 1% 1% 0% 0% 0% 0% C Park Ave Town of Herndon 0.19 6300 F 98% 1% 1% 0% 0% 0% 0% F 0% 0% 0%	Durisdiction	Durisdiction	Surfield Surfield	Auto- Color Colo

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		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	US 29, SR 231, S	Seminole Tra	uil											
230)(231) Orange Rd	Madison County	0.64 34 0	00 F	96%	0%	1%	1%	1%	0%	С	0.092	F	0.601	3500	F
	To: From:	SR 231, S Blue	e Ridge Tpke												
230 Orange Rd	Madison County	2.53 32 0	00 F	96%	0%	1%	1%	1%	0%	С	0.091	F	0.503	3300	-
\bigcup	To	56-607 I	Elly Rd												
230 Orange Rd	Madison County	2.86 29 0		96%	0%	1%	1%	1%	0%	F	0.087	F	0.602	3000	
	To:	56-705 Twym	ans Mill Rd												
230 Orange Rd	Madison County	3.16 30 0		96%	0%	1%	1%	1%	0%	F	0.091	F	0.634	3100	
2007	То:	US 15 James N													
	From:	SR 22 Lo	uisa Rd												
231 Gordonsville Rd	Albemarle County	8.11 49 0		95%	1%	1%	1%	2%	0%	С	0.101	F	0.632	5000	(
	To:	Louisa Co	_												
	From:	Albemarle C		050/	40/		40/	00/	00/	_	0.404	_		5000	
Gordon Ave	Louisa County	0.27 490		95%	1%	1%	1%	2%	0%	С	0.101	F	0.632	5000	•
	From:	Orange Co Louisa Co	_												
231 Gordon Ave	Orange County	0.58 520		95%	1%	1%	1%	2%	0%	F	0.095	F	0.608	5300	
	To	SCL Gord													
231 Gordon Ave	From: Town of Gordonsville (Maint: 68)	0.58 52 0		95%	1%	1%	1%	2%	0%	N	0.095	N	0.608	5300	
231) 46146117110	To:	US 15, US 33 Go:			170		1 70		0 70		0.000		0.000	0000	
	From:	US 15 Gordon	nsville Circle												
231) (33) Spotswood Trail	Town of Gordonsville (Maint: 68)	0.15 65 0		95%	0%	1%	1%	3%	0%	С	0.092	F	0.508	6600	
	To: From:	Blue Ridge US 33 Spotts													
231) Blue Ridge Tpke	Town of Gordonsville (Maint: 68)	0.02 95		97%	0%	1%	1%	1%	0%	С	0.099	F	0.505	980	
231) Blue Hage Thic	Town of Goldonsvine (Maint: 66)			01 70	0 70	170	1 70	1 /0	0 70	Ü	0.000	•	0.000	500	
231)Blue Ridge Tpke	Orange County	NCL Gord 6.09 95		97%	0%	1%	1%	1%	0%	N	0.099	N	0.505	980	
231 Blue Ridge Tpke	Grange County			31 /0	0 /0	1 /0	1 /0	1 /0	0 /6	IN	0.055	IN	0.505	900	
	From:	SR 20 Consti		070/	00/		101	10/	00/		0.400		0.011	4000	
231 Blue Ridge Tpke	Orange County	0.58 120 Madison Co		97%	0%	0%	1%	1%	0%	F	0.102	F	0.611	1200	
	From:	Orange Co													
231)S Blue Ridge Tpke	Madison County	9.36 120	•	97%	0%	0%	1%	1%	0%	С	0.115	F	0.518	1200	
	To: S	R 230 Orange Rd; 56	-686 Fairgrou	nde Rd											
231 (230) Orange Rd	Madison County	0.64 340		96%	0%	1%	1%	1%	0%	С	0.092	F	0.601	3500	
201/200/ 5 35 5	To:	US 29 S Sen													
	From:	SR 230 Oi													
231) (29) S Seminole Trail	Madison County	1.34 190		93%	1%	1%	1%	4%	0%	F	0.078	F	0.538	18000	
Due .	To:	Bus US 29													
Bus 231) 29 Main St	Madison County	US 29 S Sen 0.33 340		96%	0%	1%	1%	1%	0%	С	0.087	F	0.541	3500	
231 (29) Main St	Madison County			0070	0 /0	. 70	1 /0	1 /0	0 /0	5	0.007	•	0.041	5500	
Bus	To: From:	SCL Ma	adison												
231) (29) Main St	Town of Madison (Maint: 56)	0.91 34 (00 N	96%	0%	1%	1%	1%	0%	Ν	0.087	Ν	0.541	3500	-
\bigcirc	To:	N Blue Ridg	e Turnpike												

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q1
	From:	Bus US 29 Main St												
N Blue Ridge Tpke	Town of Madison (Maint: 56)	0.04 3400 G	93%	1%	2%	3%	2%	0%	F	0.088	Ν	0.594	3500	C
<u> </u>	To: From:	NCL Madison												
231)N Blue Ridge Tpke	Madison County	5.44 3500 F	97%	0%	0%	1%	1%	0%	F	0.088	F	0.594	3600	ı
	To: From:	56-670 Old Blue Ridge T	pke		\Box \vdash									
231)South F T Valley Rd	Madison County	7.19 1400 F	93%	1%	2%	3%	2%	0%	С	0.090	F	0.507	1500	
<u> </u>	To:	Rappahannock County L	ine											
₂₃₁)F T Valley Rd	Rappahannock County	Madison County Line 8.19 1500 G	93%	1%	2%	3%	2%	0%	F	0.09	F	0.555	1500	(
231)1 1 Valley 11d	To:	US 522 Sperryville Pik		1 /0		J /6	270	0 70	•	0.03	'	0.555	1300	
	From	Ramp split at I-81 NB												
W Main St	Montgomery County	0.48 5800 G		0%	1%	0%	2%	0%	F	0.099	F	0.602	6100	(
2.32)	To													
232) W Main St	City of Radford	SCL Radford 2.71 5600 G	96%	0%	1%	0%	2%	0%	С	0.092	F	0.514	5900	(
232) 11 31	only of Hadiora			0,0		0 / 0	_,,	0 / 0	Ū	0.002	•	0.0	0000	
232)First St	City of Radford	Bolling Street 0.63 7900 G	96%	0%	1%	0%	2%	0%	F	0.095	F	0.504	8400	
232 /1 1151 31	City of Hadioid		30 /6	0 /6	1 /0	0 /6	2/0	0 /6	•	0.093	'	0.504	0400	•
First Ct	To: From:	Wadsworth St	000/	00/	10/	00/	00/	00/		0.00	F	0.510	10000	
Pirst St	City of Radford	0.31 9900 G	96%	0%	1%	0%	2%	0%	F	0.09	Г	0.513	10000	•
	From	Arlington St	000/	201		00/	201	00/		0.000		0.55	10000	
First St	City of Radford	0.20 13000 G	96%	0%	1%	0%	2%	0%	F	0.089	F	0.55	13000	•
		US 11 Norwood St												
Bomp to L 91 S at Evit 105	Montgomory County	SR 232 0.19 1800 G								0.134	F		1800	(
Ramp to I-81 S at Exit 105	Montgomery County	I-81 S								0.134	Г		1000	,
	From													
222	Arlington County	US 1 Jefferson Davis Hv 0.36 23000 G		1%	2%	0%	0%	0%	С	0.070	F	0.618	25000	(
233)	To:	Reagan National Airpor		1 70		070	0 70	070	Ü	0.070	•	0.010	20000	
	From:	US 1 Jefferson Davis Hwy, D												
234 Dumfries Rd	Prince William County	0.55 35000 G		1%	1%	2%	3%	0%	F	0.082	F	0.559	38000	(
	To	I-95												
234) Dumfries Rd	Prince William County	1.93 45000 G	93%	1%	1%	2%	3%	0%	F	0.085	F	0.546	48000	
234) 2405 115	To			. , ,		_,,	0,0	0 / 0	•	0.000	•	0.0.0	.0000	
Dumfries Rd	Prince William County	76-1450 Country Club I 1.55 39000 G		1%	1%	2%	3%	0%	F	0.088	F	0.555	41000	
234 Burnines Flu	Timee William Sounty		30 70	1 /0	1 /0	270	0 /0	0 70	•	0.000	'	0.555	41000	
Dumfries Rd	Prince William County	76-643 Spriggs Rd 2.75 24000 G	93%	1%	1%	2%	3%	0%	F	0.073	F	0.533	26000	(
234 Dumines Rd	Prince William County			170	1%	2%	3%	0%	Г	0.073	Г	0.533	26000	,
	To: From:	76-640 Minnieville Rd												
Dumfries Rd	Prince William County	2.15 24000 A	93%	1%	1%	2%	3%	0%	С	0.09	Α	0.515	26000	1
	To: From:	OSR 234 Independent Hil												
Dumfries Rd	Prince William County	2.33 29000 G	93%	1%	1%	2%	3%	0%	F	0.084	F	0.535	31000	(
\sim	Tor	76-3234 Canova Dr												

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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From	r.		3234 Canova													
234 Dumfries Rd	Prince William	County	1.59	41000	G	93%	1%	1%	2%	3%	0%	F	NA			43000	G
<u> </u>	To From	r.	76-7	727 Olympid	c Dr												
234 Dumfries Rd	Prince William	County	1.83	38000	G	93%	1%	1%	2%	3%	0%	F	0.081	F	0.613	41000	G
	To	2	Rue CE	R 234 Dumf	riac Dd												
234) Prince William Pkwy	Prince William	County	3.52	37000	G	93%	1%	1%	2%	3%	0%	F	NA			40000	C
234)		County					. , 0	- 70	_,,	0,0	0,0	•					
Delega Milliana Diagram	From			8 Nokesvill		000/	40/	10/	00/	00/	00/		0.000	_	0.500	40000	
Prince William Pkwy	Prince William	County	2.11	41000	G	92%	1%	1%	3%	3%	0%	F	0.089	F	0.583	43000	(
	To From	r II	76-67	74 Wellingto	on Rd												
234) Prince William Pkwy	Prince William	County	2.00	38000	G	92%	1%	1%	3%	3%	0%	С	0.087	F	0.512	40000	(
\mathcal{L}	To	2	76.6	21 Balls For	·d Dd												
234) Prince William Pkwy	Prince William	County	0.44	45000	G	92%	1%	1%	3%	3%	0%	F	0.082	F	0.543	48000	(
234)		County	• • • • • • • • • • • • • • • • • • • •			0270	. , 0	- 70	0,0	0,0	0,0	•	0.002	•	0.0.0	.0000	
	From		0.04	I-66			1/4 00	46 "									
234) (234) Ramp	Prince William	County	0.31				VA 23	4 for di	rectional	traffic v	olume e	estima	ates for th	nis se	gment.		
	To	r.	I-66-E FR	OM RT 234 SR 234	4 NORT	Н											
	Prince William	County	2.27	SK 234		9,	00 66	for dire	otional t	raffic vo	lumo oc	timat	es for this	coar	mont		
234 66		,		404000	_											110000	
	Combined Traffic Estimates for 2 Parallel	Roadways on 1			G	92%	1%	1%	0%	6%	0%	F	0.073	F	0.646	118000	(
	From	r I 66	SR 2 5-E TO RT 234	34; BUS SE		1 DITE CO											
234) (66) Ramp	Prince William		0.11	FNORTH	CK1 23			for dire	ctional tr	raffic vo	lume es	timat	es for this	s sear	ment		
234 (66) Hamp	To To	: County	0.11	SR 234			00 1 00	101 0110	otioriai ti	amo vo	idilio 05	iiiiat	00 101 11110	Joegi	nont.		
	From	r:	I-66-E047A		00- NOI	RTH											
234) (66) Ramp	Prince William	County	0.03				ee I-66	for dire	ctional tr	raffic vo	lume es	timate	es for this	s sear	ment.		
234) (00)	To	x:		I-66										3			
	From	E	FR 3	35 Vandor	Lane												
234) Sudley Rd	Prince William	County	1.10	14000	G	95%	0%	1%	4%	1%	0%	С	0.086	F	0.533	15000	(
\mathcal{O}	To	r	IIC /	29 Lee High	MI ON												
234) Sudley Rd	Prince William	County	2.27	12000	G	93%	1%	1%	4%	1%	0%	С	0.082	F	0.576	13000	(
234 Gualey Fla	Timee willam	- County				30 /6	1 /0	1 70	770	1 /0	0 70	O	0.002		0.570	10000	`
	To From	r r		9 Gum Spri										_			
234) Sudley Rd	Prince William	County	5.32	10000	G	93%	1%	1%	4%	1%	0%	F	0.094	F	0.772	11000	(
$\stackrel{\smile}{-}$	То	x	US 15 J	ames Madis	on Hwy												
	From	E	SR 234-S	000A FROM	M RT 23	4											
234)Ramp	Prince William	County	0.27	14000	G								0.088	F		14000	(
	To	x:	I-95-1	N FROM R	T 234												
<u> </u>	From	r	SR 234-N	000B FRO!	M RT 23	34					•						
234)Ramp	Prince William	County	0.24	11000	G								NA			11000	(
204)	To To			I-95 South	<u> </u>								, .				`
	-	. ~			0006 : 7	o pm ć											
Dame	From		1SR 234-N006			ORT 6							0.400	_		05000	,
234 Ramp	Prince William	County	0.13	25000	G								0.103	F		25000	(
\sim	To	00	I-66-l	E FROM R	r 234												

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

	1. 1. 1. 1.	Filliary and intersta					Tru	ıck			K	014	Dir	4 AV4/DT	0144
Route	Jurisdiction 	Length AADT			Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
234) Ramp	Prince William County	FR-335 SR 234 TO RT 0.25 8400	66 WEST G	Γ							0.084	F		8400	G
234)	To:	I-66-W FROM RT 23400- NO		SOUTH							0.00	•			
<u>North</u>	From:	SR 234 TO RT	95												
Ramp	Prince William County	0.05 NA	2.4								NA			NA	
NI	From	FROM RT 23 SR 234; 76-738 TO													
North 234 Ramp	Prince William County	0.04 NA	J K 1 93								NA			NA	
204)	To:	SR 234- B FROM	RT 234												
North	From:	SR 234 North Prince W		vy											
Ramp	Prince William County	0.31 13000	G			1					0.105	F		13000	G
	From:	I-66 EAST													
North 234)Ramp	Prince William County	SR 234 Norti 0.49 11000	G G								0.112	F		12000	G
204)	To:	I-66 West													
South	From:	SR 234 Dumfries	Rd SB												
Ramp From SR 234 S to I-95 N	Prince William County	0.03 NA				i					NA			NA	
	Events	I-95 NB	D 1 CD			<u>_</u>									
South 234) Ramp From SR 234 S to I-95 S	Prince William County	SR 234 Dumfries 2 0.60 13000	G SB								0.094	F		13000	G
234) Harris Horris ett 20 Fot to Fot o	To:	I-95 SB									0.00.	•		.0000	
South	From:	C1SR 234 SR 234 I-60	6-E047B F	7											
Ramp	Prince William County	0.03 NA									NA			NA	
	100	C1SR 234-N006A SR 234-		RT 6											
Bus 234 Dumfries Rd	Prince William County	SR 234; 76-64 0.90 8200		97%	1%	1%	0%	1%	0%	С	0.086	F	0.63	8400	G
234 / Duninies 11d	To:	SCL Manassa		01 70	170	- 70	070	170	070		0.000		0.00	0400	
Bus	From:			070/	40/	40/	00/	40/	00/	F	0.000	F	0.500	0000	_
Dumfries Rd	City of Manassas	0.46 8800		97%	1%	1%	0%	1%	0%	F	0.083	Г	0.598	9300	G
Bus	To: From:	155-6 Hastings													
Dumfries Rd	City of Manassas	0.55 13000	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.618	14000	G
Bus	To: From:	155-4352 Welling	ton Rd												
234 Grant Ave	City of Manassas	0.63 15000	G	98%	0%	1%	1%	1%	0%	F	0.081	F	0.631	16000	G
Bus	To: From:	Prince William	ı St												
234) Grant Ave	City of Manassas	0.12 21000	G	98%	0%	1%	1%	1%	0%	F	0.08	F	0.606	22000	G
\smile	To:	SR 28 Church													
Bus 234 Grant Ave	City of Manassas	0.44 9600		98%	0%	1%	1%	1%	0%	F	0.083	F	0.591	10000	G
204) 3.4.1.7.10	To:	Beauregard A		00 /0	0 /0		1 /0	1 /0	0 /0		5.000	•	3.001	10000	u

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+A			QC	Factor	QK	Factor	AAWDT	Q۱
us	From:	Beauregard Ave						_					
Grant Ave	City of Manassas		G 98%	0%	1% 1	% 1%	0%	F	0.084	F	0.558	9000	(
Bus	From:	Sudley Rd Grant Ave											
Sudley Rd	City of Manassas		G 98%	0%	1% 1	% 1%	0%	С	0.081	F	0.56	29000	(
234)	To-	NCL Manassas				.,.							
Bus	From:												
Sudley Rd	Prince William County	1.60 43000	G 98%	1%	1% 0	% 0%	0%	С	NA			46000	(
dus	To: From:	76-1566 Sudley Mano	or Dr										
34)Sudley Rd	Prince William County	0.30 50000	G 98%	1%	1% 0	% 0%	0%	F	0.078	F	0.551	54000	(
34) Gadiey 11a	To:	76-1500 Rosemary		. , ,		0 70	0,0	•	0.07.0	•	0.00	0.000	
Bus	From:	Functional Class Cha											
Sudley Rd	Prince William County	0.45 50000	G 98%	1%	<u>1</u> % 0	% 0%	0%	F	0.077	F	0.577	53000	
	To:	I-66, SR 234											
Bus_	From:	C1SR 234 TO RT 66 F	EAST										
₃₄)Ramp	Prince William County	0.04 NA							NA			NA	
<i></i>	To:	SR 234-S026A SR 234- 26A	TO RT 66										
	From:	Dead End											
Rosita Ct	Prince William County	0.57 50	G 98%	0%	<u>1</u> % 1	% 0%	0%	F	0.264	F	0.595	60	
<i></i>	To:	Bristow Rd											
34) Bristow Rd	Prince William County	0.34 Rosita Ct	G 98%	0%	 1% 1	% 0%	0%	F	0.092	F	0.588	6700	
34 Bristow Au	Finice William County			0%	170 1	/o U7o	076	Г	0.092	Г	0.566	6700	
	From:	76-646 Aden Rd											_
34) Bristow Rd	Prince William County		G 98%	0%	1% 1	% 0%	0%	С	0.113	F	0.542	8400	
	From:	76-619; Independent H 76-619 Bristow Ro											
34) Independent Hill Rd	Prince William County		G 98%	0%	1% 1	% 0%	0%	F	0.126	F	0.67	7000	
34)acpendent 113	To:	SR 234 Dumfries		0 70		0 70	0,0	•	020	•	0.07	, 000	
	From:	US 1 Richmond Hwy, Wo	oodlawn										
Mount Vernon Memorial Hwy	Fairfax County		G 97%	2%	0% 0	% 0%	0%	С	0.107	F	0.612	13000	(
33)						0 70	0,0	Ū	01.07	•	0.0.2	.0000	
Mount Vernen Memerial I hung	Foirfox County	29-623 Old Mt Vernon R 0.57 11000	G 97%	2%	0% 0	% 0%	0%	F	0.108	F	0.516	12000	
35 Mount Vernon Memorial Hwy	Fairfax County	0.57 11000	G 97%	2%	<u> </u>	/o U%	0%	Г	0.108	Г	0.516	12000	,
	To: From:	George Washington Memori											_
35 Mount Vernon Hwy	Fairfax County	1.54 3200	G 97%	2%	0% 0	% 0%	0%	F	0.13	F	0.795	3400	(
	To: From:	29-623 Old Mount Vernon	Rd North										
35) Mount Vernon Hwy	Fairfax County		G 97%	2%	0% 0	% 0%	0%	F	0.083	F	0.592	11000	(
	To	US 1 Richmond Highway, G	dum Springs										
	From:	US 29 Lee Highway; US 50 Lee	e Jackson Hwy										
36) Main St	City of Fairfax	0.94 36000	F 99%	0%	0% 0	% 0%	0%	F	0.073	F	0.622	39000	
	To:	West St											

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

								Tru	ok			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
236 Main St	From: L City of Fairfa	ax 0.21	West St 13000	F	99%	0%	0%	0%	0%	0%	E	0.069	F	0.540	14000	F
236 Wall St	Combined Traffic Estimates for 2 Parallel F			F	99%	0%	1%	0%	0%	0%	F	NA	'	0.540	36000	F
	To:	noadways on this noute.	North St E		33 /6	0 /0	1 /0	0 /6	0 /0	0 /6	'	INA			30000	'
	From:	(Old Lee Hw	y												
236 Main St	City of Fairf	ax 1.31	38000	G	99%	0%	0%	0%	0%	0%	С	NA			40000	G
	To- From:		Whitacre Ro													
236 Little River Tpke	City of Fairfa		31000	G	97%	0%	1%	0%	1%	0%	F	NA			33000	G
236) Little River Tpke	From L Fairfax Cour		ECL Fairfax 37000	G	97%	0%	1%	0%	1%	0%	С	0.082	F	0.597	40000	G
\smile	To	SR 376 NV	CC Annand	lale Carr	inus		\neg \vdash									
236 Little River Tpke	Fairfax Cour		42000	G	97%	0%	1%	0%	1%	0%	F	0.08	F	0.606	44000	G
	To	•	I-495													
236 Little River Tpke	_{From:} L Fairfax Cour	nty 1.78	38000	G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.529	41000	G
236 Entie Filver Tpice	r amax cour				00 /0	1 /0		0 70	0 /0	0 70	•	0.007	•	0.020	41000	ď
Linta Diagram Talas	From		730 Carrico		000/	40/		00/	00/	00/		0.070	_	0.544	05000	
236 Little River Tpke	Fairfax Cour	<u> </u>	32000 20 Braddoc	G	99%	1%	0%	0%	0%	0%	F	0.076	F	0.541	35000	G
236) Little River Tpke	_{From:} L Fairfax Cour		34000	A Rd	99%	1%	0%	0%	0%	0%	С	0.085	Α	0.53	37000	Α
236) Little Fliver Tpice	To:		CL Alexand		00 /0	1 /0	7	0 70	0 /0	0 70	J	0.000	,,	0.00	07000	,,
	From:		fax County													
236 Duke St	City of Alexandria (I	Maint: 29) 0.06	34000	N	99%	1%	0%	0%	0%	0%	Ν	0.085	Ν	0.53	37000	Ν
$\overline{}$	To:	W	CL Alexand	lria			\neg \vdash									
236 Duke St	City of Alexandria (I		62000	G	99%	1%	0%	0%	0%	0%	F	0.070	F	0.515	66000	G
$\stackrel{\sim}{=}$	To: From:		I-395													
236 Duke St	City of Alexan	ndria 0.32	59000	G	98%	1%	1%	0%	0%	0%	F	0.074	F	0.551	63000	G
$\overline{}$	To:	SR 4	401 Van Do	rn St			\neg									
236 Duke St	City of Alexan		37000	G	98%	1%	1%	0%	0%	0%	F	0.075	F	0.538	40000	G
	т.		N Pickett St	+												
236) Duke St	From: L City of Alexan		31000	G	98%	1%	1%	0%	0%	0%	С	0.076	F	0.534	33000	G
236) 2 4.10 01	- F					. , ,		0,0	0,70	0,0	Ū	0.07.0		0.00	00000	O .
Dulas Ct	From:		41 Telegrap 22000		000/	10/	10/	0%	10/	00/		0.070	F	0.004	00000	
236 Duke St	City of Alexan	ndria 1.26	22000	G	98%	1%	1%	0%	1%	0%	С	0.078	г	0.694	23000	G
	Tro: From:		1 SB Henry													
236 Duke St	City of Alexan		9600	G	98%	1%	1%	0%	1%	0%	F	0.076	F	0.522	10000	G
$\overline{}$	To		00 Washing													
	From:	SR 236-E	010B; SR 23)B											
236 Ramp from Ramps fr	rom SR 236 EB and WB to C3950NBlexandria (I		8700	G								0.077	F		8700	G
\smile	To:		I-395 North	1												
East	From:		TO RT 495	SOUTH	1											
236 Ramp	Fairfax Cour	,	NA									NA			NA	
\sim	Tα	I-495-S053X FROM	4 RT 236 E	AST00-	DUKE ST	R										

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

ما الممالية ما المالية المالية المالية المالية المالية المالية المالية المالية المالية المالية المالية المالية					_		Tru	ck			K		Dir		
Jurisdictio	on Length	n AADT	QA	4Tire	Bus		_	-		QC	Factor	QK	Factor	AAWDT	QW
From:			NORTH	ł							NIA			NIA	
			226			_					NA			NA	
	1-4					_									
From:				000/	10/	00/	00/	00/	00/	_	NIA			01000	_
to 1-395 NB and SB City of Alexandria ((Mairit. 29) 0.05	19000	G	99%	170	<u> </u>	0%	0%	0%	Г	INA			21000	G
To: From:		SR 236 E010)B												
-395 SB City of Alexandria	(Maint: 29) 0.23	7100	G	99%	1%	0%	0%	0%	0%	F	0.073	F		7600	G
To:		I-395-S													
From:		ΓΟ RT 395 N	ORTH &	& SOUTH											
City of Alexandria	(Maint: 29) 0.28	NA									NA			NA	
To:	SR 236-E010A T	ΓO RT 395 N	ORTH &	& SOUTH											
From:	SR 236	TO RT 495	SOUTH	I											
Fairfax Cou	inty 0.16	NA									NA			NA	
To:	I-495-	S From RT 2	36 West												
From:	SR 236	TO RT 495	NORTH	ł											
Fairfax Cou	inty 0.22	9700	G								0.08	F		9700	C
To:	I-495-1	N From RT 2	36 West	t											
From:	SR 236	TO RT 395	SOUTH	I											
City of Alexandria	(Maint: 29) 0.13	7800	G								0.071	F		7800	(
То	SR 236	TO RT 395	SOUTH	I											
From:		100 MAINT	BREAK	RT 395											
City of Alexandria			G								0.068	F		11000	G
То	SR 236 JB-29-	100 MAINT	BREAK	RT 395											
From:	SR	R 236 W, Mai	in St												
City of Fair	fax 0.30	21000	F	99%	0%	1%	0%	0%	0%	С	0.080	F	0.558	22000	F
Combined Traffic Estimates for 2 Parallel	Roadways on this Route	34000	F	99%	0%	1%	0%	0%	0%	F	NA			36000	F
То	SI	R 236 E, Mai	n St												
From:		SR 236 Main	St												
City of Fair	fax 0.49	28000	F	97%	1%	1%	1%	2%	0%	F	0.082	F	0.556	30000	F
Tœ		Colonial Av	e			\neg L									
City of Fair	fax 1.17	28000	F	97%	1%	1%	1%	2%	0%	С	0.085	F	0.519	30000	F
To															
From: City of Fair				98%	1%	1%	1%	0%	0%	F	0.083	F	0.514	37000	F
Only of Full				0070	170	- 70	1 /0	0 /0	0 /0	•	0.000	•	0.014	07000	
To:				070/	40/		40/	10/	00/		0.000		0.500	04000	
City of Fair	fax 0.13			97%	1%	1%	1%	1%	0%	N	0.089	N	0.508	31000	١
From:			X			-+									
Fairfax Cou	inty 0.80		G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.709	30000	C
. amax oou	5.00			0.70	. /0	. /ŭ	. /0	. /0	0 /0	•	5.50,	•	00	2000	
To:	1	X	N	97%	1%								0.508	31000	١
Fairfax Cou	ıntv 1.90	28000				1%	1%	1%	0%	Ν	0.089	Ν			
	From City of Alexandria City of Alexandria From From Fairfax Cou To From City of Alexandria City of Alexandria To From Fairfax Cou To From City of Alexandria To City of Fair	Fairfax County	Fairfax County	Fairfax County	Total 1.495 From RT 236 SR 236 Duke St St to I-395 NB and SB City of Alexandria (Maint: 29) 0.05 19000 G 99% SR 236 E010B SR 236 E010B SR 236 E010B SR 236 E010B SR 236 E010B SR 236 E010B SR 236 E010B SR 236 E010A TO RT 395 NORTH & SOUTH City of Alexandria (Maint: 29) 0.28 NA SR 236 E010A TO RT 395 NORTH & SOUTH SR 236 E010A TO RT 395 NORTH & SOUTH SR 236 E010A TO RT 395 NORTH & SOUTH SR 236 E010A TO RT 395 NORTH & SOUTH Form SR 236 TO RT 495 NORTH & SOUTH Form SR 236 TO RT 495 NORTH & SOUTH Form SR 236 TO RT 495 NORTH & SOUTH Form SR 236 TO RT 495 NORTH Form SR 236 TO RT 495 NORTH Form SR 236 TO RT 495 NORTH Form SR 236 TO RT 395 SOUTH Form SR 23	Fairfax County	Fairfax County	SR 236 TO RT 495 NORTH	SR 236 TO RT 495 NORTH	Fairfax County	Fairfax County 1.3 NA	Fairfax County	Second Fairfax County Co	Fairfax County	SR 2345 TO RT-US NORTH

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	Q\
	From:		ECL Fairfax				1	017100	TTTGII			1 40101		1 40101		
237) (29) Lee Highway	Fairfax Coul		28000	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.508	31000	G
	To:	29-1717 Marsl	hall St, WCL I													
	From:		X													
237) 29 Lee Highway	Fairfax Coul	nty 0.42	24000	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.556	26000	C
	To:		X													
	From:	29-1717 Marsi														
237) {29} Washington St	City of Falls Cl	hurch 0.29	25000	F	97%	1%	1%	1%	1%	0%	F	0.097	F	0.525	28000	F
	Tec	29-17	12 Cavalier T	rail			\neg \vdash									
237) (29) Washington St	City of Falls Cl		22000	F	97%	1%	1%	1%	1%	0%	F	0.098	F	0.550	25000	-
237 (29)	- 1							.,.	.,.	.,.	-		-			-
	From		38 Hillwood A													
237) (29) Washington St	City of Falls Cl	hurch 0.28	13000	F	97%	1%	1%	1%	1%	0%	F	0.100	F	0.558	15000	F
	To	S	R 7 Broad St				\neg \vdash									
237) (29) Washington St	City of Falls Cl		22000	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.553	24000	F
5, (2)	[
	From:		767 Great Fall		000/	40/		00/	00/	00/	_	0.000	_	0.507	05000	
(237) $\{29\}$ Washington St	City of Falls Cl		22000	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.527	25000	F
<u> </u>	To:		gton County L													
	A allia ast as a Con-		L Falls Church		000/	40/	40/	00/	00/	00/	_	0.004	_	0.500	05000	
237 (29) Lee Highway	Arlington Cou	unty 0.11	22000	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.509	25000	l
<u> </u>	To: From:	US	S 29 Lee Hwy	/												
237) Washington Blvd	Arlington Cou	unty 0.23	12000	G	98%	1%	1%	0%	0%	0%	С	0.099	F		13000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.528	27000	(
	To:	SR 237	P, Washingtor	n Blvd												
	From:		1SR 237-P													
237) Washington Blvd	Arlington Cou	unty 2.31	13000	G	97%	1%	1%	0%	0%	0%	С	0.106	F	0.537	14000	(
	To	cn	120 Glebe Ro	.l												
237)(120) Glebe Rd	From: Arlington Cou		27000	G	97%	1%	1%	1%	0%	0%	F	0.09	F	0.633	28000	
237 120 Glebe Rd	Annigion Cot	unity 0.25	27000	G	31 /0	1 /0	1 /0	1 /0	0 /6	0 /0		0.09	'	0.033	20000	•
_	To: From:	SR 120	Glebe Rd, Ba	allston												
₂₃₇) Fairfax Dr	Arlington Cou	unty 0.91	17000	G	99%	1%	0%	0%	0%	0%	F	0.083	F	0.584	18000	(
	To:		10th St													
	From:		Fairfax Dr													
237)10th St	Arlington Cou	unty 0.83	9600	F	99%	1%	0%	0%	0%	0%	С	0.095	F	0.572	10000	- 1
	To:	US 5	0 Arlington Bl	lvd												
	From:		SR 237													
237 (29) Lee Highway	Arlington Cou	unty 0.07	22000	N	98%	1%	1%	0%	0%	0%	Ν	0.102	Ν	0.551	24000	1
B. (2)		-														
	From		S 29 Lee Hwy		000/	40/		00/	00/	00/	_	0.000	_		1.1000	
Washington Blvd	Arlington Cou	,	13000	G	99%	1%	0%	0%	0%	0%	С	0.096	F		14000	(
	Combined Traffic Estimates for 2 Parallel		25000	G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.528	27000	(
	To:	SR 237	7 Washington	Blvd												
	From	US 6	0 Warwick Bl	lvd												
238) Yorktown Rd	City of Newport		5900	G	93%	1%	1%	2%	3%	0%	С	0.131	F	0.763	6200	(
238 / YORKIOWN HO																

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

		Primary and inter					Trι	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:	I-64				ZAXIC	STANIC	TTTAII	ZIIali		i actor		i actor		
38) Yorktown Rd	City of Newport News	0.18 1000	0 G	97%	1%	1%	1%	1%	0%	F	0.101	F	0.704	12000	(
38)	- T			0.70	. , 0		. 70	. , 0	0,0	•	0	•	00	000	
Variation Dd	From:	SR 143 Jeffer		070/	10/	10/	10/	10/	00/	F	0.000	F	0.710	10000	
Yorktown Rd	City of Newport News	1.06 9300		97%	1%	1%	1%	1%	0%	г	0.096	г	0.713	10000	(
	From:	York Count ECL Newpo	_												
Old Williamsburg Rd	York County	1.35 8700		97%	1%	1%	1%	1%	0%	С	0.113	Α	0.730	9700	,
200)	7-														
Old Williamshurg Dd	From:	99-660 Bap 0.91 830 0		97%	10/	10/	10/	10/	00/	F	0.000	F	0.600	0000	(
Old Williamsburg Rd	York County			9/%	1%	1%	1%	1%	0%	Г	0.089	Г	0.698	8800	(
	From:	99-1020; Goo 99-1020 Old Will		2d											
Goosley Rd	York County	1.18 580 0		97%	1%	1%	1%	1%	0%	F	0.116	F	0.777	6200	(
38) 4.44.00	-						.,.	. , .		-		-	•		
Occasion Dd	Tro:	US 17 George Washin			40/	10/	40/	40/	00/		0.407	_	0.00	4500	
Goosley Rd	York County	0.51 1400		97%	1%	1%	1%	1%	0%	F	0.127	F	0.86	1500	(
	From:	SR 704 Co SR 704; Goo													
Cook Rd	York County	0.27 620 0		97%	1%	1%	1%	1%	0%	F	0.098	F	0.903	6600	(
38) 000K 110	Tork Goding	99-1020 Moore		31 /0	1 /0	170	1 /0	1 /0	0 70		0.000	'	0.500	0000	`
	From:	99-1020 Moore													
Moore House Rd	York County	0.73 3000		97%	1%	1%	1%	1%	0%	F	0.136	F	0.946	3200	(
	To:	99-676; Bal	lard St												
	From:	99-676 Moore	House Rd												
Ballard St	York County	0.62 2600	G	97%	1%	1%	1%	1%	0%	F	0.156	F	0.968	2800	(
<u> </u>	To:	Main Gate Naval	Mine Dep	ot											
	From:	SR 238 TO I	-64 East												
Ramp	City of Newport News (Maint: 99)	0.20 3500	G								0.128	F		3500	(
	To: I-	-64-E FROM RT 23800-	YORKTOV	WN ROAD)										
	From:	SR 337 Portsm	outh Blvd												
Victory Blvd	City of Portsmouth	0.22 7600		96%	0%	1%	1%	2%	0%	F	0.087	F	0.580	8100	(
,	Tor	TIC 50 4: 1:													
239) Victory Blvd	City of Portomouth	US 58 Airlin 0.33 1800		96%	0%	1%	1%	2%	0%	F	0.082	F	0.505	19000	(
victory Biva	City of Portsmouth	0.33 1600	U G	90%	0%	1 70	1 70	270	0%	Г	0.062	Г	0.505	19000	,
	To: From:	I-264													
239) Victory Blvd	City of Portsmouth	0.59 2100	0 G	96%	0%	1%	1%	2%	0%	С	0.077	F	0.515	22000	(
	Τα	Greenwoo	d Dr												
Victory Blvd	City of Portsmouth	1.08 1500		96%	0%	1%	1%	2%	0%	F	0.087	F	0.56	16000	(
,	т.														
Viotory Plyd	City of Portsmouth	Deep Creel 0.44 1600		93%	1%	10/	20/	3%	0%	F	0.007	F	0.622	17000	,
Victory Blvd	Gity of Portsmouth	0.44 1600	о G	9 3 %	1%	1%	3%	3%	υ%	г	0.087	Г	0.022	17000	C
	To: From:	US 17 George Wa		wy											
(39) Victory Blvd	City of Portsmouth	0.42 9400	G	93%	1%	1%	3%	3%	0%	С	0.12	F	0.860	9900	(
\mathcal{L}	Tα	Frailey	Pl												
_	City of Portsmouth			2221					00/	_	0.405	F	0.857	6100	(
39) Victory Blvd	CITY OF POSSMOLIS	0.83 570 0	G	93%	1%	1%	3%	3%	0%	F	0.135		ບ.ຮາ/	ווווו	

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

				_		Trι	ıck			K	٠.,	Dir		- 014
Jurisdiction	Length AADT	QA	4 I ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
From:	Afton Pkwy													
City of Portsmouth			93%	1%	1%	3%	3%	0%	F	0.138	F	0.865	6400	G
To:	SR 337 Elm A	ve												
From:		ND FRO	OM RT											
City of Portsmouth (Maint: 64) 0.11 NA									NA			NA	
To: From:	BELMONT AVE	NUE												
City of Portsmouth (Maint: 64) 0.11 5900	G								0.091	F		5900	G
To:	I-264-W FROM R	T 239												
From:	CAVALIER BLVD TO F	RT 64 E.	AST											
City of Portsmouth (Maint: 64) 0.13 NA									NA			NA	
To:	I-264-E FROM R	Γ 239												
From:	US 250 Rockfish Ga	p Trnpk												
Albemarle County	1.43 6900	G	97%	1%	1%	1%	0%	0%	С	0.098	F	0.528	7100	G
To:	02-810; Three Note	hd Rd												
From:														
Albemarle County	2.40 5300	G	98%	1%	1%	0%	1%	0%	F	0.11	F	0.563	5400	G
To: From:	02-802 Old Three No	otchd Rd	l		\neg \vdash									
Albemarle County	0.68 5800	G	98%	1%	1%	0%	1%	0%	С	0.105	F	0.664	5900	G
To:	US 250 Ivy Ro	d												
From:	US 1													
Fairfax County	1.14 20000	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.664	22000	G
To	20 611 Talagraph	. D.d												
Fairfay County			98%	1%	1%	0%	0%	0%	F	0 001	F	0.65	56000	G
To:			3070	1 /0	- i~	0 /0	0 70	0 70	•	0.001	•	0.00	00000	ď
From:														
City of Alexandria (Maint: 29)	0.39 53000	N	98%	1%	1%	0%	0%	0%	Ν	0.091	Ν	0.65	56000	Ν
To	Maintananca Br	ank												
City of Alexandria			98%	1%	1%	0%	0%	0%	F	0.095	F	0.695	63000	G
To:			0070	. , ,		0 / 0	0,0	0,0	•	0.000	•	0.000	00000	<u> </u>
From:		05												
		93								NΑ			NΔ	
To:		EGRAF	PH RD		1									
From:														
Fairfay County										n nga	F		4400	G
To:										0.004	•		4400	ď
From		05												
Fairfay County										0 112	F		6200	G
Taillax County			DH BD							0.112	'		0200	d
En I			11 KD											
										0.100	_		0000	_
Fairrax County	0.27 8900	G								0.139	Г		8900	G
	City of Portsmouth (Maint: 64 Tos From: City of Portsmouth (Maint: 64 Tos From: Albemarle County Tos From: Albemarle County Tos From: Albemarle County Tos From: City of Alexandria (Maint: 29) Tos From: City of Alexandria Tos From: City of Alexandria Tos From:	City of Portsmouth	City of Portsmouth	City of Portsmouth	City of Portsmouth	Length AADT QA 4Tire Bus 2Axie Bus Aften Pkwy	Addition Length AADT QA 4Tire Bus 2Axle 3+Axle	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	City of Portsmouth	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail CC	City of Portsmouth (Maint: 64) 0.11 NA NA City of Portsmouth (Maint: 64) 0.11 NA NA NA NA NA NA NA	Albernaric County	City of Portsmouth (Maint: 64) 0.11 SR 239 EASH EAST	Second Control Contr

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+Axle 1Trail 2Trail Factor	K Factor AAWDT (QW
	From:	US 1 Richmond Hwy		
242 Gunston Rd	Fairfax County	0.71 3700 G 97% 2% 1% 0% 0% 0% C 0.098	0.632 3900	G
	To: From:	29-611 Old Colchester Rd		
242 Gunston Rd	Fairfax County		0.602 2700	G
		29-600 Gunston Rd		
Nutley St	Fairfax County	US 29 Lee Highway 0.40 38000 G 99% 0% 0% 0% 0% 0% F 0.078	0.624 41000	G
243 radicy of	Tainax odding		0.024 41000	u
243 Nutley St	Fairfax County	1-66 0.42 28000 G 99% 0% 0% 0% 0% 0% C 0.087	0.541 29000	G
243 (Naticy of	Tainax odding		0.541 25000	a
243) Nutley St	Town of Vienna	ECL Vienna 0.25 28000 G 99% 0% 0% 0% 0% 0% F 0.088	0.513 30000	G
243) Nation St	Town of Victing		0.010 00000	ŭ
243 Nutley St	Town of Vienna	Tapawingo Rd 0.32 26000 G 99% 0% 0% 0% 0% 0% F 0.087	0.550 27000	G
243) Naticy St			0.000 27000	ŭ
243 Nutley St	Town of Vienna	153-6648 Courthouse Rd 0.31 18000 G 99% 0% 0% 0% 0% 0% F 0.082	0.774 20000	G
243) Nuticy St	Tox	SR 123 Maple Ave	0.774 20000	a
North	From:	SR 243 TO RT 66 EAST		
243)Ramp	Fairfax County		4400	G
	Tox	I-66-E062X FROM RT 243 NORTH		
North	From:	SR 243; 29-2087 TO RT 66 WEST		
(243) Ramp	Fairfax County		10000	G
	To:	I-66-W062X FROM RT 243 NORTH		
South	Fairfax County	SR 243 TO RT 66 EAST 0.13 5200 G 0.076	5200	G
243) Ramp	Famax County	I-66-E062X FROM RT 243 SOUTH	5200	G
South	From:	SR 243 TO RT 66 WEST		
243) Ramp	Fairfax County	0.11 NA NA	NA	
\smile	To	29-99021- P FROM COMMUTER LOT		
South	From:		4400	_
243 Ramp	Fairfax County	0.07 4400 G 0.091 5-W062X FROM RT 243 SOUTH & METRO C	4400	G
	From:	SR 236 Little River Tpke		_
244) Columbia Pike	Fairfax County		0.577 30000	G
	To	29-711 Gallows Rd		
244) Columbia Pike	From: Fairfax County		0.617 30000	G
	To	29-613 Sleepy Hollow Rd		
244) Columbia Pike	Fairfax County		0.569 30000	G
	To	29-613 Lincolnia Rd		
244) Columbia Pike	Fairfax County		0.622 25000	G
244) 5513512	Tox	29-620 Braddock Rd	5.522 25000	~

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

Devite	Lord and all and	1	107 01	4.7	D		Tru	ck		00	K	01/	Dir	A AVAIDT	
Route	Jurisdiction	Length A		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Columbia Pika	Foirfay County		Braddock Rd 2000 G	98%	1%	0%	09/	n º/	0%	С	0.083	F	0.622	34000	(
Columbia Pike	Fairfax County			90%	170	U%	0%	0%	0%	C	0.083	Г	0.622	34000	
244) Columbia Pike	Fairfax County		eesburg Pike 9000 G	97%	2%	1%	0%	0%	0%	F	0.085	F	0.626	31000	(
244 Columbia Pike	Taillax County		County Line	9170	270	170	0%	070	076	г	0.065	Г	0.020	31000	,
	From:		enance Boundary	7											_
244 Columbia Pike	Arlington County		9400 N	97%	2%	1%	0%	0%	0%	Ν	0.114	Ν	0.781	9900	ı
<u> </u>	Τσ.	SR 27; I	Pentagon Rd												
	From:		Old Tavern	000/	00/	10/	201	40/	00/	_	0.400	_	0.000	0400	
Old Tavern Rd	Fauquier County	2.05 3	8000 G	98%	0%	1%	0%	1%	0%	С	0.120	F	0.806	3100	(
	To: From:		I-66												_
245 Old Tavern Rd	Fauquier County	0.95 3	3400 G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.568	3500	(
	To: From:		The Plains												
245 Fauquier Ave	Town of The Plains (Maint: 30)		8400 N	98%	0%	1%	0%	1%	0%	N	0.087	Ν	0.568	3500	1
<u> </u>	10:		The Plains												
Dame	From:	SR 245 I-66-E031		RT 66							0.400	F		1000	
245 Ramp	Fauquier County	0.16 1 66-E FROM RT 24:	1300 G	NORTH		_					0.126	Г		1300	(
	From:		Old Tavern Rd	NORTH											_
245)Ramp	Fauquier County		130 F								0.891	Α		70	
243)	Τα:	I-6	6 West												
	From:	US 460 I	Poindexter St												
246 Liberty St	City of Chesapeake	0.39 6	800 F	97%	0%	1%	0%	1%	0%	С	0.092	F	0.604	7300	ı
	To:	Latha	am Street			— —									
246 Liberty St	City of Chesapeake	0.37 4	200 F	97%	0%	1%	0%	1%	0%	F	0.091	F	0.568	4500	ı
	To:	SR 168 Ca	ampostella Rd												
	From:		Hampton Blvd												
247) 26th St	City of Norfolk		1100 G	97%	1%	1%	1%	1%	0%	F	0.109	F		4400	(
\smile	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 12	2000 G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.566	13000	(
	To: From:		onial Ave												
247) 26th St	City of Norfolk	_	3700 G	97%	1%	1%	1%	1%	0%	F	0.110	F		9200	(
\smile	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 17	7000 G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.618	18000	(
	To: From:		ellyn Ave												
247) 26th St	City of Norfolk	-	100 G	97%	1%	1%	1%	1%	0%	F	0.102	F		9700	(
\smile	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 18	8000 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.606	19000	(
	To: From:		icello Ave												
247) 26th St	City of Norfolk Combined Traffic Estimates for 2 Parallel Roadways on		8700 G 8000 G	97% 97%	1% 1%	1%	1%	1% 1%	0%	C F	0.109 NA	F		9200	(
						1%	1%		0%					19000	

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	QI
	From:		Church St													
247) 26th St	City of Norfolk	0.21	8000	G	97%	1%	1%	1%	1%	0%	F	0.107	F		8500	(
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	(
	To: From:		27th St				<u> </u>									_
Lafayette Blvd	City of Norfolk	1.07	14000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.613	15000	(
L afavorta Divid	To- From		68 Tidewate		070/	10/	10/	00/	00/	00/	С	0.000	F	0.550	17000	(
Lafayette Blvd	City of Norfolk	0.66	16000 esapeake Bl	G	97%	1%	1%	0%	0%	0%	C	0.088	г	0.556	17000	
	From:		afayette Blv													_
Chesapeake Blvd	City of Norfolk	1.34	16000	G	97%	1%	1%	0%	0%	0%	F	0.082	F	0.508	17000	
<u> </u>	To:		4 Sewells Po													
Norview Ave	City of Norfolk	0.29	esapeake Bl	G G	97%	1%	 1%	0%	0%	0%	F	0.083	F	0.537	21000	
247)1101110117110	Table 1	0.20			07.70	1 /0		0 70	070	0 70	•	0.000	·	0.007	21000	
Norview Ave	City of Norfolk	0.61	I-64 23000	G	99%	0%	1%	0%	0%	0%	С	0.084	F	0.538	25000	
147) NOI VIEW AVE	To:		65 Military		33 76	0 70	1/0	0 70	0 70	0 70	O	0.004	•	0.000	23000	
ast	From:		17 TO I-64 I													_
Ramp	City of Norfolk (Maint:		12000	G	99%	1%	0%	0%	0%	0%	С	0.081	F		12000	
<i>")</i>	To:	I-64-E FROM RT 24	47 EAST-NO	ORVIEV	W AVENU	JE										
/est	From:	SR 24	17 TO I-64 I	EAST												
Ramp	City of Norfolk (Maint:	,	6900	G	99%	0%	0%	0%	0%	0%	С	0.077	F		6900	
<u> </u>	To:	I-64-E FROM RT 24				JЕ										
Vest	From:	SR 247 JOHNS				20/	101	00/	00/	00/	_	0.074	_		4400	
Ramp	City of Norfolk (Maint:	64) 0.21 I-64-W FROM RT 24	4100	G	99%	0%	1%	0%	0%	0%	С	0.071	F		4100	
	From:				WAVEN	UE	+									_
247)27th St	City of Norfolk	0.79	37 Hampton 8100	G	97%	1%	1%	1%	1%	0%	С	0.092	F		8600	
2711101	Combined Traffic Estimates for 2 Parallel Road			G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.566	13000	
	To To		lewellyn Av		0.70	1 70		1 70	1 70	0 70	•	0.001	·	0.000	10000	
247) 27th St	From: City of Norfolk	0.77	8900	G	97%	1%	1%	1%	1%	0%	F	0.086	F		9500	
47)=1:11:01	Combined Traffic Estimates for 2 Parallel Road	_	18000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.606	19000	
	To:		R 247 26Th			.,,		.,.	.,.							
	From:		I-64													
New Kent Hwy	New Kent County	0.50	12000	F	98%	0%	1%	0%	0%	0%	F	0.099	F	0.637	13000	
<u> </u>	To. Foor	63-6	13 Dispatch	n Rd			\neg \vdash									
New Kent Hwy	New Kent County	3.81	5300	F	98%	0%	1%	0%	0%	0%	С	0.094	F		5400	
<u> </u>	To:	63-612 Tu	ınstall Rd; A	Airport R	2d		\neg \vdash									
New Kent Hwy	New Kent County	2.30	2900	F	98%	0%	1%	0%	0%	0%	F	0.106	F	0.556	2900	
\smile	To-	SR	106 Talleys	ville			\neg \vdash									
New Kent Hwy	New Kent County	3.78	2000	F	98%	0%	1%	1%	1%	0%	С	0.112	F	0.543	2000	
	To	SR 1	55 Carys Co	orner												

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	Q۱
	From:	SR 155 Carys Corner	200/	00/	10/	10/	40/	201	_	0.110	_	0.700	2222	_
New Kent Hwy	New Kent County	5.04 2900 F	98%	0%	1%	1%	1%	0%	F	0.119	F	0.728	3000	F
	To: From:	63-626 Paige Rd	200/	20/		101	10/	00/		0.400		0.544	1000	
New Kent Hwy	New Kent County	3.00 1600 F SR 30 & 33 Angel View Cho	98%	0%	1%	1%	1%	0%	F	0.102	F	0.541	1600	F
M1	From:		urcii											
<u>Vest</u> ₂₄₉)Ramp	New Kent County	SR 249 TO I-64 West 0.21 3200 G	98%	1%	1%	0%	1%	0%	С	NA			3200	(
249)	To:	I-64-W From 249 West	0070	.,,		0,0	. , 0	0,0	Ū				0200	
	From:	West Virginia State Line	:											
250 Highland Turnpike	Highland County	8.02 350 G	90%	0%	2%	2%	5%	0%	F	0.12	F	0.747	360	(
~	- To 45	-640 Blue Grass Valley Rd; Mead	lowdale Rd		—									
Highland Turnpike	Highland County	5.34 420 G	90%	0%	2%	2%	5%	0%	F	0.13	F	0.754	440	(
<u></u>	To	WCL Monterey												
250	Town of Monterey (Maint: 45)	0.40 420 N	90%	0%	2%	2%	5%	0%	Ν	0.13	Ν	0.754	440	-
	To	US 220 Monterey												
250	Town of Monterey (Maint: 45)	0.18 1000 N	90%	0%	2%	2%	5%	0%	Ν	0.095	Ν	0.636	1100	
	To	ECL Monterey												
Highland Turnpike	Highland County	9.56 1000 G	90%	0%	2%	2%	5%	0%	С	0.095	F	0.636	1100	(
	To	45-678 Bullpasture River F	Rd											
Highland Turnpike	Highland County	8.95 990 G	90%	0%	2%	2%	5%	0%	F	0.096	F	0.505	1000	(
	Тох	Augusta County Line												
Liantes Manustain Linn	From:	Highland County Line	0.40/	10/	10/	10/	40/	00/	0	0.000	_	0.504	000	
Hankey Mountain Hwy	Augusta County	6.50 850 G	94%	1%	1%	1%	4%	0%	С	0.093	F	0.581	890	(
V I I and an Manual de I I I I I I I I I I I I I I I I I I	From	07-629 Deerfield Valley R		40/	10/	00/	40/	00/		0.000		0.700	0000	
Hankey Mountain Hwy	Augusta County	6.86 2100 G	96%	1%	1%	0%	1%	0%	F	0.098	F	0.720	2200	(
~~	To: From:	07-736 Jennings Gap Rd		10/		201	10/	00/		0.004		0.704	2222	
Hankey Mountain Hwy	Augusta County	3.16 2500 G	96%	1%	1%	0%	1%	0%	С	0.094	F	0.701	2600	(
~	To: From:	SR 42 Scenic Hwy	2==/											
250 (42)	Augusta County	0.47 5200 G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.58	5500	(
~~	To: From:	SR 42 Buffalo Gap Hwy												
Churchville Ave	Augusta County	3.45 6500 G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.661	6900	(
<u></u>	To: From:	07-732 Franks Mill Rd												
Churchville Ave	Augusta County	1.48 6900 G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.672	7200	(
~	To: From:	WCL Staunton												
Churchville Ave	City of Staunton	0.04 6900 N	97%	1%	1%	0%	1%	0%	Ν	0.097	Ν	0.672	7200	1
	To: From:	SR 262 Woodrow Wilson Pl	cwy											
Churchville Ave	City of Staunton	0.79 4100 G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.501	4400	(
<i></i>	Tα	Englewood Dr Near Hevene	r St											

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	. QI
	From:	Englewood	d Dr Near F	Hevener S	St											
Churchville Ave	City of Staun		6900	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.546	7300	G
	т		Grubert Ave	2												
Churchville Ave	From: L City of Staun		8300	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.54	8800	C
250) Oriaronville 7.ve	only of older				0070	1 /0	1 70	0 70	0 /0	0 70	•	0.000	•	0.04	0000	
~~	From:		hornrose Av								_		_			
Churchville Ave	City of Staun		9800	G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.554	10000	(
Bus	From:		Augusta St nurchville A													
~~ ~~	L City of Staun		9800	N	99%	0%	1%	0%	0%	0%	Ν	0.09	Ν	0.554	10000	1
50 (11) Augusta St	To:	US 250 Par				0 70		0 70	0 70	0 70	11	0.03	11	0.554	10000	•
Bus	From:		Par; Sunny		31											
50 11 Augusta St	City of Staun		4900	G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.621	5300	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	6000	G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	6300	(
	- F							-,-			_		-		-	
Bus	From:	SR	254 Beverly	y St												
50 11 Augusta St	City of Staun	ton 0.07	6200	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.723	6500	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	7400	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7800	(
	To:		Johnson St													
Bus	From:		Augusta St													
50 $\left\{\begin{array}{c}1\\1\end{array}\right\}$ Johnson St	City of Staun	ton 0.06	11000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.568	12000	
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	To:		250 Par, Ne													
Bus	From:		S 250 P Nev								_		_			
50 $\{11\}$ Johnson St	City of Staun		12000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.507	13000	(
~ ~	To:		S 11, SR 25													
50 (11) Greenville Ave	City of Stoup		SR 254 NE 16000	G	98%	0%	1%	0%	0%	09/	_	0.000	F	0.547	17000	(
50 (11) Greenville Ave	City of Staun	ton 0.07	10000	G	90%	076	1 70	0%	070	0%	Г	0.089	Г	0.547	17000	,
~	To: From:		REENVILI													
Richmond Rd	City of Staun	ton 0.75	10000	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.526	11000	(
<i>~</i>	Tα		Statler Blvd	1												
Richmond Rd	City of Staun		24000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.512	25000	(
30)	To:		Frontier Dr													
	From:		Frontier Rd	l												
Richmond Rd	City of Staun	ton 0.44	27000	G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.518	29000	(
<i>~</i>	To	F	CL Staunto	nn.												
50 Jefferson Hwy	From: L Augusta Cou		35000	G G	99%	0%	0%	0%	0%	0%	F	0.092	Ν	0.518	35000	(
50) • • • • • • • • • • • • • • • • • • •	riagasia esa				0070	0 70		0,70	0 70	0 / 0	•	0.00=		0.0.0	00000	
~	To: From:		I-81													
Jefferson Hwy	Augusta Cou	inty 2.51	17000	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.535	19000	(
~	To:	07-13	16 Idlewood	d Blvd												
Jefferson Hwy	Augusta Cou		15000	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.552	16000	(
· · · · · · · · · · · · · · · · · · ·			Timber - C													
Jefferson Hwy	Front L Augusta Cou		Tinkling Sp 18000	oring Rd A	99%	0%	0%	0%	0%	0%	С	0.106	Α	0.523	19000	/
/ lottorcon Luni																

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 (QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	WCL Waynesboro	0			017.000				. 45151		. 4010.		
250 Main St	City of Waynesboro	0.84 18000	G 99%	0%	0%	0%	0%	0%	F	0.087	F	0.527	19000	G
<i></i>	To:	Carman Ave												
250 Main St	City of Waynesboro		G 99%	0%	0%	0%	0%	0%	F	0.085	F	0.525	20000	
250)	To	Hopeman Pkwy												
250 Main St	City of Waynesboro		G 99%	0%	0%	0%	0%	0%	F	0.088	F	0.505	12000	(
250)	Tec					-,-	- , -		•		-			
250 Broad St	City of Waynesboro	US 340 Rosser Av. 0.25 13000	G 99%	0%	0%	0%	0%	0%	F	0.090	F	0.864	14000	(
250) Broad St	City of Waynesboro		u 3370	0 70	<u> </u>	0 70	0 70	0 70	•	0.000	•	0.004	14000	`
Durand Ct	City of Wayne all ave	Poplar Ave	000/	00/		00/	00/	00/		0.000		0.554	10000	,
Broad St	City of Waynesboro	0.50 11000	G 99%	0%	0%	0%	0%	0%	F	0.092	F	0.554	12000	(
~~	To: From:	Wayne Ave												
Broad St	City of Waynesboro	0.12 11000	G 99%	0%	0%	0%	0%	0%	F	0.09	F	0.5	12000	(
~	To: From:	Arch Ave												
250 Broad St	City of Waynesboro		G 98%	0%	1%	0%	1%	0%	С	0.09	F	0.511	9200	(
~	To:	US 340 Main St												
250 (340 Main St	City of Waynesboro	US 340 Broad St 0.19 12000	G 97%	0%	1%	0%	1%	0%	С	0.095	F	0.573	12000	(
250 (340) Wall St	City of Waynesbolo			0 76	1 /6	0 /6	1 /0	0 /6	O	0.033	'	0.575	12000	`
Main O	To: From:	US 340 Delphine A		00/		00/	40/	00/	_	0.005	F	0.000	7000	
Main St	City of Waynesboro	1.00 7300	G 97%	0%	1%	0%	1%	0%	С	0.095	г	0.639	7800	(
~~ <u>-</u>	To: From:	Hunter St												
Main St	City of Waynesboro	0.44 7100	G 97%	0%	1%	0%	1%	0%	С	NA			7600	(
~	To: From:	ECL Waynesboro												
250	Augusta County	1.76 6500	G 97%	0%	1%	0%	1%	0%	F	0.105	F	0.644	6800	(
	To- From:	I-64 Afton Mountai	in		<u> </u>									
250	Augusta County	0.23 7800	G 94%	1%	1%	1%	3%	0%	С	0.096	F	0.528	8200	(
<i></i>	To:	Nelson County Lin												
250 Rockfish Gap Trnpk	Nolcon County (Maint: 02)	Augusta County Lir 1.27 7800	N 94%	1%	1%	1%	3%	0%	N	0.096	N	0.528	8200	ı
250 Hocklish Gap Tripk	Nelson County (Maint: 02)			1 70	1 76	170	3%	0%	IN	0.096	IN	0.526	0200	'
~~~ P 1510 T 1	From	SR 6 Afton Mountain		40/		10/	<b>5</b> 0/	201		0.000		0.500	2000	
Rockfish Gap Trnpk	Nelson County (Maint: 02)	0.13 <b>6200</b>	<b>G</b> 93%	1%	1%	1%	5%	0%	С	0.096	F	0.538	6300	(
	To: From:	Albemarle Co Line												
Rockfish Gap Trnpk	Albemarle County	0.32 <b>6200</b>	N 93%	1%	1%	1%	5%	0%	N	0.096	N	0.538	6300	-
~	To: From:	FR-172 Little Rock L	ane											
250 Rockfish Gap Trnpk	Nelson County (Maint: 02)	1.45 <b>6200</b>	N 93%	1%	1%	1%	5%	0%	Ν	0.096	Ν	0.538	6300	1
~	To	SR 151 Critzers Shop	Rd		<u> </u>									
250 Rockfish Gap Trnpk	Nelson County (Maint: 02)		<b>G</b> 97%	1%	1%	1%	1%	0%	С	0.101	F	0.679	6200	(
<i></i>	Toc	FR-852 Bluebird La	ine		<u> </u>									
Rockfish Gap Trnpk	Albemarle County		<b>G</b> 97%	1%	1%	1%	1%	0%	С	0.099	F	0.694	6700	(
230) 13 3 111 51 51	To	I-64 Near Yancey M		. , 0		. , .	. , •	0,0	•	0.000	•	5.55	0.00	`

# 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	QV
Dealifish Con Transl	From:	I-64 Near Yance	_	000/	10/	10/	00/	00/	00/	_	0.100	_	0.500	10000	•
Rockfish Gap Trnpk	Albemarle County	1.69 <b>11000</b>	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.506	12000	G
Rockfish Gap Trnpk	Albemarle County	SR 240 Crozet Ave; 02-635 2.97 <b>9100</b>	Miller So <b>G</b>	chool Rd 98%	1%	1%	0%	0%	0%	F	0.100	F	0.514	9300	G
250 Hockiish Gap Thipk	Albernarie County			30 /0	1 /0	1 /0	0 /6	0 /6	0 /6	•	0.100	'	0.514	9300	G
250 Vy Rd	Albemarle County	SR 240 Three No 3.29 <b>12000</b>	otchd Rd <b>G</b>	98%	1%	1%	0%	0%	0%	С	0.103	F	0.686	12000	G
250 117 114	Albernane obunty			30 70	1 /0	1 70	0 70	0 /0	0 70	O	0.100	'	0.000	12000	u
250 Vy Rd	Albemarle County	02-637 Wood 3.84 <b>13000</b>	ls Rd <b>G</b>	98%	1%	1%	0%	0%	0%	F	0.097	F	0.713	13000	G
230),	To Tax			0070	1 70	. , ,	0 70	070	0,0	·	0.007	•	0.7.10	10000	Ŭ
250 (29) Monacan Trail Rd	Albemarle County	US 29; Bus US 25 1.98 <b>47000</b>	G Ivy Ra	97%	0%	1%	0%	2%	0%	F	0.099	F	0.529	49000	G
250) (29) Monadan mai na	To To			01 70	0 70		070	_,0	070	·	0.000	•	0.020	10000	Ŭ
250 (29) Monacan Trail Rd	City of Charlottesville	WCL Charlotte 0.35 <b>37000</b>	G	97%	0%	1%	0%	2%	0%	F	0.096	F	0.536	39000	G
230) (29)	То-							_,~	• , •	-		-			
250	City of Charlottesville	US 29, Emm 0.32 <b>19000</b>	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.501	21000	G
250	То-	104-3431 Hydra						• , •	• , •	-		-			
250	City of Charlottesville	0.42 <b>37000</b>	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.534	41000	G
250)	To-	Dairy Rd		00,0	0,0		0,70	0 70	0,0		0.000	•	0.00		
250	City of Charlottesville	0.60 <b>35000</b>	В	98%	0%	1%	0%	0%	0%	С	0.103	Α	0.560	38000	Е
	То	Rugby Ave I													
250	City of Charlottesville	0.33 <b>34000</b>	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.535	37000	G
	To:	McIntire R				<u> </u>									
250	City of Charlottesville	0.27 30000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.519	33000	G
<del></del>	To:	Park St													
250	City of Charlottesville	0.26 34000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.531	38000	G
	To:	Locust Av	re .												
Long St	City of Charlottesville	0.49 <b>32000</b>	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.517	36000	G
~	To-	Bus US 250 H	igh St			<u> </u>									
250 20 Long St	City of Charlottesville	0.06 32000	N	98%	0%	1%	0%	0%	0%	Ν	0.083	Ν	0.517	36000	Ν
$\sim$	To	ECL Charlotte	sville			$\neg$ $\vdash$									
250 (20) Richmond Rd	Albemarle County	0.20 <b>52000</b>	G	97%	0%	1%	0%	1%	0%	С	0.091	Ν	0.626	52000	G
~~~	To	SR 20 Stony Po	oint Rd			<u> </u>									
Richmond Rd	Albemarle County	1.79 28000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.626	31000	G
~	To	I-64 East of Charl	ottesville			<u> </u>									
Richmond Rd	Albemarle County	2.01 22000	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.705	23000	G
~	To	SR 22 Louisa	a Rd			<u> </u>									
Richmond Rd	Albemarle County	4.40 5200	G	94%	0%	1%	4%	1%	0%	F	0.107	F	0.759	5300	G
~ <i>_</i>	To	Fluvanna Count	ty Line												

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
~~ <u>`</u>	From:		le County Line												
Richmond Rd	Fluvanna County (Maint: 54)	6.00	3500 G	94%	0%	1%	4%	1%	0%	С	0.095	F	0.616	3600	G
<u></u>	To: From:	US 15 Zio	on Cross Roads												
250 Three Notch Rd	Louisa County	2.72	2900 G	93%	1%	1%	2%	3%	0%	F	0.098	F	0.626	3000	G
<u> </u>	To	54-759	Rollins Lane												
250 Three Notch Rd	Louisa County		2800 G	93%	1%	1%	2%	3%	0%	С	0.103	F	0.599	2800	G
	То	54-650· S	SR 208 Ferncliff												
Three Notch Rd	Louisa County		1300 G	93%	1%	1%	2%	3%	0%	F	0.098	F	0.64	1300	C
230)	To:		a County Line			- i	_,,			-		-			
	From:		County Line												
250 Richmond Rd	Fluvanna County (Maint: 54)	0.71	1100 G	93%	1%	1%	2%	3%	0%	F	0.104	F	0.585	1100	G
~~	To:		nd County Line												
~~ D d O. D.d	From:		a County Line	070/	00/		00/	40/	00/	_	0.4	_	0.044	4000	_
Broad St Rd	Fluvanna County (Maint: 54)		1100 G	97%	0%	1%	0%	1%	0%	F	0.1	F	0.644	1200	G
	From:		nd County Line												
250 Broad Street Rd	Goochland County (Maint: 54)		1100 N	97%	0%	1%	0%	1%	0%	Ν	0.1	Ν	0.644	1200	١
230)=1044 01101111	T-						-,-				• • • • • • • • • • • • • • • • • • • •				-
Droad Street Dd	Goochland County (Maint: 54)		hannon Hill Rd	97%	0%	10/	00/	10/	0%	F	0.114	F	0.507	1000	_
Broad Street Rd	Goodinand County (Maint. 54)	0.29	1500 G	97%	0%	1%	0%	1%	0%	Г	0.114	Г	0.507	1600	C
~	To: From:		intenance Bound			 									
Broad Street Rd	Goochland County	3.23	1500 G	97%	0%	1%	0%	1%	0%	С	0.095	F	0.550	1500	G
	To: From:	37-606 Three Chopt	t Rd; Hadensvill	e-Fife Rd		_									
250 Broad Street Rd	Goochland County	6.80	1200 G	97%	0%	1%	0%	1%	0%	F	0.099	F	0.567	1200	C
~ <i>_</i>	To:		County Line												
	From:		nd County Line							_		_		.=	_
Broad Street Rd	Louisa County (Maint: 37)		2400 G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.744	2500	C
	From:	US 522 Cross Cou	inty Rd; Sandy F Cross County Rd	look Rd											
250 Broad Street Rd	Louisa County (Maint: 37)		1700 G	98%	0%	1%	1%	1%	0%	С	0.098	F	0.580	1700	
250) = 10 110 0 110	To:		nd County Line			Ť	.,.			_		-			
	From:	Louisa	County Line												
250 Broad Street Rd	Goochland County	6.72	2600 G	99%	0%	0%	1%	0%	0%	С	0.107	F	0.737	2700	(
~	Τα	37-670	Cardwell Rd			─ L									
250 Broad Street Rd	Goochland County		5400 G	99%	0%	0%	1%	0%	0%	F	0.101	F	0.708	5600	C
	To	27.621	Manadaia Dal												
250 Broad Street Rd	Goochland County		Manakin Rd	96%	0%	1%	2%	1%	0%	С	0.093	F	0.525	12000	C
250) Broad Street Fid	doodnand county			30 /6	0 /6	1 /0	2 /0	1 /0	0 /6	O	0.033	'	0.525	12000	
~	To: From:		W, Hockett Rd					•	•						
Broad Street Rd	Goochland County	1.47 1	I1000 G	98%	0%	1%	1%	0%	0%	С	0.082	F	0.545	12000	G
	To: From:	S	SR 288												
250 Broad Street Rd	Goochland County	0.28 2	27000 G	99%	0%	0%	0%	0%	0%	F	0.113	F	0.622	27000	G
~	To:	Henrico	County 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	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~~	Fron:	Goochland Coun	_												
250 Broad St	Henrico County	1.60 28000	G	98%	0%	1%	1%	0%	0%	С	0.102	F	0.583	29000	G
~~	To: From:	Lauderdale D				<u> </u>									
250 Broad St	Henrico County	0.54 34000	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.535	36000	(
~~	To: From:	SR 271 Pouncy T													
250 Broad St	Henrico County	0.84 71000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.613	75000	(
~	To: From:	I-64													
250 Broad St	Henrico County	0.75 43000	G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.511	45000	(
~	To- From:	Cox Rd													
250 Broad St	Henrico County	0.81 41000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.515	44000	
~	To: From:	Gaskins R	d												
250 Broad St	Henrico County	0.50 35000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.538	37000	
~	To From:	SR 157 Pemberton Rd;	Springfie	ld Rd											
250 Broad St	Henrico County	1.57 44000	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.577	47000	
~	To	Parham Ro	d			<u> </u>									
250 Broad St	Henrico County	0.72 32000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.524	36000	
	Tot	Hungary Spring	os Rd												
250 Broad St	Henrico County	1.15 36000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.56	40000	
	Tot	I-64													
250 Broad St	Henrico County	0.90 35000	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.649	39000	
	To:	Horsepen R	24												
250 Broad St	Henrico County	1.32 26000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.511	29000	
200)	To	WCL Richmo	and												
250 Broad St	City of Richmond	0.04 29000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.583	33000	
250)	To				.,.		- , -	• , •		-		-			
250 (33) Broad St	City of Richmond	US 33 Staples N 0.79 25000	A A	98%	1%	1%	0%	0%	0%	С	0.117	Α	0.555	28000	
250) (33) 21000 01	The state of the s				1 /0		0 70	0 70	0,0	Ū	0.117	,,	0.000	20000	
250 33 Broad St	City of Richmond	Malvern Av 0.97 24000	G G	98%	1%	1%	0%	0%	0%	F	NA			27000	
250 (33) Broad St	only of Full million			30 /6	1 /0	1 /6	0 76	0 /6	0 /8	'	INA			27000	
Prood St	City of Dichmond	Sheppard S 0.38 24000	G G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.761	27000	
250 (33) Broad St	City of Richmond			90%	1 70	1 70	0%	076	0%	Г	0.067	Г	0.761	27000	
Post of Ot	To: From:	SR 399 Termina		000/	40/		00/	00/	00/		0.000		0.700	07000	
250 33 Broad St	City of Richmond	0.94 24000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.706	27000	
	To Fram	SR 33 Par Harri													
250 33 Broad St	City of Richmond	0.08 26000	G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.503	29000	
~ ~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 36000	G	98%	1%	1%	0%	0%	0%	F	NA			39000	
~~~	To: From:	US 33 Hancoo													
250 Broad St	City of Richmond	0.76 <b>16000</b>	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.618	17000	(
~	To:	2nd St													

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

						T	ruck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle 3+Axl			QC	Factor	QK	Factor	AAWDT	QW
	From:	2nd 5		000/	40/	10/ 00/	00/	00/	_	0.007	_ ا	0.550	10000	
250 Broad St	City of Richmond	0.38 <b>1600</b>		98%	1%	1% 0%	0%	0%	F	0.087	F	0.552	18000	G
250 Broad St	City of Richmond	0.38 <b>210</b> 0		98%	1%	1% 0%	0%	0%	F	0.085	F	0.504	23000	G
250 Broad St	City of Michinoria			30 /6	1 /0	176 076	0 70	0 /6	'	0.003	'	0.504	23000	ч
250 Broad St	City of Richmond	0.29 <b>260</b> 0		98%	1%	1% 0%	0%	0%	F	0.088	F	0.843	29000	G
250) 27040 01	Try				1 70		0 70	0,0	•	0.000	•	0.010	20000	Ğ
250 Broad St	City of Richmond	US 360 1 0.20 <b>1400</b>		98%	1%	1% 0%	0%	0%	F	0.085	F	0.515	16000	G
230)	To	US 60, 2							-		-			
250 Broad St	City of Richmond	0.13 <b>750</b>		98%	1%	1% 0%	0%	0%	F	0.094	F	0.548	7900	G
230)	To:	23rd												
	From:	Ramps US 250 E060A	; US 250 V	W060A										
Ramp to I-81 S at Exit 222	Augusta County	0.06 <b>NA</b>				<u>_</u>				NA			NA	
<del>~</del>	To:	I-81												
250 Ramp to I-81 N at Exit 222	From:	US 25								0.106	_		4400	_
Plamp to 1-81 N at Exit 222	Augusta County	0.34 <b>440</b>								0.106	F		4400	G
	From:	US 250 TO I-64 V		ACT										
250 Ramp	Augusta County	0.13 <b>450</b>		131						0.115	F		4500	G
	To:	US 250- 73B TO RT 6	4 WEST &	FAST										
250 Ramp	Augusta County	0.12 <b>260</b>		C E/IOI						0.094	F		2600	G
	Tα	I-64-W FROM RT 25	0WEST &	EAST										
~~~	From:	US 250- 73A TO I-64		EAST										
250 Ramp	Augusta County	0.24 190								0.172	F		1900	G
	I	I-64-E FROM US 25												
250 Ramp	Albemarle County	US 250-E081A US 250- 0.18 420		OM RT 2						0.181	F		4200	G
250 (Hallip	To:	I-64-E FROM US 25		EAST						0.101	'		4200	ч
	From:	US 250-E081B US 250-												
250 Ramp	Albemarle County	0.19 160								0.11	F		1600	G
~ <u></u>	Тох	I-64-W FROM US 25	0WEST &	EAST										
~~~	From:	US 250 Rich												
250 Ramp	Albemarle County	0.16 <b>690</b>								0.147	Α		7900	Α
	100	I-64 W												
250 Ramp	Albemarle County	US 250 Rich 0.17 <b>380</b>								0.150	Α		3900	Α
250) (1411)	Tar	I-64 E								0.150	^		5300	^
	From:	US 250-E154A US 250-		OM RT 2		<u> </u>								
250 Ramp	Henrico County	0.11 1800		98%	0%	1% 0%	1%	0%	С	NA			18000	G
~ <i>/</i>	To:	I-64-E FROM US 2	50 West &	East										

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

Route	Jurisdiction	Length AADT		Dua	Tru 2Axle 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
(250) Ramp	City of Richmond (Maint: 43)	US 250-W166A FROM 0.04 NA							NA			NA	
250 Ramp	City of Richmond (Maint: 43)	US 250- 166B TO ROUTE 0.03 NA I-95-S FROM ROUT							NA			NA	
(250) Ramp	City of Richmond (Maint: 43)	US 250- 166A TO ROUTE 0.22 <b>12000</b> I-95-N FROM ROUTE 250-B	G						0.098	F		12000	G
East (250) Ramp toward I-81 S at Exit 222	From: Augusta County Tα	US 250 E 0.04 <b>NA</b> I-81 S							NA			NA	
East (250) Ramp	Albemarle County	US 250 TO I-64 E 0.05 <b>1700</b> US 250-W081A US 250- 81.	G						0.169	F		1700	G
East (250) Ramp	Albemarle County	US 250 I-64-W107A FROM 0.03 <b>130</b> US 250- 81B US 250-W081	G						0.149	F		130	G
East 250 Ramp	Henrico County	US 250 TO I-64 I 0.22 <b>15000</b> US 250-W154A US 250- 154	<b>G</b> 98%	0%	0% 0%	1%	0%	С	0.098	F		15000	G
East (250) Ramp	Henrico County	US 250 TO I-64 V 0.12 <b>6100</b> I-64-W FROM US 2:	<b>G</b> 98%	0%	1% 0%	1%	0%	С	0.096	F		6100	G
East 250 Ramp	City of Richmond (Maint: 43)	US 250 TO ROUT 0.13 <b>NA</b> US 250-W166A FROM							NA			NA	
West 250 Ramp toward I-81 S at Exit 222	Augusta County  Tα	US 250 W 0.03 <b>NA</b> I-81 S							NA			NA	
West 250 Ramp	From:Albemarle County	US 250 I-64-E107A FROM 0.03 <b>2500</b> US 250-E081A US 250- 81A	G						0.189	F		2500	G
West 250 Ramp	Albemarle County	US 250 TO I-64 W 0.04 <b>1500</b> US 250- 81B US 250-E081B	G						0.112	F		1500	G
West 250 Ramp	Henrico County	US 250 TO I-64 I 0.17 <b>3400</b> US 250-E154A US 250- 154	<b>G</b> 98%	0%	1% 0%	0%	0%	С	NA			3400	G
West 250 Ramp	Henrico County	US 250 TO I-64 V 0.22 <b>5000</b> I-64-W FROM US 2:	Vest 97%	1%	1% 0%	0%	0%	С	NA			5000	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	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
/est	Honrico County	US 25 0,23	0 TO I-64 V									0.165	F		4400	G
50 Ramp	Henrico County	I-64-W FROM US	250-BROA	G D STRI	FETWEST	-						0.165	г		4400	G
est	From:		50 TO I-64 E		ELI WEST	•										
Ramp	Henrico County	0.16	3600	G								0.155	F		3600	C
***************************************	To:	I-64-E183X FROM	US 250-BR	OAD S	TREETW	E										
est	From:		0 TO ROU	ΓE 95												
Ramp	City of Richmond (Maint: 4		NA									NA			NA	
~	100	US 250-E166A U			M ROUT											
Bus 11 New St	City of Staunton	0.36	nurchville Av	ve <b>G</b>	99%	0%	1%	0%	0%	0%	С	0.135	F		1100	(
30) (11) New St	Combined Traffic Estimates for 2 Parallel Roadwa			G	99%	0%	1%		0%	0%	C	0.101	F	0.516	6300	,
	To				0070	0 70		070	0 70	0 70	Ü	0.101	•	0.010	0000	
Bus	From:		Frederick St					221			_		_			
0 11 New St	City of Staunton	0.17	1200	G	99%	0%	1%	0%	0%	0%	F	0.13	F	0.574	1300	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	7400 Johnson St	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7800	(
_	From:	TT	S 29, US 25	.0												
s 0 ∫lvy Rd	Albemarle County	0.61	12000	G	98%	0%	0%	0%	0%	0%	С	0.096	F	0.675	13000	
	To		L Charlottes													
JS Jan Dd	From:				000/	00/		00/	00/	00/	_	0.070	_	0.501	10000	
lvy Rd	City of Charlottesville	0.50	12000	G	98%	0%	0%	0%	0%	0%	Г	0.076	Г	0.521	12000	
s	To: From:	Bus	US 29 Emm	et St												
University Ave	City of Charlottesville	0.28	12000	G	97%	0%	2%	0%	0%	0%	F	0.071	F	0.502	13000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	17000	G	97%	0%	2%	0%	0%	0%	F	NA			18000	
IS	To: From:	Bus 1 U	JS 250P, Ru	gby Rd												
University Ave	City of Charlottesville	0.12	12000	G	97%	0%	2%	0%	0%	0%	F	0.068	F	0.51	13000	
<u>ک</u>	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	17000	G	97%	0%	2%	0%	0%	0%	F	NA			18000	
	To- From	(	Chancellor S	t												
University Ave	City of Charlottesville	0.19	12000	G	97%	0%	2%	0%	0%	0%	F	0.068	F	0.513	12000	
50 Seriiv Grondy 7 110	Combined Traffic Estimates for 2 Parallel Roadwa			G	97%	0%	2%	0%	0%	0%	F	NA	·	0.010	17000	
	To		O RR Cross				`_			* / *						
S Main Ch	From:				000/	00/	10′	00/	00/	00/		0.070	_	0.500	10000	
Main St	City of Charlottesville	0.09	12000	G	99%	0% 0%	1%	0% 0%	0% 0%	0% 0%	F	0.072	F	0.502	13000	
	Combined Traffic Estimates for 2 Parallel Roadwa			G	99%	0%	1%	0%	0%	0%	r	NA			18000	•
IS	To: From:	Jeff	erson Park A	Ave												
Main St	City of Charlottesville	0.73	12000	G	97%	0%	2%	0%	0%	0%	С	0.080	F	0.622	13000	
~	Combined Traffic Estimates for 2 Parallel Roadwa	-		G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.584	34000	(
	To:		McIntire 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	Q١
Bus	From:		Main St													
McIntire Rd	City of Charlottesville	0.22	22000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.513	24000	G
~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	27000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	29000	C
Bus	Too From:	104-340	5, Bus US	250 Par												
McIntire Rd	City of Charlottesville	0.03	22000	N	99%	0%	1%	0%	0%	0%	Ν	0.082	Ν	0.513	24000	١
	To: From:	I	Preston Ave	e												
Market St	City of Charlottesville	0.53	9000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.606	9600	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	15000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	16000	(
	Τα		9th St; Av	on St												
US OUT OF	From:		Market St		000/	00/	40/	00/	00/	00/	F	0.000	_	0.500	4 4000	
50 20 9th St	City of Charlottesville	0.12	13000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	14000	
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA High St									NA			NA	
us	From:		SR 20 9th S	lt.												_
(20) High St	City of Charlottesville	0.23	9400	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	10000	
	To		11th St													
us	From:				000/	00/	40/	00/	00/	00/	_	0.000	_	0.040	0.400	
(20) High St	City of Charlottesville	0.21	8900	G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.646	9400	
us	To: From:	G	Gillespie Av	'e												
50 20 High St	City of Charlottesville	0.45	18000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	19000	
	To:		Long St													
us	From:	U	niversity A	ve												_
Rugby Rd	City of Charlottesville	0.38	4600	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.608	4800	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	27000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	29000	
	To:		Grady Ave	:												
US Crady Ava	City of Charlottesville	0.57	Rugby Rd 4600	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.511	4900	
Grady Ave	•			G		0% 0%		0% 0%			F		Г	0.511		
	Combined Traffic Estimates for 2 Parallel Roadways		16000 Preston Ave	-	97%	0%	2%	0%	0%	0%	Г	NA			17000	
us	From:		Grady Ave													_
Preston Ave	City of Charlottesville	0.51	20000	G	98%	0%	1%	0%	0%	0%	С	0.09	F	0.556	21000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	32000	G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.584	34000	
	To		Market St													
us Bus	From:				000/	00/	40/	00/	00/	00/		0.000		0.540	0.4000	
McIntire Rd	City of Charlottesville	0.03	22000	N	99%	0%	1%	0%	0%	0%	N	0.082	N	0.513	24000	
JS	To: From:	<u>I</u>	Preston Ave	e												_
High St	City of Charlottesville	0.54	6300	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.602	6700	
P	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	15000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	16000	
	To:		9th St													
	From:	81-77	0 Turnpike	Road												
51 Collierstown Rd	Rockbridge County	4.43	840	G	96%	0%	1%	2%	2%	0%	F	0.099	F	0.725	880	
	To:	8	1-675 Mura	at												

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

Davida	11 - 00	1 0	4457	O4 4T			Tru	ıck		00	K	01/	Dir	A A \ A \ D T	_
Route	Jurisdictio	on Lengtn	AADT	<b>QA</b> 4Ti	re Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	G
	From:		1-675 Murat												
Collierstown Rd	Rockbridge C	County 3.85	1900	<b>G</b> 96°	% 0%	1%	2%	2%	0%	С	0.093	F	0.714	1900	
	To: From:		South of Lexi												_
51 Thornhill Rd	Rockbridge C	County 1.05	3300	<b>G</b> 969	% 0%	1%	2%	2%	0%	F	0.095	F	0.682	3500	
	Tor. From:		CL Lexington												_
51) Thornhill Rd	City of Lexin	gton 0.38	5200	<b>G</b> 97	% 0%	1%	1%	1%	0%	С	0.098	F	0.663	5500	
<u> </u>	To: From:	1	Link Rd Thornhill Rd												_
51)Link Rd	City of Lexin		4500	<b>G</b> 97	% 0%	1%	1%	1%	0%	F	0.093	F	0.639	4800	
31)	To:	:	Main St	-											
	From:	SR 39	Maury River I	Road											_
Brownsburg Turnpike	Rockbridge C		490	<b>G</b> 94°	% 0%	2%	3%	0%	0%	F	0.096	F	0.54	520	
	To:	81-7	722 Rocky Lat	ne											
52)Brownsburg Turnpike	Rockbridge C		260	<b>G</b> 94	% 0%	2%	3%	0%	0%	С	0.123	F	0.529	270	
	To:		usta County Li												
	From:	·	ridge County												
52 Middlebrook Rd	Augusta Cor	unty 0.69	120	<b>G</b> 98°	% 0%	1%	0%	1%	0%	F	0.118	F	0.643	120	
	To:		0 N, Newport												_
Middlebrook Rd	Augusta Co	unty 2.54	260	<b>G</b> 98°	% 0%	1%	0%	1%	0%	F	0.115	F	0.586	270	
	<u>To:</u> From:		82 McKinley	Rd		<u> </u>									_
52 Middlebrook Rd	Augusta Co	unty 4.50	380	<b>G</b> 98°	% 0%	1%	0%	1%	0%	С	0.104	F	0.65	400	
<u></u>	From	07-670	Cherry Grove	e Rd											
Middlebrook Rd	Augusta Co	unty 7.52	1300	<b>G</b> 989	% 0%	1%	1%	0%	0%	С	0.107	F	0.647	1300	
<i></i>		07-693 N	N, Stingy Hall	ow Rd		_									
52 Middlebrook Rd	Augusta Co		2700	<b>G</b> 98°	% 0%	1%	1%	0%	0%	F	0.097	F	0.670	2800	
	Ta		SR 262												
52 Middlebrook Ave	Augusta Col	unty 0.15	3000	<b>G</b> 98°	% 1%	1%	1%	0%	0%	С	0.114	F	0.526	3200	
<del></del>	To	<u> </u>	CL Staunton												
52) Middlebrook Ave	City of Stau		3000	<b>G</b> 98°	% 1%	1%	1%	0%	0%	С	0.114	F	0.526	3200	
			Bridge St												
52) Middlebrook Ave	From: City of Staui	nton 0.60	2600	<b>G</b> 98°	% 1%	1%	1%	0%	0%	F	0.097	F	0.580	2800	
32)	To:		Lewis Street		, , , , ,	Ť		• , •							
	From:		Lewis St												
52 254 Beverly St	City of Staur		3100	<b>G</b> 98°		1%	0%	1%	0%	F	0.085	F		3300	
	Combined Traffic Estimates for 2 Parallel		6000	<b>G</b> 98°	% 0%	1%	0%	0%	0%	F	0.086	F	0.501	6400	
	10:		ugusta St; Joh			<u> </u>									_
Dark Damidster Dit	From		S 11 S Main S		2/ 001	10/	00/	10/	00/	_	N. A			00000	
Port Republic Rd	City of Harriso	onburg 0.48	24000	<b>G</b> 97°	% 0%	1%	0%	1%	0%	С	NA			26000	
	To:		I-81												
Port Republic Rd	City of Harriso		25000	<b>G</b> 97°	% 0%	1%	0%	1%	0%	F	0.087	F	0.549	26000	
253 Fort Republic No.	Only of Hamso		ach Grove Ave		70 U%	1%	U%	170	U%	Г	0.067	Г	0.549	26	JUU

# 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	Q\
Dark Damulalia Dal	From:		Grove Ave	070/	00/	10/	00/	10/	00/	_	0.000	_	0.507	0100	
Port Republic Rd	City of Harrisonburg		8500 G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.587	9100	G
- Dort Donublic Dd	Poolsinghow County		Harrisonburg 1000 G	98%	0%	10/	10/	0%	00/	F	0.094	F	0.507	10000	_
Port Republic Rd	Rockingham County				0%	1%	1%	0%	0%	Г	0.094	Г	0.587	12000	C
Port Popullio Dd	Poolsingham County		oir St; Greendaile		0%	10/	10/	0%	00/	F	0.006	F	0.670	12000	(
Port Republic Rd	Rockingham County	1.43 <b>1</b>	2000 G	98%	0%	1%	1%	0%	0%	r	0.096	г	0.670	13000	(
Dank Dansublia Dal	From:	Urban Boundary;			00/	10/	10/	00/	00/		0.007		0.701	0000	
Port Republic Rd	Rockingham County	0.89	5800 G	98%	0%	1%	1%	0%	0%	F	0.097	F	0.701	6000	(
	Too From:		Oak Ridge Rd	2221		$\Box$						_	. =		
Port Republic Rd	Rockingham County	0.96	5300 G	98%	0%	1%	1%	0%	0%	F	0.096	F	0.701	5500	(
	To- From:		Cross Keys Rd												
Port Republic Rd	Rockingham County	0.33	5300 G	98%	0%	1%	1%	0%	0%	С	0.098	F	0.699	5500	(
<u> </u>	To: From:	82-708 C	Goods Mill Rd			$\Box$ $\vdash$									
253) Port Republic Rd	Rockingham County	4.28	5100 G	98%	0%	1%	1%	0%	0%	F	0.099	F	0.696	5300	(
$\stackrel{\smile}{=}$	To- From:	S	SR 331												
Port Republic Rd	Rockingham County	0.22	5100 G	98%	0%	1%	1%	0%	0%	F	0.101	F	0.662	5400	(
$\overline{}$	To- From:	82-655	Lawyer Rd												
253) Port Republic Rd	Rockingham County	0.76	5200 G	98%	0%	1%	1%	0%	0%	F	0.099	F	0.638	5500	(
$\smile$	To	82-160	3 Lower Rd			$\neg$ $\vdash$									
253) Port Republic Rd	Rockingham County		3000 G	98%	0%	1%	1%	0%	0%	F	0.104	F	0.608	3100	(
	То:	US 340 I	East Side Hwy												
	From:	SR 42 Bu	ffalo Gap Hwy												
Parkersburg Turnpike	Augusta County	2.66	3500 G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.647	3600	(
<u> </u>	To- From:	07-876	Swoope Rd			$\Box$									
254) Parkersburg Turnpike	Augusta County	4.37	4400 G	97%	1%	1%	0%	1%	0%	С	0.097	F	0.717	4700	(
$\smile$	To- From:	S	SR 262			$\neg$ $\vdash$									
254) Beverly St	City of Staunton	0.97	8000 G	98%	1%	1%	0%	1%	0%	С	0.106	F	0.525	8500	(
<u> </u>	To. Econo	Gr	ubert St												
254) Beverly St	City of Staunton	0.69	7900 G	98%	1%	1%	0%	1%	0%	F	0.091	F	0.559	8300	(
<u> </u>	To	Thor	nrose Ave			_									
254) Beverly St	City of Staunton		5400 G	98%	1%	1%	0%	1%	0%	F	0.092	F	0.510	5800	(
	To	Free	derick St			<u> </u>									
254)Beverly St	City of Staunton		4900 G	98%	1%	1%	0%	1%	0%	F	0.086	F	0.607	5200	(
•	Та		P Jefferson St			<u> </u>									
254) Beverly St	City of Staunton		3300 G	98%	1%	1%	0%	1%	0%	F	0.095	F		3500	(
201)	Combined Traffic Estimates for 2 Parallel Roadway		5600 G	98%	0%	1%	0%	0%	0%	F	NA	٠		5900	(
	To:		ewis St						- / -	-					

# 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		QK		AAWDT	QV
From:		Lewis St													
City of Staunton	0.11	3100	G	98%	1%	1%	0%	1%	0%	F	0.085	F		3300	G
Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	6000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.501	6400	C
To	US	250 Augusta	a St												
City of Staunton	0.06	3100	N	98%	1%	1%	0%	1%	0%	Ν	0.085	Ν		3300	١
Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	5700	N	98%	0%	1%	0%	0%	0%	Ν	NA			6100	١
To	US	250 P New	St												
City of Staunton	0.16	2200	G	98%	1%	1%	0%	1%	0%	F	0.118	F		2300	(
Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	4800	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.516	5100	(
To:															
City of Chauston				000/	10/	10/	00/	10/	00/	_	0.400	_	0.500	F700	(
City of Staunton					1%	1%	0%	1%	0%	г	0.103	г	0.589	5700	(
From:						-									
City of Staunton	0.68	2600	G	97%	0%	1%	0%	1%	0%	С	0.109	F	0.579	2700	(
To	IIC 1	1 Commerce	o Dd			—									
From: City of Staunton				97%	0%	0%	2%	0%	0%	С	0.106	F	0.578	1300	(
To.							_,-	- , -	-,-			-			
Augusta County				0/1%	Nº/-	2%	20/-	10/	<b>∩</b> º/₋	C	0.097	F	0.688	1500	(
Augusta County					0 76		2 /0	1 /0	0 76	O	0.037	'	0.000	1300	`
A				•	00/	10/	10/	10/	00/		0.101		0.500	F 400	
Augusta County	3.92	5200	G	97%	0%	1%	1%	1%	0%	г	0.101	г	0.588	5400	(
To:															
Augusta County	3.45	4600	G	97%	0%	1%	1%	1%	0%	С	0.104	F	0.53	4800	(
To: From:	07-640 C	old White B	ridge Rd												
Augusta County	0.93	4300	G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.512	4500	(
To- From:	WC	L Waynesb	oro			$\neg$ $\vdash$									
City of Waynesboro	1.19	5900	G	97%	0%	1%	1%	1%	0%	С	NA			6300	(
To:	Но	oneman Pkw	/V												
City of Waynesboro		5500	G	98%	0%	1%	0%	0%	0%	С	0.103	F	0.637	5800	(
To		Vina Ava													
City of Waynesboro	0.30		G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.543	11000	(
any of Waynessore	0.00			0070	0 70		0 70	0 /0	0 70	J	0.004	•	0.040	11000	•
City of Movement	0.07			000/	00/	10/	00/	00/	00/		0.117		0.000	2400	(
City of waynesboro	0.07		G	96%	0%	1%	0%	0%	0%	Г	0.117	Г	0.606	3400	,
			~												
City of Characters				079/	10/	10/	00/	00/	00/	C	0.100	г	0.700	1400	
City of Staunton  Combined Traffic Estimates for Parallel Road		1300 NA	G	91%	1%	1%	υ%	U%	0%	U	0.100 NA	Г	0.723	1400 NA	(
	City of Staunton Combined Traffic Estimates for 2 Parallel Road  City of Staunton Combined Traffic Estimates for 2 Parallel Road  City of Staunton Combined Traffic Estimates for 2 Parallel Road  Tro  From  City of Staunton  City of Staunton  City of Staunton  City of Staunton  City of Staunton  To  From  City of Staunton  To  From  Augusta County  Augusta County  Augusta County  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord  City of Waynesbord	City of Staunton 0.11 Combined Traffic Estimates for 2 Parallel Roadways on this Route:    Table   US	City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton  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Augusta   Augusta   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta Country   Augusta	Length   AADT   QA   4Thre   Bus   2AAxte   3AAxte   City of Staunton   O.11   13100   G   98%   1%   0%   0%   0%   0%   0%   0%   0	Section   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care 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  Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care	City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   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City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Staunton   City of Sta	Marcial Combined Figure   Marcial Combined Figure   Marcial Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Frame   Marcial Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Frame   Marcial Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Frame   Marcial Combined Traffic Estimates for 2 Parallel Roadways on this Route:   S700	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   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	Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parameter   Mathematical parame	Second District Clip of Staunton   Length   ADT   CA   ATIN   Subsequence   California   Second District Clip of Staunton   1.01   31.00   G   98%   0%   1%   0%   0%   0%   0%   0%   0

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

			iu iiileisia					Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		Jefferson St													
Frederick St	City of Stau		2200	G	99%	0%	1%	0%	0%	0%	С	0.099	F		2400	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5600	G	98%	0%	1%	0%	0%	0%	F	NA			5900	G
	To: From:		Central St													
254) 252) Frederick St	City of Stau		2900	G	99%	0%	1%	0%	0%	0%	F	0.093	F		3100	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.501	6400	G
	To: From:	US 250, Bus	US 11 Par,	Augusta												
Frederick St	City of Stau	nton 0.17	2700	G	99%	0%	1%	0%	0%	0%	F	0.100	F		2800	G
-	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	4800	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.516	5100	G
	To:		Coalter St													
Coaltor St	City of Stau		Frederick S 4900	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.754	5300	G
Coalter St	Combined Traffic Estimates for Parallel		4900 NA	G	99 /o	0 /0	1 /0	0 /6	0 /6	0 /6	•	NA	•	0.734	NA	
	To:		254, E Bever	ly St								INA			INA	
	From															
255)Bishop Meade Rd	Clarke Cou		50 Millwood 1400	G Pike	98%	1%	1%	0%	0%	0%	F	0.101	F	0.507	1500	(
Bishop Meade Rd	Siarke God				30 /6	1 /0	1 70	0 70	0 /0	0 70	•	0.101	'	0.507	1300	
Dishan Maada Hishway	Clarke Cou		3 N, Millwo	od Rd <b>G</b>	98%	1%	1%	0%	0%	0%	С	0.102	F	0.598	2000	(
Bishop Meade Highway	To:		D Lord Fairfa		90%	1 70	1 76	0%	076	0%	C	0.102	Г	0.596	2000	
	From:		11 Lee High													
256) Weyers Cave Rd	Augusta Co		9000	G G	93%	1%	1%	1%	4%	0%	С	0.095	F	0.584	9500	
236) 110,010 0410 114	, lagacia co	u, u				. , ,		. , ,	.,0	0,0	Ū	0.000	•	0.00	0000	
₂₅₆ )Weyers Cave Rd	From: Augusta Col	1 unty 1.22	I-81 <b>9200</b>	G	93%	1%	1%	1%	5%	0%	С	0.095	F	0.601	10000	(
256) Weyers Cave Hu	Augusta Oo		6 Keezletowi		93 /6	1 /0	1/0	1 /0	J /0	0 /6	C	0.093	'	0.001	10000	
	From:		SR 276	Troud												
256) Weyers Cave Rd	Augusta Co	unty 4.50	5600	Α	94%	0%	1%	1%	4%	0%	С	0.112	Α	0.63	6100	A
$\overline{}$	To	Rockii	ngham Count	y Line												
256)3rd St	Town of Grottoes (		4400	G	94%	0%	1%	1%	4%	0%	F	0.096	F	0.619	4800	C
	To	г	Dogwood Av	0			—									
256) 3rd St	Town of Grottoes (		4500	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.547	4900	(
230)	Tec							.,.	.,.	-,-	•		-			
oro 3rd St	Town of Grottoes (	(Maint: 82) 0.13	Aspen Ave 3700	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.579	4000	(
3rd St	Town of diotioes (	`	40 East Side		34 /6	0 76	1 /8	1 /0	7 /0	0 /6	•	0.003	٠	0.573	4000	•
	From:	05.5	SR 256				<u>_</u>									
	35 Augusta Co	unty 0.18	3100	G								0.096	F		3100	(
230)	To:	5.10	I-81 S									0.000	•		2100	`
	From:		SR 256													
256) Ramp to I-81 N at Exit 23	35 Augusta Co	unty 0.20	4200	G								0.098	F		4200	
230)	To:		I-81 N	-								2.300	•			_

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

		, , , , , , , , , , , , , , , , , , , ,				Т						D:-		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QI
Driver Broads Dd	From:	82-924 Briery Branch		40/	20/	00/	40/	00/		0.007	_ ا	0.700	0.40	
257 Briery Branch Rd	Rockingham County	2.89 <b>620</b>	<b>G</b> 96%	1%	2%	0%	1%	0%	F	0.097	F	0.763	640	G
	To: From:	82-731 Community Cer												
257 Briery Branch Rd	Rockingham County	2.43 <b>2000</b>	<b>G</b> 96%	1%	2%	0%	1%	0%	С	0.1	F	0.729	2100	(
	To: From:	82-613 W, Clover Hi												
257) Ottobine Rd	Rockingham County	4.29 <b>2600</b>	<b>G</b> 96%	1%	2%	0%	1%	0%	F	0.096	F	0.765	2700	(
<u> </u>	To: From:	82-738 W Dry River	r Rd											
257)Ottobine Rd	Rockingham County	1.86 <b>4300</b>	<b>G</b> 96%	1%	2%	0%	1%	0%	F	0.100	F	0.809	4500	(
$\smile$	Tor	WCL Dayton			<u> </u>									
257) Ottobine Rd	Town of Dayton (Maint: 82)	0.42 <b>4300</b>	N 96%	1%	2%	0%	1%	0%	Ν	0.100	Ν	0.809	4500	
<u> </u>	To:	W SR 42 Bus												
	From:	E RT 42 BUS						•						
257)(42) John Wayland Hwy	Town of Dayton (Maint: 82)	0.42 <b>12000</b>	N 94%	1%	1%	1%	3%	0%	N	0.095	Ν	0.55	14000	
<u> </u>	To- From:	CL Dayton												
$_{257})(_{42})$ John Wayland Hwy	Rockingham County	0.63 <b>12000</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.095	F	0.55	14000	
$\smile$	To:	CL Bridgewater	•		$\neg$ $\vdash$									
257) (42) N Main St	Town of Bridgewater	0.30 16000	<b>N</b> 94%	1%	1%	1%	3%	0%	Ν	0.091	Ν	0.572	16000	
	To	NCL BRIDGEWAT	FED											
257) (42) N Main St	Town of Bridgewater	1.00 <b>16000</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.091	F	0.572	16000	
237) (42) 11 main St	rown or Enagowater			1 70		1 70	0,0	0 70	·	0.001	•	0.072	10000	
257) (42) N Main St	From:	NORTH RIVER R	G 94%	1%	10/	10/	20/	0%	С	0.004	F	0.532	17000	
257) (42) N Main St	Town of Bridgewater	0.08 <b>16000</b>	G 94%	170	1%	1%	3%	0%	C	0.084	Г	0.532	17000	
	To: From:	MT CRAWFORD A												
257) (42) N Main St	Town of Bridgewater	0.30 <b>12000</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	F	0.089	F	0.568	12000	
<u> </u>	To- From:	SR 42 MAIN ST	ſ											
257) Dinkel Ave	Town of Bridgewater	1.76 <b>12000</b>	<b>G</b> 96%	0%	1%	1%	3%	0%	С	0.093	F	0.538	12000	
$\smile$	To	ECL Bridgewate	r		<u> </u>									
257) Dinkel Ave	Rockingham County	0.80 <b>12000</b>	<b>G</b> 96%	0%	1%	1%	3%	0%	F	0.089	F	0.505	12000	
	To	US 11 W, Lee High	avov.											
257) Friedens Ch Rd	Rockingham County	0.86 <b>12000</b>	<b>G</b> 96%	0%	1%	1%	3%	0%	F	0.091	F	0.562	13000	
257). Hodding Gir Ha	To:	I-81	<b>G</b> 0070	070		1 70	0,0	0 70	·	0.001	•	0.002	10000	
	From:	SR 257 Friedens Ch	n D.d											_
257) Ramp to I-81 S at Exit 240	Rockingham County	0.20 <b>2900</b>	<b>A</b>							0.14	Α		3200	
201)	To	I-81 South								· · · ·			0_00	
	From	SR 257 Friedens Ch	. Dd											_
257) Ramp to I-81 N at Exit 240	Rockingham County	0.03 <b>2600</b>	G G							0.100	F		2600	
237 . Tamp to 1 01 14 at Exit 240	- Indominant Journey									0.100	•		2000	
Daws to Lot N 5 .: 040	From	82-682-W000A TO RT 81								0.004			4000	_
Ramp to I-81 N at Exit 240	Rockingham County	0.16 <b>4000</b>	G							0.091	F		4000	(
<u>~</u>	Tor	I-81-N FROM RTS 257	/ & 682											

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

		Primary and inter	state Ro	utes											
-					_		Tru	ıck			K	011	Dir		٥١٠٠
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	North Carolina	State Line												
258 Smith Ferry Rd	Southampton County	5.28 <b>5000</b>		92%	1%	0%	0%	6%	0%	F	0.091	F	0.609	5100	G
230)															
Out the Form But	From:	SR 189 South		000/	40/		00/	00/	00/	_	0.000	_	0.574	0500	
Smith Ferry Rd	Southampton County	3.43 <b>340</b> 0	) G	92%	1%	0%	0%	6%	0%	С	0.093	F	0.571	3500	G
<u>~</u>	To: From:	87-684 Dogwoo	d Bend Rd												
258 Smith Ferry Rd	Southampton County	0.29 <b>410</b> 0	G	92%	1%	0%	0%	6%	0%	F	0.083	F	0.578	4200	G
	To:	US 58 Southhampton Parkwa	y; Bus US	258 South	St										
~~~	From:	X													
258 (258 Ramp	Southampton County	0.20 NA									NA			NA	
	To:	X													
~~~		US 58 Southhampton Parkwa	•												
258 \	Southampton County	3.02 <b>1900</b>	0 G	85%	1%	1%	1%	13%	0%	F	0.073	F	0.58	18000	G
$\sim$	То:	WCL Suf													
~~~~~	From:	Southampton Co								_		_			_
258 (58) Franklin Bypass	City of Suffolk	1.27 2000	-	85%	1%	1%	1%	13%	0%	F	0.079	F	0.574	19000	F
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ 	To:	US 58 Frankli	n Bypass												
~~~	Prom:	X													
258 (58) Ramp	City of Suffolk	0.17		Se	e US 5	8 for dir	ectional	traffic v	olume e	stima	ites for th	ıs se	gment.		
<del>*</del> *	To: From:	X	EE 100 GO	Y Y Y Y											
~~~ Parma		US 58-E451B TO RT	IE 189 SO		- LIC F	0 fa a alia				-4:					
258) (58) Ramp	City of Suffolk	0.05			e US 5	8 for air	ectional	traffic v	oiume e	stima	ites for th	ııs se	gment.		
~ ~	From:	1SR 189-P FROM													
258 Great Mill Rd	City of Suffolk	US 58 Franklin By 0.97 2500		55%	1%	1%	6%	37%	0%	С	0.084	F	0.515	2600	F
258 Great Willi Nu	City of Surloik	0.97 2300	, г	33%	1 70	170	070	3/70	0%	C	0.064	Г	0.515	2000	Г
~~~	To: From:	NCL Suf													
258 General Mill Hwy	Isle of Wight County	1.38 <b>2300</b>	F	61%	0%	1%	2%	35%	0%	С	0.087	F	0.543	2400	F
<i></i>	To:	46-656 Union C	amp Drive												
~~~	From:	46-656 Union													
258 Camp Family Hwy	Isle of Wight County	1.43 890		61%	0%	1%	2%	35%	0%	F	0.093	F	0.665	910	F
<u> </u>	To:	US 258, C4													
~~~	From:	Bus US 58 Carr													
258 Walters Hwy	Isle of Wight County	6.79 <b>3400</b>	) F	92%	1%	1%	1%	6%	0%	F	0.089	F	0.558	3500	F
<u> </u>	To	46-614 W, Rive	r Run Trail												
258 Walters Hwy	Isle of Wight County	5.85 <b>500</b> 0		92%	1%	1%	1%	6%	0%	С	0.097	F	0.683	5200	F
238)	iolo or rrigin deality			0270	. , 0		. , 0	0,0	0 / 0	Ū	0.00.	•	0.000	0200	•
~~	To- From:	WCL Wir													
258 Prince Blvd S	Town of Windsor (Maint: 46)	0.19 <b>480</b> 0	) F	92%	1%	1%	1%	6%	0%	F	0.087	F	0.688	5000	F
<u> </u>	Τα	US 460 Wind	sor Blvd												
258 Prince Blvd N	Town of Windsor (Maint: 46)			94%	1%	1%	1%	4%	0%	F	0.089	F	0.501	5800	F
200)	(aiii. 10)				- , ,		. , •	.,•	- / 0		2.300	•			•
~~	To: From:	NCL Win													
258 Courthouse Hwy	Isle of Wight County	7.49 <b>4400</b>	) F	94%	1%	1%	1%	4%	0%	F	0.114	F	0.618	4500	F
	То	46-637 Ort	oit Rd												
258 Courthouse Hwy	Isle of Wight County	5.68 <b>470</b> 0		94%	1%	1%	1%	4%	0%	С	0.089	F	0.534	4900	F
230) 300	To:	WCL Smithfield; 46-70			. /0		. 70	. 70	3 / 0	_	5.500	•	0.50	.500	•
		well simment; 40-70	y waterwo	DY SYL											

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

				4	_		Tru	ıck			K	014	Dir		
Route	Jurisdiction	Length AAI	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~~~	From:	WCL Smithfield; 46-7			40/	10/	40/	00/	00/	0	0.00	_	0.004	0.400	
Courthouse Hwy	Town of Smithfield (Maint: 46)	0.27 880	00 F	95%	1%	1%	1%	3%	0%	С	0.09	F	0.631	9400	F
~	To:	Old WCL S		050/	40/		40/	201	201		0.004	_	0.505	10000	
Main St	Town of Smithfield (Maint: 46)	0.76 120		95%	1%	1%	1%	2%	0%	С	0.091	F	0.535	13000	ı
	From:	SR I Main													
258 (10)	Town of Smithfield (Maint: 46)	2.30 180		96%	1%	0%	1%	2%	0%	С	0.093	F	0.551	19000	- 1
	To	Bus US	\$ 258												
258 (10) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.31 290		96%	1%	0%	1%	2%	0%	F	0.091	F	0.51	30000	
	To	Old SCL S	mithfield												
258 (10) Benns Church Blvd	Town of Smithfield (Maint: 46)	0.65 250		96%	1%	0%	1%	2%	0%	F	0.092	F	0.524	26000	
10 ====================================	To				.,.										
258 (10) Benns Church Blvd	Isle of Wight County	SCL Smithfield; 40 1.00 250 0		96%	1%	0%	1%	2%	0%	F	0.093	F	0.547	27000	
Benns Church Blvd	To:	SR 32 Brewer		0070	1 /0	70	1 /0	270	0 70	•	0.000	•	0.047	27000	
	From:	SR 10 Benns 0													
258 (32) Brewers Neck Blvd	Isle of Wight County	2.85 240		96%	1%	0%	1%	2%	0%	С	0.097	F	0.607	26000	
\sim	To:	US 17 Carro													
Convoltors Plust	From:	US 17, SR 3		070/	00/	00/	10/	40/	00/	_	0.114	^	0.710	00000	
58 (17) (32) Carrolton Blvd	Isle of Wight County	2.17 280 0	00 A	97%	0%	0%	1%	1%	0%	С	0.114	Α	0.713	30000	
\sim	To: From:	FR-8													
² 58 } { 17 } (32 <i>)</i>	Isle of Wight County	4.64 280		97%	0%	0%	1%	1%	0%	F	0.11	F	0.754	30000	(
~ ~ ~	To:	SCL Newp Isle of Wight 0													
258 (17) (32) Mercury Blvd	City of Newport News	0.22 280		97%	0%	0%	1%	1%	0%	F	0.11	F	0.754	30000	(
(32) Mercury Biva	only of Newport News			01 /0	0 70		1 /0	1 /0	0 /0	•	0.11	•	0.704	00000	
Maraury Phys	City of Newsort News	US 60 Wary		97%	00/	00/	10/	10/	00/	F	0.000	F	0.6	20000	
Mercury Blvd	City of Newport News	0.56 370	00 G	97%	0%	0%	1%	1%	0%	г	0.099	F	0.6	39000	(
~	To: From:	Jefferso													
Mercury Blvd	City of Newport News	0.29 390		98%	0%	0%	0%	1%	0%	F	0.09	F	0.583	40000	(
~	From:	WCL Ha ECL Newp				-									
Mercury Blvd	City of Hampton	0.74 440		98%	0%	0%	0%	1%	0%	F	0.090	F	0.559	45000	(
38) mercary 2ma	ony or mampion				0 / 0		0 70	1 /0	070	•	0.000	•	0.000	10000	
258 Mercury Blvd	City of Hampton	114-7019 Ch 0.52 480 0		98%	0%	0%	0%	1%	0%	С	0.100	Α	0.52	48000	
58 Wercury Biva	City of Hampton			90%	0%	076	0%	1 70	0%	C	0.100	A	0.52	46000	
~	To: From:	114-7021 Big				<u> </u>									
Mercury Blvd	City of Hampton	0.80 480	00 G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.533	49000	(
~	To: From:	Aberdee	en Rd												
Mercury Blvd	City of Hampton	0.43 540	00 G	98%	0%	0%	0%	1%	0%	F	0.084	F	0.503	56000	(
~	Toc	SR 415 Power	Plant Pkwv			<u> </u>									
Mercury Blvd	City of Hampton	0.39 650		98%	0%	0%	0%	1%	0%	F	0.081	F	0.519	67000	(
30)	To	I-64				<u> </u>									•

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:	I-64		000/	00/		201	10/	00/	_	0.004	_	0.550	00000	_
258 134 Mercury Blvd	City of Hampton	0.36 5900	0 G	98%	0%	0%	0%	1%	0%	F	0.084	F	0.558	60000	G
~~~~	To: From:	Coliseur								_		_			
258 134 Mercury Blvd	City of Hampton	0.42 <b>4300</b>	0 G	98%	0%	0%	0%	1%	0%	F	0.081	F	0.555	43000	G
	To: From:	SR 152 Cunni		000/	00/		201	40/	00/		0.005	_	0.540	50000	
258 134 Mercury Blvd	City of Hampton	0.24 <b>5000</b>	0 G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.542	52000	G
~~	To: From:	SR 134 Armis				$\Box$ $\vdash$						_			
258 Mercury Blvd	City of Hampton	0.63 <b>4600</b>	0 G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.583	49000	G
~~~	T _C . From:	Lasalle													
258 Mercury Blvd	City of Hampton	0.89 5400	0 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.563	57000	G
~	To: From:	SR 278 K													
(258) Mercury Blvd	City of Hampton	1.12 2600	0 G	99%	1%	0%	0%	0%	0%	С	0.096	F	0.618	28000	G
	To- From:	Andrews													
(258) Mercury Blvd	City of Hampton	0.55 1600	0 G	99%	1%	0%	0%	0%	0%	F	0.099	F	0.590	17000	G
	To: From:	SR 351 Pemb	roke Ave												
258 Mercury Blvd	City of Hampton	0.94 900) G	98%	1%	1%	0%	0%	0%	С	0.1	F	0.610	9600	G
<u> </u>	To: From:	SR 169 Ma	llory St												
258 Mercury Blvd	City of Hampton	0.80 160		98%	1%	1%	0%	0%	0%	F	0.124	F	0.544	1700	G
<u> </u>	To:	SR 143 Ing	alls Rd												
~~~	From:	US 258; 1U													
258 Ramp	Southampton County	0.20 <b>NA</b>									NA			NA	
<u>~</u>	10:	US 58 FROM													
Pomp	From:	1US 258-P C2US 258 0.22 <b>NA</b>	US 58-W ²	147AU							NA			NA	
(258) Ramp	Southampton County	US 58 FROM RTE	258 & 258	RUS							INA			INA	
	From	US 258-W013A													
258 258 Ramp	City of Suffolk	0.19 <b>350</b>		0							NA			350	G
(230)(230)	To:	US 58 FROM RT		89										000	<b>.</b>
	From:	US 258 W	063B												
(258) Ramp	City of Hampton (Maint: 99)	0.03 <b>NA</b>									NA			NA	
	To:	I-64-V	V												
East	From:	US 258 G	ар ТО												
(258) Ramp	City of Suffolk	0.04 310									NA			310	G
<u> </u>	To	US 258-W013A	TO RTE 5	8											
East	From:	US 258 TO													-
258 Ramp	City of Hampton (Maint: 99)	0.05 <b>NA</b>		FOT							NA			NA	
Fast	From:	US 258-E063B TO US 258 Merc		EST											
~~~	0': (11 : (14 : : 00)										0.001	F		17000	_
East 258 Ramp	City of Hampton (Maint: 99)	0.14 1700	0 G								0.081	Г		17000	G

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

Route	Jurisdiction	•	AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 258 Ramp	City of Hampton (Mair		NA SO EAST MEDICAL	DV DOITI	EV						NA			NA	
W .	From				EV										
West 258 258 Ramp	City of Suffolk	0.07	V451B TO & FRO 320 G	M RTE 5							NA			320	G
(258) (258) Ramp	Tree		US 258- 13A TO	RTE 58							13/3			020	a
West	From:		58 Mercury Blvd												
258 Ramp	City of Hampton (Mair		4300 G								0.078	F		4300	G
230)	To:		I-64-E												
West	From:	US 2	58 Mercury Blvd												
258 Ramp	City of Hampton (Mair		7300 G								0.087	F		7300	G
200)	To:		I-64-W												
	From:	US :	58 TO RTE 258												
258) (58) Ramp	Southampton Cour	nty 0.14		Se	e US 58	3 for di	rectional	traffic v	olume e	estima	tes for th	is seç	gment.		
300	To:		C2US 258 US 258-												
~~~~~-	From:		W013A TO RTE 5	58											_
258 (258 Ramp	City of Suffolk	0.19	350 G								NA			350	G
<del></del>	To: From:		OM RTE 258 & 1 V451B TO & FRO			_									
258 (258 Ramp	City of Suffolk	0.07	V451B 10 & FRO		115 25	8 for d	irectional	traffic v	volume i	actima	atas for th	nie ea	ament		
258 (258) Ramp	City of Surfok		US 258- 13A TO		00 20	101 0	irectional	lianic	volullie (	Comme	ales 101 ti	113 30	gillelit.		
Due	From:			KIL 50		1									
Bus 258 Main St	Town of Smithfield (Ma		R 10 Bypass <b>F</b>	99%	0%	0%	0%	0%	0%	F	0.097	F	0.521	9100	F
258) Wall St	Town or offinamera (wa	<u> </u>		00 /0	0 70	- 0 70	0 / 0	0 70	0 70	•	0.007	•	0.021	0100	•
Bus	From:	(	Grace Street												
258 Main St	Town of Smithfield (Ma	int: 46) 0.10	5400 F	99%	0%	0%	0%	0%	0%	F	0.104	F	0.503	5800	F
<del></del>	Ter		Cary Street												
Bus 258 (Main St	Town of Smithfield (Ma		3800 F	99%	0%	0%	0%	0%	0%	_	0.105	F	0.543	4100	F
Main St	Town of Smithled (Ma		Church Street	99%	0%	0%	0%	0%	0%	Г	0.105	Г	0.545	4100	Г
Bus Bus	From:		Main Street												
258 (10) Church St	Town of Smithfield (Ma		12000 F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.568	12000	F
	To		ed Point Drive												
Bus Bus	From:														
258 10 South Church St	Town of Smithfield (Ma	uint: 46) 0.79	12000 F	99%	0%	0%	0%	0%	0%	С	0.095	F	0.564	12000	F
Due Due	To: From:	Bat	tery Park Road												
Bus Bus 258 10 South Church St	Town of Smithfield (Ma	uint: 46) 0.85	14000 F	99%	0%	0%	0%	0%	0%	F	0.095	F	0.527	15000	F
258 (10) Codin Charen Ci	Town of offittimeta (Ma	,	R 10 Bypass	3376	0 70	070	0 70	0 70	0 70	'	0.000	•	0.527	13000	
Puo	From:		Smith Ferry Road												
Bus 258 South St	Southampton Cour		5100 G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.516	5400	G
256) 33411 31				JU /6	1 /0	1 /0	0 /0	0 /0	0 /0	'	5.007	'	0.010	5400	u
Bus	To: From:	S	CL Franklin												
258 South St	City of Franklin	0.28	5000 G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.525	5300	G
	To:	C	College Drive												

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

Б	1			. 4T:			Tru	ck		00	K	014	Dir	A A14/5-	- ^:
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
Bus	From:		ollege Drive												
South St	City of Franklin	0.25	8500	98%	1%	1%	0%	0%	0%	F	0.085	F	0.507	9000	(
Bus	To: From:	В	Bank Street												
258 South St	City of Franklin	0.35	7900 (	98%	1%	1%	0%	0%	0%	F	0.083	F	0.540	8400	(
258) 33411 31	and a second			. 0070	. 70		070	0 70	0 70	·	0.000	•	0.010	0.00	
Bus	From:	Roc	osevelt Street												
258 South St	City of Franklin	0.15	7400	98%	1%	1%	0%	0%	0%	F	0.091	F	0.519	7900	(
Bur	To: From:	(	Oak Street			$\Box$ $\vdash$									
Bus 258 South St	City of Franklin	0.16	6800 (	98%	1%	1%	0%	0%	0%	F	0.081	F	0.541	7200	
258) 664.11 61	and a second			. 0070	. 70		070	0 70	0 70	·	0.001	•	0.011	7200	
Bus	From:	Pro	etlow Street												
South St	City of Franklin	0.21	5500	98%	1%	1%	0%	0%	0%	F	0.085	F	0.529	5900	(
	To: From:	ŀ	High Street			$\Box$ $\vdash$									
Bus 258 South St	City of Franklin	0.16	3000 (	96%	0%	1%	1%	2%	0%	F	0.089	F	0.564	3200	(
258) 650 61	To:		Main Street	<b>1</b> 0070	070		1 70		0 70	·	0.000	•	0.001	0200	
Bus	From:		outh Street												
Main St	City of Franklin	0.29	2400 (	96%	0%	1%	1%	2%	0%	С	0.101	F	0.586	2600	(
~	To:		cond Avenue												
Bus 258 Second Avenue	City of Franklin	0.12	Main Street 5400 (	96%	0%	1%	1%	2%	0%	F	0.095	F	0.610	5800	(
258 Occord Avenue	To:		58 Mechanic St		0 70	1/0	1 /0	270	0 70	•	0.000	'	0.010	3000	
Bus Bus	From:	<b>D</b> us 00 5	US 258												
258 ( 58 )	City of Franklin	0.19	9600 (	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	11000	(
~ ~	To- From:	E	CL Franklin			_									
Bus Bus	Southampton County	0.03	9600 (	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	11000	(
258 58	To:		Vight County L		1 /0	1 /0	0 /6	0 /6	0 /6	'	0.037	'	0.013	11000	,
Bus Bus	From:		pton County L												
258 58 Carrsville Hwy	Isle of Wight County	1.54	6600 I	98%	1%	1%	0%	0%	0%	F	0.087	F	0.506	6800	ı
$\sim$	То:	US 25	8 Walters Hwy	,											
ALT	From:		Main St												
₂₅₈ )Grace St	Town of Smithfield (Maint: 46)	0.14	3400 I	98%	1%	1%	0%	0%	0%	С	0.096	F	0.564	3600	I
ALT.	To:		Cary St			$\neg$ $\vdash$									
ALT 258 Grace St	Town of Smithfield (Maint: 46)	0.34	2800 I	98%	0%	1%	0%	0%	0%	С	0.113	F	0.755	3000	
258) Grace of	To:		rth Church St	30 70	0 70	1/0	0 70	0 70	0 70	O	0.110	•	0.755	3000	
	From:		11 Valley Pike												
259 Mayland Rd	Rockingham County	2.34	7800 (	93%	0%	1%	1%	5%	0%	F	0.093	F	0.685	8100	(
200) 120,121.12	Tar						. , •	- / -	- / -	•	2.300	-	2.200	2.00	`
259 Mayland Rd	Rockingham County	82-619 Wampl 1.61	7400 (		0%	1%	1%	5%	0%	С	0.087	F	0.650	7700	(
239 IMaylalia i la	Hockingham County			a 30/0	U /0	1 /0	1 /0	J /0	U /0	J	0.007	'	0.000	7700	,
259) Mayland Rd	Town of Broadway (Maint: 82)	0.45	L Broadway <b>7400</b>	93%	0%	1%	1%	5%	0%	N	0.087	N	0.050	7700	
				• a.30/-						I/I	0.087	INI.	0.650	7 7 (1)(1)	

# 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:		ST OF BROA												
259) (42) W Lee St	Rockingham County	0.29	7500	<b>N</b> 96%	1%	1%	1%	2%	0%	N	0.083	Ν	0.594	7800	N
	To- From:		L Broadway												
259) (42) W Lee St	Town of Broadway (Maint: 82	2) 0.33	7500	<b>G</b> 96%	1%	1%	1%	2%	0%	F	0.083	F	0.594	7800	G
	From:		2 BROADWA												
259 Brocks Gap Rd	Town of Broadway (Maint: 82	2) 0.36	9200	<b>G</b> 93%	0%	1%	1%	5%	0%	F	0.092	F	0.685	9600	G
	To: From:		CL Broadway												
259 Brocks Gap Rd	Rockingham County	2.92	9200	N 93%	0%	1%	1%	5%	0%	Ν	0.092	Ν	0.685	9600	N
<u> </u>	To- From:	82-613	E, Turleytowi												
259 Brocks Gap Rd	Rockingham County	3.75	5300	<b>G</b> 86%	1%	1%	2%	10%	0%	F	0.087	F	0.751	5500	G
<u> </u>	To- From:	82-612	Hopkins Gap	Rd											
259 Brocks Gap Rd	Rockingham County	7.35	2800	<b>G</b> 86%	1%	1%	2%	10%	0%	С	0.090	F	0.756	2900	G
	To- From:	82-	820 Fitzwater	•											
(259) Brocks Gap Rd	Rockingham County	2.41	2100	<b>G</b> 86%	1%	1%	2%	10%	0%	F	0.092	F	0.712	2100	G
	From	West V	/irginia State I	Line											
259 Carpers Pike	Frederick County	4.99	2700	<b>F</b> 90%	1%	1%	1%	7%	0%	С	0.09	F	0.668	2900	F
	To:	US 50 I	Northwestern	Pike											
ALT	From:		259 SOUTH												
259 42 S Main Street	Town of Broadway (Maint: 82	2) 0.32		<b>G</b> 96%	1%	1%	1%	2%	0%	С	0.092	F	0.647	6700	G
ALT	From:	SR 4	SR 42 12 Timber Wa	ıV											
(259) Broadway Ave	Town of Broadway (Maint: 82			<b>G</b> 93%	0%	1%	1%	5%	0%	F	0.102	F	0.74	1600	G
	To:		59 Mayland R	Rd											
	From:	Old	Greenville Ro	d											
(261) Statler Blvd	City of Staunton	0.84	9300	<b>G</b> 99%	0%	0%	0%	0%	0%	С	0.095	F	0.514	9900	G
	To: From:	R	ichmond Rd												
(261) Statler Blvd	City of Staunton	0.78	14000	<b>G</b> 98%	0%	0%	1%	0%	0%	С	0.092	F	0.502	15000	G
	To- From	N	ew Hope Rd			_									
(261) Statler Blvd	City of Staunton	0.14	-	<b>G</b> 98%	0%	0%	1%	0%	0%	F	0.092	F	0.502	15000	G
$\smile$	To	C	ommerce Rd			<u> </u>									
(261) Statler Blvd	City of Staunton	0.25		<b>G</b> 98%	0%	0%	1%	0%	0%	F	0.088	F	0.562	12000	G
	То		Beverly St												
(261) Statler Blvd	City of Staunton	0.20	10000	<b>G</b> 98%	0%	0%	1%	0%	0%	F	0.088	F	0.566	11000	G
2017	Tor		Coalter St												
	From:		I-81 North							-					
262 Ramp I-81 N Exit 220 to SR 262	Augusta County	0.21	2500	F							0.12	F		2500	F
$\smile$	To:	;	SR 262 Par												
	From:		I-81	0 0501	401	401	401	001	001	_	0.000	_	0.645	10000	_
262)	Augusta County	1.07		<b>G</b> 95%	1%	1%	1%	2%	0%	С	0.096	F	0.615	16000	G
	10:	US 11	Greenville A	ive											

# 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+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		reenville Ave												
262)	Augusta County	0.94 <b>1</b>	5000 G	95%	1%	1%	1%	2%	0%	F	0.093	F	0.654	16000	G
_	To: From:		d Greenville Rd												
262)	Augusta County	1.13 <b>1</b>	5000 G	95%	1%	1%	1%	2%	0%	F	0.096	N	0.615	16000	G
	To: From:		R 252												
262	Augusta County	1.87 <b>1</b> :	3000 G	97%	1%	1%	1%	1%	0%	С	0.096	F	0.642	14000	G
	To: From:		R 254												
262	Augusta County	1.83 <b>7</b>	7900 G	97%	1%	1%	1%	1%	0%	F	0.098	F	0.505	8400	G
	From		Staunton			$\Box$						_		0.400	
262	City of Staunton (Maint: 07)	0.58 <b>7</b>	7900 G	97%	1%	1%	1%	1%	0%	F	0.098	F	0.505	8400	(
	From		hurchville Ave	2221								_			
Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	2.22 8	3300 G	96%	1%	1%	1%	1%	0%	С	0.097	F	0.653	8800	C
	From		Spring Hill Rd	2221		$\Box$						_			
Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.74 <b>1</b> 0	0000 G	96%	0%	1%	1%	1%	0%	С	0.097	F	0.668	11000	C
	From		Commerce Rd	2221								_			
Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.34 <b>1</b> 3	2000 G	96%	0%	1%	1%	1%	0%	F	0.094	F	0.516	13000	(
	From:		Staunton	000/	00/		40/	10/	00/		0.004		0.540	45000	
Woodrow Wilson Pkwy	Augusta County	0.05 1	4000 G	96%	0%	1%	1%	1%	0%	F	0.094	N	0.516	15000	(
Was down Wilesan Plane	From:		I-81	050/	00/	10/	40/	00/	00/		0.400	_	0.550	5000	
Woodrow Wilson Pkwy	Augusta County	0.93 5 SR 254 Hermitag	5000 G	95%	0%	1%	1%	2%	0%	С	0.109	F	0.558	5300	(
	From:	Ramps SR 275 E0													
262) Ramp to I-81 S at Exit 225	Augusta County	•	3000 G	7003A							0.099	F	0.887	3000	(
2027 11 17 11 11 11 11	To:		I-81 S												
	From:	Ramps SR 262 E0	013B; SR 262 W	/013B											
Ramp to I-81 N at Exit 225	Augusta County	0.23 <b>3</b>	3100 G								0.199	F	0.855	3100	(
<u> </u>	To:	I-	-81 N												
East	From:		R 262									_			
Ramp to I-81 S at Exit 220	Augusta County		1900 <b>G</b>								0.126	F		1900	(
	From														
East ₂₆₂ )Ramp toward I-81 S at Exit 225 E	Augusta County		2600 G								0.102	F		2600	(
262) Hamp toward 1 01 0 at 12xit 220 1	To To		SR 275 5A								0.102	•		2000	`
East	From:		drow Wilson Pky	WV											
Ramp toward I-81 N at Exit 225 E	Augusta County		2400 G								0.215	F		2400	(
$\smile$	To:	Ramp S	SR 262 13B												
West	From	SR 262 W, Woo	odrow Wilson P	kwy											
₂₆₂ )Ramp toward I-81 S at Exit 225 W			430 G								0.121	F		430	C
West 262 Ramp toward I-81 S at Exit 225 W	Augusta County	SR 262 W, Woo	odrow Wilson P	kwy							0.121		F	F	F 430

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

Jurisdictio	าท								ıck			K		Dir		
	J11	Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
From:	:		oodrow Wi		'y								_			
Exit 225 W Augusta Cou	unty	0.03	690	G								0.137	F		690	C
From	] <u> </u>															
Shenandoah (	County				96%	1%	1%	1%	1%	0%	F	0 129	F	0 524	610	
onenandour C	Journey				0070	1 /0	1 70	1 70	1 70	070	•	0.120	•	0.024	010	
From: Shenandoah (	County				96%	1%	1%	1%	1%	0%	С	0.100	F	0.547	1700	
To:	:		W SR 42	•	0070	1 70		1 70	1 70	0,0	Ū	0.100	•	0.017	1700	
From:			E SR 42													
Shenandoah C	County	1.46	1900	Α	98%	0%	1%	1%	1%	0%	С	0.119	Α	0.665	1900	1
To: From:			Graveltow	n Road												
Shenandoah C	County	4.36	3100	F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.673	2900	
To: From:			CL Mt. Jack													
Town of Mount Jackson	on (Maint: 85)	0.52	3100	N	98%	0%	1%	1%	1%	0%	N	0.091	Ν	0.673	2900	- 1
To:																
	13-00204-			008A(U)	TO BER	KLE						N.1.0			N1.0	
City of Norfolk (IV				0 A (I I)/T	O DT 464	1 C						NA			NA	
From						+ D										_
City of Norfolk (N				14A 10	1-04							NA			NA	
To:				ST & W	EST											
From:	:	I-264-E0140	C I-264-W0	14C TO	I-64											
City of Norfolk (N	Maint: 64)	0.18	NA									NA			NA	
To:	I-6	64-W FROM	1 I-264 EAS	ST & WE	ST44											
From:																
	,	-									F		F			(
Combined Traffic Estimates for 2 Parallel	Roadways on the	is Route:	65000	G	96%	0%	1%	1%	3%	0%	F	NA			70000	(
To: From:		W	CL Portsmo	uth												
City of Portsmouth	(Maint: 64)	0.23	21000	G	96%	0%	1%	1%	2%	0%	F	0.117	F		22000	(
Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	65000	G	96%	0%	1%	1%	3%	0%	F	NA			70000	(
To		Gre	eenwood Di	rive												
City of Portsmouth	(Maint: 64)				96%	0%	1%	1%	2%	0%	F	0 122	F		25000	
				-							, F	-		0.643		
Tano Estimates for 21 drailer	. I cadways on the				3070	0 /0		1 /3	2 /0	0 /0	•	0.1	•	5.0-10	01000	
From:																
		1.16		Α			1%		2%	0%	С	0.136	Α		26000	1
Combined Traffic Estimates for 2 Parallel	Roadways on th		<b>48000</b> 7 Portsmout	Α	96%	0%	1%	1%	2%	0%	С	0.104	Α	0.675	53000	1
	Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( Shenandoah ( To From City of Norfolk ( To City of Norfolk ( To City of Norfolk ( To City of Norfolk ( To City of Norfolk ( To City of Chesapeake Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel Combined Traffic Estimates for 2 Parallel	Shenandoah County  Too Prome Shenandoah County  Too Prome Shenandoah County  Too Prome Shenandoah County  Too Prome Shenandoah County  Too Prome Shenandoah County  Too Shenandoah County  Too Shenandoah County  Too Shenandoah County  Too Shenandoah County  Too Shenandoah County  Too Shenandoah 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Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   Shenandoah Courty   She	Ramp SR 262 13B	Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second	Ramp   SR 5-659   Shrink   Multip   Shenandoah   County   1.75   660   F   96%   1%   1%   1%   1%   1%   1%   1%	Name	Shenandoah County	Shenandoah County   1.75   680   F   96%   1%   1%   1%   1%   0%   F   0.129	Shenandoah County   1.75   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   7.5   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.65   8.	Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set   Set	Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Station   Stat

# 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 33	7 Portsmout	h Blvd			ZAXIC	OTAXIC	TTTAII	ZIIaii		1 actor		1 40101		
264 460	City of Portsmouth		22000	F	96%	0%	1%	1%	2%	0%	F	0.136	F		24000	F
204 (400)	Combined Traffic Estimates for 2 Parallel	,	48000	G	96%	0%	1%	1%	2%	0%	F	0.08	F	0.679	51000	G
	To		7 Frederick													
East ALT	From:	•									_		_			_
264 460	City of Portsmouth	,	30000	G	96%	0%	1%	1%	2%	0%	F	0.099	F		32000	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	G	96%	0%	1%	1%	2%	0%	F	0.090	F	0.591	64000	G
East ALT	To: From:	De	es Moines A	ve												
264 460	City of Portsmouth	(Maint: 64) 0.67	28000	G	96%	0%	1%	1%	2%	0%	F	0.099	F		30000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	56000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.577	59000	G
	To:	SR 1	41 Effingha	m St												
East ALT	From:				000/	00/	40/	40/	00/	00/	_	0.444			00000	
264 460 Elizabeth River D		,	31000	Α	96%	0%	1%	1%	2%	0%	-	0.111	A	0.500	36000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	Α	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	74000	Α
East ALT	To:	V	VCL Norfoll	k												
264) 460 Elizabeth River D	owntown Tunnel City of Norfolk (M	Maint: 64) 0.55	31000	Α	96%	0%	1%	1%	2%	0%	F	0.111	Α		36000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	Α	96%	0%	1%	1%	2%	0%	F	NA			74000	Α
	To:	Τ.	-464, SR 33	7												
East ALT Parketon Bri	From:				000/	00/	10/	10/	00/	00/	_	NIA			F7000	_
264 460 337 Berkley Brid	dge City of Norfolk (M Combined Traffic Estimates for 2 Parallel	,	53000	G	96%	0%	1%	1%	2%	0%	г -	NA			57000	G G
	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	1%	2%	0%	Г	NA			106000	G
East	To: From:		ALT US 460	)												
264)(337)	City of Norfolk (M	Maint: 64) 0.26	49000	N	96%	0%	1%	1%	2%	0%	Ν	NA			53000	Ν
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	91000	N	96%	0%	1%	1%	2%	0%	Ν	NA			100000	Ν
	To	SR 3	37 Tidewate	er Dr												
East ALT	City of Norfolk (N	Maint: 64) 0.65	49000	G	96%	0%	1%	1%	2%	0%	F	NA			53000	G
264 460 337	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	1%	2%	0%	' F	NA			102000	G
	Combined Traine Estimates for 21 araner				30 /6	0 76	1 /0	1 /0	2 /0	0 /6	'	INA			102000	u
East	To: From:	US 46	0 Brambleto	n Ave												
(264)	City of Norfolk (N	Maint: 64) 0.81	57000	F	96%	0%	1%	1%	2%	0%	F	0.105	F		63000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	114000	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.590	126000	F
E	Tro-	SR 40	5 Ballentine	Blvd			$\neg$ $\vdash$									
East 264)	City of Norfolk (N	Maint: 64) 2.34	56000	F	96%	0%	1%	1%	2%	0%	F	0.11	F		62000	F
204)	Combined Traffic Estimates for 2 Parallel	,		F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.575	125000	F
	-	-			JU /0	0 /0	1 /0	1 /0	2 /0	0 /0	'	0.000	'	0.575	123000	'
East	To: From:		13 Military I	Hwy												
264)	City of Norfolk (N	,	38000	F	98%	0%	1%	1%	1%	0%	F	0.115	F		42000	F
$\smile$	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	I-64 Han	npton Roads	Beltwa	y											

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

Devite	Louis all all		4457		4	D		Tru	ck		-00	K	01/	Dir	4 4 1 4 D T	. 01
Route	Jurisdictio	on Lengtr	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
ast	From:		mpton Roads			00/		40/	00/	00/		NIA			0.4000	
Virginia Beach Norfolk		,	88000	N	96%	0%	1%	1%	2%	0%	N	NA			94000	1
	Combined Traffic Estimates for 2 Parallel		L Virginia B	N	96%	0%	1%	1%	2%	0%	N	NA			111000	١
st	From:	WC	ECL Norfolk				-									
Virginia Beach Norfolk	Expwy City of Virginia Beac	h (Maint: 75) 1.40	88000	G	96%	0%	1%	1%	2%	0%	F	NA			94000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	179000	G	97%	0%	0%	0%	1%	0%	F	NA			191000	
	To	SR	190 Witchduc	k Rd												
st Virginia Ranah Narfalk	From:				069/	00/	10/	10/	00/	00/	_	0.000	В		97000	
Virginia Beach Norfolk	, ,	,	92000	F	96%	0%	1%	1%	2%	0%		0.099	_	0.570		
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	186000	F	97%	0%	0%	0%	1%	0%	г	0.086	В	0.570	196000	
st	To: From:	SR 22:	5 Independen	ce Blvd												
Virginia Beach Norfolk	Expwy City of Virginia Beac	h (Maint: 75) 2.34	73000	G	96%	0%	1%	1%	2%	0%	F	0.090	F		78000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	147000	G	97%	0%	0%	0%	1%	0%	F	0.079	F	0.547	156000	
	To		Rosemont Ro	i			<u> </u>									
st 4) Virginia Beach Norfolk	Expwy City of Virginia Beac		66000	_	96%	0%	1%	1%	2%	0%	_	0.089	_		70000	
4 Vilginia Deach Norloik	Combined Traffic Estimates for 2 Parallel	, ,		F	98%	0%	0%	0%	1%	0%	· -	0.089	· -	0.500	150000	
	Combined Trainic Estimates for 2 Faraner				90 /6	0 /6	U /6	0 /6	1 /0	0 /6	'	0.002	•	0.500	130000	
st	To: From:	L	ynnhaven Pky	хy												
Virginia Beach Norfolk	Expwy City of Virginia Beac	h (Maint: 75) 0.54	50000	G	96%	0%	1%	1%	2%	0%	F	NA			54000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	101000	G	97%	0%	0%	0%	1%	0%	F	NA			108000	
	To	Ramp	Γο London Br	idge Rd												
ist 34)Virginia Beach Norfolk	Expwy City of Virginia Beac	h (Maint: 75) 0.63	50000	F	97%	0%	0%	2%	1%	0%	F	0.096	F		51000	
Virginia Beach Noriolk	Combined Traffic Estimates for 2 Parallel	,		F	98%	0%	0%	1%	0%	0%	F	0.081	F	0.501	105000	
	Combined Traine Estimates for 21 drainer			-	30 /6	0 70	070	1 /0	0 70	0 70	'	0.001	•	0.501	103000	
st	From:	US 58	Virginia Bea	ch Blvd												
Virginia Beach Norfolk	Expwy City of Virginia Beac	h (Maint: 75) 1.42	30000	G	96%	0%	1%	1%	2%	0%	F	NA			32000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	66000	G	98%	0%	0%	0%	1%	0%	F	NA			70000	
at .	To: From:	F	irst Colonial I	Rd												
ast 54) Virginia Beach Norfolk	Expwy City of Virginia Beac	h (Maint: 75) 1.36	26000	F	96%	0%	1%	1%	2%	0%	F	0.095	F		26000	
54) * "ga _ odo * too	Combined Traffic Estimates for 2 Parallel	'		F	97%	0%	0%	0%	1%	0%	F	0.08	F	0.628	52000	
	Te					• , •			.,.	-,-	•		-			
st	From:		Birdneck Rd													
Virginia Beach Norfolk		,	13000	F	96%	0%	1%	1%	2%	0%	F	0.092	F		12000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	97%	0%	0%	1%	1%	0%	F	0.079	F	0.603	23000	
	To:		Parks Ave													
st	From:		GREENWO		IVE							·				
Ramp	City of Portsmouth	(Maint: 64) 0.32	2500	G								0.129	F		2500	(

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

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	TruckQC 2Axle 3+Axle 1Trail 2Trail	K actor QK	Dir AAWD	T QW
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264-E TO GREENWOOD DR  0.10 <b>3200 G</b> 124-8540 FROM RT 264	0	.093 F	3200	G
East (264) Ramp	City of Portsmouth (Maint: 64)	I-264-E TO RT 239 0.14 <b>4500 G</b> 124-8599 RAMP FROM RT 64 EAST	0	.087 F	4500	G
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264-E TO RT 337 <b>0.14 2100 G</b> SR 337 FROM RT 264	0	.085 F	2100	G
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264-E TO ROUTE 1700- FREDERICK BLVD 0.25 <b>180 F</b> 264-E005B TO ROUTE 17 NORTH-FREDERICK	0	.503 F	200	F
East 264 Ramp	City of Portsmouth (Maint: 64)			NA	NA	
East Ramp	City of Portsmouth (Maint: 64)	264-E005A TO ROUTE 17 NORTH-FREDERICK 0.02 NA US 17 FROM ROUTE 264 EAST		NA	NA	
East Ramp	City of Portsmouth (Maint: 64)	I-264-E TO DES MOINES AVE 0.14 <b>3000 G</b> 124-8559 FROM RT 264		).11 F	3000	G
East 264 Ramp	City of Portsmouth (Maint: 64)	I-264-E TO ROUTE 141-EFFINGHAM ST  0.20 <b>2100 G</b> SR 141 FROM ROUTE 264 EAST	0	.158 F	2100	G
East 264 Ramp	City of Portsmouth (Maint: 64)	264-E TO ROUTE 141 NORTH-EFFINGHAM ST 0.10 NA  1-264-E007C TO CRAWFORD STREET S		NA	NA	
East 264 Ramp	City of Portsmouth (Maint: 64)		0	.092 F	1500	G
East (264) Ramp	City of Portsmouth (Maint: 64)	I-264-E007B TO CRAWFORD STREET S 0.21 <b>2700 G</b> CRAWFORD STREET S	0	.140 F	2700	G
East Ramp	City of Norfolk (Maint: 64)	IS-00264-E(L)/TO ROUTE 464 SOUTH  0.42 NA  00264-W008A(R)/IS-00264- 008A(L)/TO BERKLE		NA	NA	
East 264 Ramp	City of Norfolk (Maint: 64)	264-E TO ROUTE 460 WEST00- BRAMBLETON 0.21 1600 G US 460 RAMP FROM RT 264 FROM ROUTE 26	0	.186 F	1600	G
East 264 Ramp	City of Norfolk (Maint: 64)	1-264-E TO ROUTE 405 MERRIMAC AVENUE 0.10 <b>6400 G</b> SR 405; 122-8637 Ga	0	.102 F	6400	G

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

Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW
East		I-264-E013X TO RT 13 SOUTH		27 0.10	017100 1110	. 211411				1 40101		
(264) Ramp	City of Norfolk (Maint: 64)	0.14 3300	G					0.172	F		3300	G
	From	US 13 FROM ROUTE 264 E										
East (264) Ramp	City of Norfolk (Maint: 64)	1-264-E013X TO RT 13 NORTH 0.14 <b>6100</b>	H-MILITARY HIG <b>G</b>					0.115	F		6100	G
264) 1 141119	To:	US 13 FROM ROUTE 364 E						0.110	•		0.00	Ğ
East	From:	I-264-E BEGIN COLL RD TO I	RTS 13, 64 & 403									
(264) Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>						NA			NA	
Fort	To From: I-	-264-E013A TO RT 13 SOUTH	-MILITARY HWY									
East (264) Ramp	City of Norfolk (Maint: 64)	0.07 <b>18000</b>	G					0.088	F		18000	G
204)		13-S047A FROM RT 13 SOUT										
East	11011.		III-WILITAKI IIW I					NIA			NIA	
264 Ramp	City of Norfolk (Maint: 64)	0.11 <b>NA</b>						NA			NA	
East	11011.	-264-E013B TO RT 13 NORTH	-MILITARY HWY									
(264) Ramp	City of Norfolk (Maint: 64)	0.09 <b>20000</b>	G					0.09	F		20000	G
East	To: US	13-N047A FROM RT 13 NORT US 13 Military H										
(264) Collector Road at I-64	City of Norfolk (Maint: 64)	0.42 <b>26000</b>	<b>F</b> 98% 0%	1%	1% 1%	0%	F	0.093	F		28000	F
204)	To:	I-64 Hampton Roads	Beltway									
East	From:	I-264-E014A TO RT 6	64 EAST					NIA			NIA	
Ramp	City of Norfolk (Maint: 64)	0.18 <b>NA</b>						NA			NA	
East	To- From:	I-64-E284B FROM RT	64 EAST									
(264) Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>						NA			NA	
East	To: From:	I-264-E014B TO RT 6	4 WEST									
(264) Ramp	City of Norfolk (Maint: 64)	0.09 <b>24000</b>	G					NA			24000	G
	Too	I-64-W284B FROM RT	64 WEST									
East (264) Ramp	City of Norfolk (Maint: 64)		G					NA			51000	G
264) (1811)	• , ,							INA			31000	u
East		-264-E015A TO RT 403 SOUTI	H-NEWTOWN RD									
(264) Ramp	City of Norfolk (Maint: 64)	0.15 <b>NA</b>						NA			NA	
East	From: SR 4	403-S000A FROM RT 403 SOU	JTH-NEWTOWN RD									
(264) Ramp	City of Norfolk (Maint: 64)	0.21 <b>NA</b>						NA			NA	
$\smile$		-264-E015B TO RT 403 NORTI	H-NEWTOWN RD	<del></del>								
East (264) Ramp	City of Norfolk (Maint: 64)	0.17 <b>37000</b>	<b>F</b> 97% 0%	0%	2% 1%	0%	F	0.087	F		39000	F
204) (1611)	· · · · · · · · · · · · · · · · · · ·	-264-E END COLL RD FROM		73	<i>L</i> /0 1 /0	0 /8	'	5.007	,		33000	'
East	From	I-264-E013X TO I-64	•	i								
(264) Ramp	City of Norfolk (Maint: 64)	0.16 8300	G					0.137	F		8300	G
$\smile$	Tα·	I-264-W014A I-264- 14.	A 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 I	Dir Factor AAWDT	QW
East (264) Ramp	City of Norfolk (Maint: 64)	I-264-E013X TO I-64 WEST 0.12 <b>3700 G</b> I-64-W FROM I-264 EAST			0.09	F	3700	G
East 264 Ramp	City of Norfolk (Maint: 64)	I-264-E TO I-64 WEST 0.25 <b>NA</b> I-264-W014C I-264- 14C TO I-	64		NA		NA	
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E013X I-264-E014B TO R 0.22 <b>11000 G</b> SR 403 FROM RT 264	Γ 64		0.098	F	11000	G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E013X 0.25 <b>8800 G</b> SR 403 Newtown Rd			0.087	F	8800	G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E015A FROM RT 264 0.03 <b>NA</b> SR 403 FROM RT 264			NA		NA	
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			0.086	F	10000	G
East 264 Ramp	City of Virginia Beach (Maint: 75)	TO INDEPENDENCE BLVD-HOLL 0.46 <b>21000 G</b> HOLLAND ROAD	AND RD		0.1	F	21000	G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264 East  0.16 <b>12000 G</b> SR 225 Independence Blvd			0.084	F	12000	G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E017A TO ALICIA DRI' 0.50 <b>NA</b> 134-8700 Bonney Rd	VE		NA		NA	
East 264 Ramp	City of Virginia Beach (Maint: 75)	TO ROSEMONT ROAD 0.24 <b>16000 G</b> 134-13 FROM ROUTE 254 EA	ST		0.104	F	16000	G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E TO LYNNHAVEN PARK 0.13 <b>11000 G</b> 134-14; 134-14-S003A FROM & To			0.098	F	11000	G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264-E TO LYNNHAVEN PARK 0.22 <b>4200 G</b> 134-14 FROM ROUTE 264 EA			0.095	F	4200	G
East 264 Ramp	City of Virginia Beach (Maint: 75)	I-264 EB  0.38 <b>18000 F</b> Ramps to US 58 EB and US 58	WB		0.087	F	20000	F
East Ramp	City of Virginia Beach (Maint: 75)	64-E020B TO ROUTE 58 BUS VA E 0.01 NA US 58 FROM ROUTE 264 WE			NA		NA	

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

Route	Jurisdiction	n I	Length	AADT	QA	4Tire	Bus		Trι 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	. QN
East 264 Ramp	^{From} City of Virginia Beach τα	ı (Maint: 75)	0.17	OUTE 58 B NA OM ROUT			BL						NA			NA	
Ramp	From: City of Virginia Beach	ı (Maint: 75)	0.20	ST COLOI 4100 21B FROM	G								0.095	F		4100	G
Ramp	From: City of Virginia Beach ™	ı (Maint: 75)	0.20	DLONIAL 1 <b>5400</b> 21A FRON	G		H						0.083	F		5400	G
ast 64 Ramp	From: City of Virginia Beach ™	(Maint: 75)	0.11	D BIRDNEO 14000 OM ROUT	G								0.099	F		14000	G
Rev Ramp	From: City of Norfolk (Ma ™	aint: 64)	0.01	W013C RA NA -64 REVER									NA			NA	
Vest 64 Ramp	From: City of Chesapeake	(Maint: 64)	0.46 I-264	5500 WB; I-664	F								0.11	F		5900	F
/est 264	City of Chesapeake Combined Traffic Estimates for 2 Parallel F	•	0.71	I-64; I-664 44000 65000	F G	95% 96%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F F	0.125 NA	F		48000 70000	F G
<u>/est</u>	City of Portsmouth ( Combined Traffic Estimates for 2 Parallel F		0.61 Route:		F G	95% 96%	0% 0%	1% 1%	1% 1%	3% 3%	0% 0%	F F	0.125 NA	F		48000 70000	F G
est 64	City of Portsmouth ( Combined Traffic Estimates for 2 Parallel F	'	1.34 Route:		F F	95% 96%	0% 0%	1% 1%	1% 1%	3% 2%	0% 0%	F F	0.127 0.1	F F	0.643	26000 51000	F F
est 64	City of Portsmouth ( Combined Traffic Estimates for 2 Parallel F	,	0.75	39 Victory 24000 48000	Blvd A A	95% 96%	0% 0%	1% 1%	1% 1%	3% 2%	0% 0%	C C	0.140 0.104	A A	0.675	26000 53000	A
Vest ALT (460)	City of Portsmouth ( Combined Traffic Estimates for 2 Parallel F	,	0.84 Route:		G G	95% 96%	0% 0%	1% 1%	1% 1%	3% 2%	0% 0%	F F	0.107 0.08	F F	0.679	27000 51000	G
Vest ALT 460	City of Portsmouth ( Combined Traffic Estimates for 2 Parallel		0.55	7 Frederick 30000 60000 South St	Blvd G G	95% 96%	0% 0%	1% 1%	1% 1%	3% 2%	0% 0%	F F	NA NA			32000 64000	G G

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

						_		Tru	ıck			K		Dir		
Route	Jurisdicti	on Len	gth <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West ALT	Fron	n:	South S		2521						_					
264 460	City of Portsmouth	,			95%	0%	1%	1%	3%	0%	F _	NA			30000	G
	Combined Traffic Estimates for 2 Parallel				96%	0%	1%	1%	2%	0%	F	NA			59000	G
West ALT	T. From	n:	SR 141 Effing	ham St												
264 460 Elizabeth River D	owntown Tunnel City of Portsmouth	(Maint: 64) 0.4	5 <b>34000</b>	Α	95%	0%	1%	1%	3%	0%	F	0.099	Α		38000	Α
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	I Roadways on this Rou	te: <b>65000</b>	Α	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	74000	Α
West ALT	Tr. Fron	n:	WCL Norf	olk												
264) (460) Elizabeth River D	owntown Tunnel City of Norfolk (N	Maint: 64) 0.5	66 <b>34000</b>	Α	95%	0%	1%	1%	3%	0%	F	0.099	Α		38000	Α
	Combined Traffic Estimates for 2 Parallel	l Roadways on this Rou	te: <b>65000</b>	Α	96%	0%	1%	1%	2%	0%	F	NA			74000	Α
Most ALT	T. Fron	n:	I-464, SR	337												
Nest ALT 264 (337) Berkley Bri	dge City of Norfolk (N	Maint: 64) 0.7	'8 <b>46000</b>	G	95%	0%	1%	1%	3%	0%	F	NA			49000	G
	Combined Traffic Estimates for 2 Parallel	Ι Roadways on this Rou	te: <b>98000</b>	G	96%	0%	1%	1%	2%	0%	F	NA			106000	G
M	T. From	n.	Tidewater D	rive			$\neg$									
Nest 264 337	City of Norfolk (N	Maint: 64) 0.8	34 <b>42000</b>	F	95%	0%	1%	1%	3%	0%	F	0.105	F		47000	F
204) (337)	Combined Traffic Estimates for 2 Parallel	•			96%	0%	1%	1%	2%	0%	Ν	NA			100000	١
		US 460, S	R 168, SR 166	Bramble	ton Ave											
Vest 264)	City of Norfolk (				95%	0%	1%	1%	3%	0%	F	0.101	F		63000	F
204)	Combined Traffic Estimates for 2 Parallel	,			96%	0%	1%	1%	2%	0%	F	0.086	F	0.590	126000	F
	To	·	R 405 Ballenti													
Vest	City of Norfolk (	11.			95%	0%	1%	1%	3%	0%	F	0.097	F		64000	-
264	Combined Traffic Estimates for 2 Parallel	,		_	96%	0%	1%	1%	2%	0%	F	0.037	F	0.575	125000	F
	Tallio Estimates for 21 drains		US 13 Militar		3070	0 70		170	270	070		0.000		0.070	120000	
Vest	From	11.			070/	00/	10/	40/	40/	00/		0.440	_ ا		00000	
264	City of Norfolk (Norfolk Combined Traffic Estimates for Parallel	,		F	97%	0%	1%	1%	1%	0%	F	0.116 NA	F		29000 NA	F
	Combined Trainic Estimates for Parallel											NA			NA	
Vest	Fron		Hampton Roa		•											
Virginia Beach Norfolk		'			99%	0%	0%	0%	0%	0%	F	0.289	F		17000	F
	Combined Traffic Estimates for 2 Parallel				96%	0%	1%	1%	2%	0%	Ν	NA			111000	١
Vest	Fron	n:	WCL Virginia ECL Norfe													—
Virginia Beach Norfolk	Expwy City of Virginia Beac	ch (Maint: 75) 1.6	3 <b>91000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			97000	C
	Combined Traffic Estimates for 2 Parallel	l Roadways on this Roເ	te: <b>17900</b> 0	) G	97%	0%	0%	0%	1%	0%	F	NA			191000	C
Vest	Tr Fron	n:	R 190 Witchd	uck Rd												
Virginia Beach Norfolk	Expwy City of Virginia Bead	ch (Maint: 75) 1.2	1 93000	F	99%	0%	0%	0%	0%	0%	С	0.097	В		99000	F
	Combined Traffic Estimates for 2 Parallel	'	te: <b>18600</b> 0	) F	97%	0%	0%	0%	1%	0%	F	0.086	В	0.570	196000	F
	To	· ·	225 Independ		1											

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

										Tru	ol.			K		Dir		
Route		Jurisdictio	n	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
W		From:	1	CD 225	T., 4 4	Dl1			ZAXIE	3+Axle	TTRAIL	2 i raii		Factor		Factor		
West 264) Virginia Beach Norfolk I	=vnwv	City of Virginia Beacl	h (Maint: 75)	2.74	Independen 73000	G BIVG	99%	0%	0%	0%	0%	0%	F	0.087	F		78000	G
264) Virginia Beach Norion I		d Traffic Estimates for 2 Parallel	,			G	97%	0%	0%	0%	1%	0%	' 	0.079	F	0.547	156000	
	Combine	d Hallic Estillates for 2 Faraller	Hoadways off t				91 /0	0 /6	0 /6	0 /6	1 /0	0 /6	'	0.079	'	0.547	130000	G
West		To: From:		l	Rosemont Ro	d												
264) Virginia Beach Norfolk I	Expwy	City of Virginia Beacl	h (Maint: 75)	1.59	76000	F	99%	0%	0%	0%	0%	0%	F	0.093	F		80000	F
	Combine	d Traffic Estimates for 2 Parallel	Roadways on t	nis Route:	142000	F	98%	0%	0%	0%	1%	0%	F	0.082	F	0.500	150000	F
		To		Ly	nnhaven Pk	wy			<u> </u>									
<u>Vest</u> 264) Virginia Beach Norfolk I	=vnww	City of Virginia Beacl	h (Maint: 75)	0.56	51000	G	99%	0%	0%	0%	0%	0%	F	NA			54000	G
264) Virginia Deach Norloik i		d Traffic Estimates for 2 Parallel	,			G	97%	0%	0%	0%	1%	0%	' 	NA			108000	
	Combine	u Hame Estimates for 2 Faraller	noadways on t		m London E			076	0%	0%	1 70	0%	Г	INA			100000	G
Vest		From:	Ramp f	rom London				ble										
Virginia Beach Norfolk I	Expwy	City of Virginia Beacl	h (Maint: 75)	0.79	53000	F	99%	0%	0%	0%	0%	0%	F	0.091	F		54000	F
	Combine	d Traffic Estimates for 2 Parallel	Roadways on t	nis Route:	102000	F	98%	0%	0%	1%	0%	0%	F	0.081	F	0.501	105000	F
		To		US 58	Virginia Bea	ch Blvd												
Vest 264) Virginia Beach Norfolk I	=vpun/	City of Virginia Beacl	h (Maint: 75)		• -		99%	0%	0%	0%	0%	00/	_	NA			39000	G
virginia beach Norioik i			. ,	1.19	36000	G						0%	Г					
	Combine	d Traffic Estimates for 2 Parallel	Roadways on t	nis Route:	66000	G	98%	0%	0%	0%	1%	0%	Г	NA			70000	G
Vest		To: From:		Fir	rst Colonial	Rd												
Virginia Beach Norfolk I	Expwy	City of Virginia Beacl	h (Maint: 75)	1.52	27000	F	99%	0%	0%	0%	0%	0%	F	0.094	F		27000	F
	Combine	d Traffic Estimates for 2 Parallel	Roadways on t	nis Route:	53000	F	97%	0%	0%	0%	1%	0%	F	0.08	F	0.628	52000	F
		Ter			Birdneck Ro	1												
Vest	-,,,,,,,,	City of Virginia Recol	h (Maint: 75)			F	99%	0%	00/	00/	00/	00/	г	0.005	_		11000	_
Virginia Beach Norfolk I		City of Virginia Beach		0.66	12000	-			0%	0%	0%	0%	Г	0.095	F	0.000	11000	F
	Combine	d Traffic Estimates for 2 Parallel	Roadways on t	nis Route:	Parks Ave	F	97%	0%	0%	1%	1%	0%	Г	0.079	г	0.603	23000	F
		lion.		Y 264 Y		XX TEAT												
Vest 264 Ramp		City of Chesapeake	(Maint: 64)	0.42	W TO I-664 <b>20000</b>	F F								0.133	F		22000	F
264) Hamp		To:	(Mant. 04)		FROM I-26		Γ							0.100	•		22000	
Voot		From:	1	I-264-W TO														
Vest 264 Ramp		City of Portsmouth	(Maint: 64)	0.17	2300	G	IVE							0.087	F		2300	G
204) * *****		To:	(		540 FROM I										-			
Vest		From:		I-264-W TO			IVE											
Ramp		City of Portsmouth	(Maint: 64)	0.27	2900	G	IVL							0.103	F		2900	G
204)		To:	( 1 1 1 )		540 FROM I													
Vest		From:			4-W TO RT													
Ramp		City of Portsmouth	(Maint: 64)	0.20	8600	G								0.084	F		8600	G
		To:		SR 239 SR 23			M RT											
West ALT		From:		I-26	4-W TO RT	337												
264 460 Ramp		City of Portsmouth	(Maint: 64)	0.37	3900	G								0.1	F		3900	G
		•	<u>, , , , , , , , , , , , , , , , , , , </u>															

# 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 QK Factor	Dir Factor	AAWDT	QW
West Ramp	City of Portsmouth (Maint: 64)	264-W TO ROUTE 1700- FREDERICK BLVD 0.25 11000 G US 17 FROM ROUTE 264 WEST		0.096 F		11000	G
West 264 Ramp	City of Portsmouth (Maint: 64)	64-W005A TO ROUTE 17 SOUTH00- FREDRIC 0.04 NA US 17 FROM ROUTE 264 WEST		NA		NA	
West 264 Ramp	City of Portsmouth (Maint: 64)	64-W TO RT 141-EFFINGHAM ST VIA CRAW 0.02 21000 G		0.098 F		21000	G
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W007B TO COURT ST  0.07 NA  CRAWFORD STREET N		NA		NA	
West 264 Ramp	City of Portsmouth (Maint: 64)	I-264-W007A TO COURT ST  0.18 NA  124-8761 Court St		NA		NA	
West 264 337 Ramp	City of Norfolk (Maint: 64)	I-264-W I-464-S; 464-W IN MEDIAN  0.22 NA  I-264-E008A TO BERKLE		NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	64-W(B)/INSPECTION STA ROAD (RESTRICTED  0.06 NA S-00464-S(B)/FROM INSPECTION STATION		NA		NA	
West 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 Ramp	City of Norfolk (Maint: 64)	IS-00264-W(B)/TO WATERSIDE DRIVE  0.44 NA  R-00337(U)/A1SR-00337-S003A(L)/Gap Terminu		NA		NA	
West Ramp	City of Norfolk (Maint: 64)	4-W TO ROUTE 460 WEST-BRAMBLETON AV 0.06 <b>6200 G</b>		0.119 F		6200	G
West 264 Ramp	City of Norfolk (Maint: 64)	1-264-W011C TO CLAIBORNE AVENUE  0.09 NA  US 460 FROM ROUTE 264 WEST		NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64)	4-W TO ROUTE 460 EAST-BRAMBLETON AV 0.12 9400 G 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)	264-W TO ROUTE 405-MERRIMAC AVENUE  0.15		0.076 F		5600	G

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

Route	Jurisdiction Len	oth AADT QA	4Tire E	2	Truck xle 3+Axle 1Tra		QC	K Factor	QK F	Dir AAWD	T QW
West Ramp	City of Norfolk (Maint: 64) 0.1	O RT 13 SOUTH-MII 2 <b>6500 G</b> 1 ROUTE 264 WEST						0.102	F	6500	G
West 264 Ramp	City of Norfolk (Maint: 64) 0.1	ROUTE 13 NORTHOO 5 <b>9200 G</b> 1 ROUTE 264 WEST						0.078	F	9200	G
West 264 Ramp	City of Norfolk (Maint: 64) 0.0	PS TO & FROM 64 H 6 <b>15000 F</b> 264-R000A RAMPS T						0.289	F	17000	F
West 264 Ramp	To:	I-264 West 9 <b>47000 G</b> SR 403 N000B		0% 0%	% 0% 0%	5 0%	F	NA		51000	G
West 264 Ramp	City of Norfolk (Maint: 64) 0.2	284A FROM RT 64 W 7 NA OM RT 403 SOUTH-		•				NA		NA	
West 264 Ramp	City of Norfolk (Maint: 64) 0.4	5 <b>67000 G</b> W014C TO RT 64 WE		`				NA		67000	G
West 264 Ramp	City of Norfolk (Maint: 64) 0.1							NA		NA	
West 264 Ramp	, ,	7 <b>37000 G</b> W014B TO RT 64 EA	ST					0.092	F	37000	G
West 264 Ramp West	City of Norfolk (Maint: 64) 0.1	3 <b>NA</b> 284A FROM RT 64 EA	AST					NA		NA	
West Ramp		2 <b>40000 G</b> ROUTE 13 NORTHOO	)- MILITARY					0.083	F	40000	G
West Ramp	City of Norfolk (Maint: 64) 0.0	8 NA ROM ROUTE 13 NOR	TH00- MILIT		1			NA		NA	
West Ramp	City of Norfolk (Maint: 64) 0.1	1 <b>33000 G</b> O RT 13 SOUTH-MII	LITARY HIG					0.089	F	33000	G
264 Ramp West	City of Norfolk (Maint: 64) 0.0	9 NA ROM ROUTE 13 SOU	TH00- MILIT					NA		NA	
Ramp		COLL RD FROM RT	S 403, 64 &					0.079	F	32000	G
West 264 Ramp	City of Norfolk (Maint: 64) 0.2	264-W TO I-64 EAST 4 18000 G E014A I-264- 14A TO	I-64					0.096	F	18000	G

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

Route	Jurisdiction		Length A	AADT G	<b>PA</b> 4	ITire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
Vest 264 Ramp	Fron:	int: 64)	I-264-W013		AST G			ZAXIE	JTANIC	TITAL	ZITAII		0.148	F	i actor	10000	G
264)	Tr.		I-64-E FROM										0.110	•		10000	
Vest	From:	int: 64)	I-264-W0132	X TO I-64 W <b>NA</b>	/EST								NA			NA	
Ramp	Tre Tre	,	I-264-E014C I		O I-64								INA			INA	
/est	From:	(1.1.1		Collector Rd								_					
Ramp	City of Virginia Beach (	(Maint: 75)		7200 (Newtown Ro		99%	0%	0%	0%	0%	0%	F	NA			320	G
est	From			/ TO RT 190													
Ramp	City of Virginia Beach (	(Maint: 75)		<b>5900</b> (FROM I-264	G 1								0.090	F		6900	G
/est	From:		I-264-W TO F														
Ramp	City of Virginia Beach (	(Maint: 75)	0.18 <b>5</b> SR 225 TO		G (DT								0.118	F		5500	G
est	From:			TO RT 225													
Ramp	City of Virginia Beach (	(Maint: 75)	0.25 <b>7</b>	7200 (	G								0.112	F		7200	C
est	To:	1	C7US 5	OSEMONT		,											
Ramp	City of Virginia Beach (	(Maint: 75)	0.18	9300 (	G								0.088	F		9300	C
	To:		34-13; 134-8738														
Vest 264 Ramp	City of Virginia Beach (		0.16 <b>6</b>		ARKW G	AY							0.101	F		6500	G
<u> </u>	Те			UTE 264 W													
Vest 164 Ramp	From: L City of Virginia Beach (		0.15 3		<u>ARKW</u> G	YAY							0.109	F		3600	G
	To:			Gap FROM I	R												
/est 264 Ramp	City of Virginia Beach (		264-W TO 1ST 0.17		L ROA G	D							0.085	F		3600	G
	Tre	(Mante 70)		OM & TO RO									0.000				
ast 67) Dulles Greenway	From: Town of Leesburg (Ma	oint: TOL \		esburg Bypa		98%	0%	0%	0%	0%	0%	F	NA			15000	G
67 Dulles Greenway	Combined Traffic Estimates for 2 Parallel Ro	,				98%	0%	1%	0%	1%	0%	F	NA			29000	(
ast	To- From	<u> </u>		Leesburg				$\Box$ $\vdash$									
67) Dulles Greenway	Loudoun County (Mai	,			<b>G</b> 9	98%	0%	0%	0%	0%	0%	F	NA			15000	C
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this			G 9	98%	0%	1%	0%	1%	0%	F	NA			29000	G
ast	To: From:			field Pkwy													
Dulles Greenway	Loudoun County (Mai Combined Traffic Estimates for 2 Parallel Ro					98% 98%	0% 0%	0% 1%	0% 0%	0% 1%	0% 0%	F F	NA NA			16000 31000	G
	To To	oauways on this		hreve Mill R		JU /0	0 /0		U /0	1 /0	U /0	'	INA			31000	

# 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
East	From:	53-65	53 Shreve M	Iill Rd												
Dulles Greenway	Loudoun County (Maint: TOL)	2.26	15000	G	98%	0%	0%	0%	0%	0%	F	NA			16000	C
	Combined Traffic Estimates for 2 Parallel Roadways	n this Route:	31000	G	98%	0%	1%	0%	1%	0%	F	NA			33000	(
ast	To: From:	53-659	Belmont Ri	idge Rd												
Dulles Greenway	Loudoun County (Maint: TOL)	1.06	16000	G	98%	0%	0%	0%	0%	0%	F	NA			19000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	31000	G	98%	0%	1%	0%	1%	0%	F	NA			37000	(
ant	T _{CC} From:	53-90	1 Claiborne	Pkwy												
ast 67) Dulles Greenway	Loudoun County (Maint: TOL)	1.79	18000	G	98%	0%	0%	0%	0%	0%	F	NA			21000	
01) = =====	Combined Traffic Estimates for 2 Parallel Roadways		36000	G	98%	0%	1%	0%	1%	0%	F	NA			42000	
	To	53-772 F	Ashburn Vill	lage Blvo	d											
ast 67) Dulles Greenway	Loudoun County (Maint: TOL)	1.40	20000	G	98%	0%	0%	0%	0%	0%	F	NA			24000	
67) Balloo Groollia)	Combined Traffic Estimates for 2 Parallel Roadways		40000	G	98%	0%	1%	0%	1%	0%	F	NA			48000	
	То		oudoun Co						. , ,	• , •						
ast Dullos Groopway	Loudoup County (Maint: TOL)				98%	0%	0%	0%	0%	00/	_	NA			27000	
Dulles Greenway	Loudoun County (Maint: TOL) Combined Traffic Estimates for 2 Parallel Roadways of	1.08	23000 45000	G G	98% 98%	0% 0%	0% 1%	0% 0%	0% 1%	0% 0%	F	NA NA			53000	
	Combined Trainic Estimates for 2 Faranter Hoadways (				90 /0	0 /6	1 /0	0 /6	1 /0	0 /0	'	INA			33000	
ast	From		606 Old Ox													
67 Dulles Greenway	Loudoun County (Maint: TOL)	1.72	22000	G	98%	0%	0%	0%	0%	0%	F	NA			26000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	43000	G	98%	0%	1%	0%	1%	0%	F	NA			51000	
ast	To- From:	SI	R 28 Sully F	Rd												
67) Dulles Toll Rd	Loudoun County (Maint: 29)	1.23	42000	G	98%	0%	0%	0%	0%	0%	F	0.125	F		50000	
	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.693	100000	
ast	To: From:		fax County  loun County													
67 Dulles Toll Rd	Fairfax County	0.94	42000	G	98%	0%	0%	0%	0%	0%	F	0.125	F		50000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	84000	G	98%	0%	1%	0%	1%	0%	F	NA			100000	
	To: From	29-6:	57 Centrevil	lle Rd			$\neg$ $\vdash$									
ast 67)Dulles Toll Rd	Fairfax County	1.36	48000	G	98%	0%	0%	0%	0%	0%	F	0.117	F		57000	
67) 241100 1011114	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.637	115000	
	То		VCL Herndo						.,.	* / *			-			
ast	Town of Horndon (Mainte CO)				000/	0%	00/	00/	0%	0%	F	0.117	F		E7000	
Dulles Toll Rd	Town of Herndon (Maint: 29) Combined Traffic Estimates for 2 Parallel Roadways (	0.37	48000	G G	98% 98%	0% 0%	0% 1%	0% 0%	0% 1%	0% 0%	F	0.117 NA	Г		57000 115000	
						U /o	1 /0	U /0	1 /0	U /o	ı	INA			113000	
ast	To: From:	29-7100 Fairfax (														
67 Dulles Toll Rd	Fairfax County	0.97	51000	G	98%	0%	0%	0%	0%	0%	F	0.122	F		60000	
.01)	Combined Traffic Estimates for 2 Parallel Roadways			G	98%	0%	1%	0%	1%	0%		0.091	F	0.647	123000	(

# 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
ast	From:		02 Reston P													
Dulles Toll Rd	Fairfax Cour	•	56000	G	98%	0%	0%	0%	0%	0%	F	0.12	F		66000	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	114000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.628	136000	(
ast	To: From:	29-8	328 Wiehle	Ave												
Dulles Toll Rd	Fairfax Cour	ty 1.88	59000	G	98%	0%	0%	0%	0%	0%	F	0.117	F		69000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	118000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.610	140000	
	To	29-67	4 Hunter M	ill Rd			$\neg$ $\vdash$									
st 7)Dulles Toll Rd	Fairfax Cour	ity 3.41	65000	G	98%	1%	1%	0%	1%	0%	F	0.119	F		69000	
) Banco Ton Tia	Combined Traffic Estimates for 2 Parallel F	•		G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.607	141000	
	To:				0070			0,0	. , 0	0 / 0	•	0.00.	•	0.007		
st	From:		7 Leesburg I													
7 Dulles Toll Rd	Fairfax Cour	,	58000	G	98%	0%	0%	0%	0%	0%	F	0.112	F		68000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	113000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.588	135000	
st	Te: From:	29-684	Internationa	l Drive												
Dulles Toll Rd	Fairfax Cour	1.60	54000	G	98%	0%	0%	0%	0%	0%	F	0.102	F		64000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	114000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.569	136000	
	To: From:	I-495	Capital Bel	tway												
st 7)Dulles Toll Rd Connecto	or Fairfax Cour	ity 0.26	31000	G	98%	0%	0%	0%	0%	0%	F	0.093	F		37000	
,,	Combined Traffic Estimates for 2 Parallel F	,		G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.579	77000	
	To		3 Chain Brid													
st Dullag Tall Dd Cannagta	From: L				98%	1%	1%	00/	00/	00/	0	0.006	_		25000	
Dulles Toll Rd Connecto	or Fairfax Cour  Combined Traffic Estimates for 2 Parallel F	,	30000	G G	98% 98%	1%	1%	0% 0%	0% 0%	0% 0%		0.086 0.082	F	0.636	35000 71000	
	To:	noadways on this houte.	I-66	G	90%	I 70	1 70	0%	070	0%	г	0.062	Г	0.030	71000	
t	From:	SR 267-E TO RT		ITAL R	FLTWAY	,										
Ramp	Fairfax Cour		15000	G	LLI WILL							0.116	F		15000	
.)	To:	I-495-S	From RT 2	67 East												
<u>st</u>	From:	SR 267-E026A TO I	RT 495 NOR	RTH00-	CAPITAL	В										
₇ )Ramp	Fairfax Cour	,	22000	G								0.103	F		22000	
/	To:	I-495-N	From RT 2	67 East												
st	From:	SR 267-E TO WEST		JRCH S	TATION-	-BU										
7 Ramp	Fairfax Cour	29-99004-W00	NA DOA EDOM	0 TO D	T 267							NA			NA	
_1	From				1 20/											
st 7 Dulles Greenway	Town of Leesburg (M		Leesburg B 13000	ypass <b>G</b>	98%	0%	1%	0%	1%	0%	F	NA			14000	
7) 2 300 000	Combined Traffic Estimates for 2 Parallel F	,		G	98%	0%	1%	0%	1%	0%	F	NA			29000	
	Tor		CL Leesbur		00/0	J /0	- 70	J /U	. 70	5 /0	•	. 47 1			_0000	

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

		T Tilliary at	nd Interstat	.0 1 10	<u> </u>			Tru	ok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
West	From:	9	CL Leesburg				ZAXIE	3+Axie	TITALI	ZIIali		1 actor		1 actor		
267 Dulles Greenway	Loudoun County (Maint: T		13000	G	98%	0%	1%	0%	1%	0%	F	NA			14000	G
201)	Combined Traffic Estimates for 2 Parallel Roadw			G	98%	0%	1%	0%	1%	0%	F	NA			29000	G
	To	•	attlefield Pkw													
West	From:				2221						_					
267 Dulles Greenway	Loudoun County (Maint: T	,	15000	G	98%	0%	1%	0%	1%	0%	F	NA			16000	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	29000	G	98%	0%	1%	0%	1%	0%	F	NA			31000	G
West	To: From:	53-65	3 Shreve Mil	l Rd												
267 Dulles Greenway	Loudoun County (Maint: T	OL) 2.31	15000	G	98%	0%	1%	0%	1%	0%	F	NA			16000	G
	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	31000	G	98%	0%	1%	0%	1%	0%	F	NA			33000	G
	To:	53-659	Belmont Rid	ge Rd												
West Dulles Greenway	Loudoun County (Maint: T		16000	G	98%	0%	1%	0%	1%	0%	F	NA			19000	G
Dulles Greenway	Combined Traffic Estimates for 2 Parallel Roadw	,	31000	G	98%	0%	1%	0%	1%	0%	F	NA			37000	G
	Combined Tranic Estimates for 21 aranel Floating	•			30 /6	0 76	1 /0	0 /6	1 /0	0 /8	'	INA			37000	ч
West	From:	53-90	1 Claiborne P	kwy												
₂₆₇ Dulles Greenway	Loudoun County (Maint: T	OL) 1.82	18000	G	98%	0%	1%	0%	1%	0%	F	NA			21000	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	36000	G	98%	0%	1%	0%	1%	0%	F	NA			42000	G
West	To: From:	53-772 A	Ashburn Villa	ge Blvo	1											
267 Dulles Greenway	Loudoun County (Maint: T	OL) 1.32	20000	G	98%	0%	1%	0%	1%	0%	F	NA			24000	G
,	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	40000	G	98%	0%	1%	0%	1%	0%	F	NA			48000	G
	To:		oudoun Cour	nty Pky	WW											
West Dulles Crashway	From:					0%	10/	00/	10/	00/	F	NIA			00000	_
267 Dulles Greenway	Loudoun County (Maint: T	- /	22000	G	98%		1%	0%	1% 1%	0%	F	NA NA			26000	G G
	Combined Traffic Estimates for 2 Parallel Roadw	•		G	98%	0%	1%	0%	170	0%	Г	NA			53000	G
West	To: From:	53-	606 Old Ox F	Rd												
(267) Dulles Greenway	Loudoun County (Maint: T	OL) 1.75	21000	G	98%	0%	1%	0%	1%	0%	F	NA			26000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	43000	G	98%	0%	1%	0%	1%	0%	F	NA			51000	G
NA/	To: From:	Si	R 28 Sully Rd	1			$\neg$									
West 267 Dulles Toll Rd	Loudoun County (Maint:	29) 1.24	42000	G	98%	0%	1%	0%	1%	0%	F	0.13	F		49000	G
267) Balloo Toll Tid	Combined Traffic Estimates for 2 Parallel Roadw	,		G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.693	100000	G
	To:	•	fax County Li		0070	0 70		0 70	1 /0	0 70	•	0.000	•	0.000	100000	ŭ
West	From:		loun County I	ine												
267 Dulles Toll Rd	Fairfax County	1.29	42000	G	98%	0%	1%	0%	1%	0%	F	0.13	F		49000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	84000	G	98%	0%	1%	0%	1%	0%	F	NA			100000	G
West	To: From:	29-65	57 Centreville	Rd												
267 Dulles Toll Rd	Fairfax County	1.44	49000	G	98%	0%	1%	0%	1%	0%	F	0.118	F		58000	G
201)	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	97000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.637	115000	G
	То:	-	VCL Herndon	-								'		-		-

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

<u> </u>						_		Tru	ıck			K	017	Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
est	From:		VCL Herndo		000/	20/	10/	201	40/	00/	_	0.440	_		50000	
Dulles Toll Rd	Town of Herndon (	'	49000	G	98%	0%	1%	0%	1%	0%	-	0.118	F		58000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	97000	G	98%	0%	1%	0%	1%	0%	F	NA			115000	G
est	To: From:	I	ECL Herndo	n												
67) Dulles Toll Rd	Fairfax Cou	inty 0.30	49000	G	98%	0%	1%	0%	1%	0%	F	0.118	F		58000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	97000	G	98%	0%	1%	0%	1%	0%	F	NA			115000	C
est	To: From:	29-7100	Fairfax Cou	nty Pkw	у											
Dulles Toll Rd	Fairfax Cou	inty 0.62	52000	G	98%	0%	1%	0%	1%	0%	F	0.119	F		62000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	103000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.647	123000	C
	To	29-6	02 Reston P	kwy			_									
est 67 Dulles Toll Rd	Fairfax Cou	inty 1.03	59000	G	98%	0%	1%	0%	1%	0%	F	0.112	F		70000	G
67) 2 4 1100 10 1110	Combined Traffic Estimates for 2 Parallel	•		G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.628	136000	
	To		828 Wiehle						.,.							
est Dulles Tall Da	From:				000/	00/	40/	00/	10/	00/	_	0.100	_		71000	(
Dulles Toll Rd	Fairfax Cou Combined Traffic Estimates for 2 Parallel	,	60000	G	98% 98%	0% 0%	1%	0% 0%	1% 1%	0% 0%	F	0.106	F	0.610	71000 140000	
	Combined Trainc Estimates for 2 Parallel			G	90%	0%	1%	0%	170	0%	Г	0.088	Г	0.610	140000	,
est	To: From:		4 Hunter M	ill Rd												
67) Dulles Toll Rd	Fairfax Cou	•	68000	G	98%	0%	1%	0%	1%	0%	С	0.107	F		72000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	133000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.607	141000	(
est	To: From:	SR	7 Leesburg l	Pike												
Dulles Toll Rd	Fairfax Cou	inty 1.11	56000	G	98%	0%	1%	0%	1%	0%	F	0.100	F		67000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	113000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.588	135000	(
- at	To: From	29-684	Internationa	al Drive												
(est 67) Dulles Toll Rd	Fairfax Cou	inty 1.16	60000	G	98%	0%	1%	0%	1%	0%	F	0.092	F		72000	C
01)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	114000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.569	136000	(
	Tax		Capital Bel	ltway												
est 67) Dulles Toll Rd Connecto	r Fairfax Cou		34000	G	98%	0%	1%	0%	1%	0%	_	0.103	_		41000	(
Dulles Toll Rd Connecto	Combined Traffic Estimates for 2 Parallel	•		G	98%	0%	1%	0%	1%	0%	F	0.103	, F	0.579	77000	(
	To				30 /0	0 70	1 70	0 /0	1 /0	0 70	•	0.000	'	0.575	77000	`
<u>est</u>	From:		3 Chain Brid													
Dulles Toll Rd Connecto		,	30000	G	98%	0%	1%	0%	1%	0%	F -	0.103	F		35000	(
	Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle Tox}$	Hoadways on this Route:	59000 I-66	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.636	71000	(
1	From	<u>Ι</u>														_
est 67)Ramp	Fairfax Cou	3	SR 267 Wes <b>6700</b>	G								0.123	F		6700	(
01)	To:		I-495 North									33	•		0.00	`

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

						ruck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+Ax			QC	Factor	QK	Factor	AAWDT	. QI
	From:	I-64, US 60; SR 42	200/	00/	10/ 00/	00/	201		0.005		0.505	1100	
269) (42) Longdale Furnace Rd	Alleghany County	0.18 <b>1100 F</b>	96%	0%	1% 0%	2%	0%	С	0.095	F	0.505	1100	F
<u> </u>	From:	03-632 Longdale Furnace 03-632 Golf Course View											
269)Longdale Furnace Rd	Alleghany County	6.62 <b>500 F</b>	96%	0%	1% 0%	2%	0%	F	0.111	F	0.62	530	
269 Longdale Furnace Nu	Tic To	I-64, US 60	30 /8	0 /6	176 076	2/0	0 /6	'	0.111	'	0.02	330	
	From:	SR 269 TO I-64 EAST											_
269 Ramp	Alleghany County	0.23 <b>90 G</b>							NA			90	(
203)	To:	I-64-E FROM RT 269WEST &	EAST										
	From:	SR 269 I-64-W035A FROM & 7	ΓΟ IS 64										
269)Ramp	Alleghany County	0.32 <b>100 G</b>							NA			100	(
	To:	I-64-W FROM RT 269 WEST 8	& EAST										
	From:	US 58 Bus											
Bull Run Rd	Town of Saint Paul (Maint: 97		99%	0%	1% 0%	0%	0%	С	0.101	F	0.529	3800	
	То:	SR 63											
	From:	US 250 Broad Street Rd											_
Pouncey Tract Rd	Henrico County	2.51 <b>11000 G</b>	98%	1%	1% 1%	0%	0%	С	0.101	F	0.644	12000	
	To:	Nuckols Rd											
Pouncey Tract Rd	Henrico County	1.19 <b>5400 G</b>	96%	0%	1% 3%	1%	0%	F	0.099	F	0.54	5700	
271) I duncey Tract Hu	To:	Goochland County Line		0 /0	1/8 3/8	1 /0	0 /6	'	0.033	•	0.54	3700	
	From:	Henrico County Line											
Pouncey Tract Rd	Goochland County	0.53 <b>6200 G</b>	96%	0%	1% 3%	1%	0%	С	0.095	F	0.575	6400	
	To:	Hanover County Line											
	From:	Goochland County Line											
Pouncey Tract Rd	Hanover County	3.11 <b>1900 F</b>	96%	0%	<u>1</u> % 3%	1%	0%	F	0.094	F	0.602	2000	
<u> </u>	To:	42-622 Rockville Rd; Hill	Dr										
	From:	SR 189											
South Quay Rd	City of Suffolk	1.24 <b>1400 F</b>	95%	0%	1% 3%	1%	0%	С	0.108	F	0.783	1500	
	To:	US 58 South Quay Rd											
	From:	SR 30 New Kent Hwy											
Farmers Dr	New Kent County	5.33 <b>4500 F</b>	99%	0%	0% 0%	0%	0%	С	0.106	F	0.738	4600	
	To:	SR 33											
	From:	US 58 Grayson Pkwy											
Riverside Dr	Grayson County	7.36 <b>800 F</b>	94%	2%	 3% 1%	1%	0%	С	0.129	F	0.75	840	
	To:	SR 94 Scenic Rd; Riverside	Dr										
	From:	SR 256 Weyers Cave Ro	1		Ī								_
276)Keezletown Rd	Augusta County	1.77 <b>3700 G</b>	96%	1%	1% 1%	1%	0%	С	0.103	F	0.507	3900	
170).1002.010	To	Rockingham County Line		. , 0	<u> </u>	. , 0	0,0	Ū	000	•	0.007	0000	
	From	Augusta County Line	·										
Cross Keys Rd	Rockingham County	3.04 <b>3400 G</b>	96%	1%	1% 0%	1%	0%	С	0.115	F	0.530	3500	
$\smile$	То	82-682 Friedens Ch Rd											
276 Cross Keys Rd	Rockingham County	2.42 <b>4700 G</b>	97%	1%	1% 1%	1%	0%	С	0.112	F	0.519	4800	
2/0/0.000 1.090 110	ricoming nami county	¬∟ <b>¬</b> 100 G	01/0	1 /0	1/0 1/0	1/0	0 / 0	0	0.112		0.010	7000	,

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# 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 253 Port Repu	ıblic Rd												
276 Cross Keys Rd	Rockingham County	1.36 <b>6100</b>	G	97%	1%	1%	1%	1%	0%	F	0.103	F	0.511	6300	G
<u> </u>	To: From:	82-689 Shen La	ke Dr												
276 Cross Keys Rd	Rockingham County	0.84 <b>6100</b>	N	97%	1%	1%	1%	1%	0%	Ν	0.103	Ν	0.511	6300	Ν
<u> </u>	Τα	US 33 Spotswoo	d Trail												
	From:	US 11 Main S													
( ₂₇₇ ) Fairfax Pike	Town of Stephens City (Maint: 34)	0.15 <b>9400</b>	F	96%	0%	1%	1%	3%	0%	F	0.088	F	0.513	10000	F
	To: From:	ECL Stephens													
277 Fairfax Pike	Frederick County	0.08 <b>9400</b>	N	96%	0%	1%	1%	3%	0%	N	0.088	N	0.513	10000	Ν
	To: From:	I-81													
277) Fairfax Pike	Frederick County	1.76 <b>14000</b>	F	94%	1%	1%	1%	3%	0%	С	0.098	F	0.541	15000	F
<u> </u>	To: From:	34-726 Lakeview	Circle												
277 Fairfax Pike	Frederick County	2.73 <b>8100</b>	F	94%	1%	1%	1%	3%	0%	F	0.094	F	0.654	8500	F
	To:	US 522 Front Roy	yal Pike												
	From:	SR 277													
277) Ramp to I-81 S at Exit 307	Frederick County	0.24 <b>3200</b>	G								NA			3200	G
<u> </u>	To:	I-81 S													
	From:	SR 277													_
277 Ramp to I-81 N at Exit 307	Frederick County	0.18 <b>5700</b>	G			i					NA			5700	G
	100	I-81 N													
King Street North	City of Homoton	US 258 Mercury 0.10 <b>19000</b>	y Blvd <b>F</b>	100%	0%	0%	0%	0%	00/	F	0.095	F	0.605	21000	F
King Street North	City of Hampton			100%	0%	0%	0%	0%	0%	Г	0.095	Г	0.605	21000	Г
	From:	114-7047 Old Fox												.=	
278 King St	City of Hampton	0.85 <b>14000</b>	F	100%	0%	0%	0%	0%	0%	F	0.094	F	0.576	15000	F
	To: From:	Lamington I													
278 King St	City of Hampton	0.69 <b>6800</b>	G	100%	0%	0%	0%	0%	0%	С	0.107	F	0.821	7200	G
	10:	Langley Air Ford													
	From:	US 58 Va Beach								_		_			_
279 Great Neck Rd	City of Virginia Beach	2.35 <b>38000</b>	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.536	40000	G
	To: From:	First Colonial													
279 Great Neck Rd	City of Virginia Beach	0.99 <b>33000</b>	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.553	35000	G
	To: From:	Shorehaven	Dr												
279) Great Neck Rd	City of Virginia Beach	1.42 <b>34000</b>	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.504	36000	G
	To	Adam Keeling	g Rd			<u> </u>									
279 N Great Neck Rd	City of Virginia Beach	0.79 <b>27000</b>	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.523	28000	G
	To:	US 60 Shore	Dr												
	From	SR 895 Pocahonta	ss Pkwy												
281)	Henrico County	1.60 <b>3200</b>	G	90%	1%	1%	2%	6%	0%	С	0.092	F	0.526	3400	G
$\smile$	Tor	43-7723 Charles	City Rd												

# 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+A	xle 1Trai	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
Too'll of the Louis and Bloom	From:	Bus US 23	000/	00/	00/ 0/		00/	_	0.004	F	0.504	10000	
Trail of the Lonesome Pine	City of Norton (Maint: 97)	0.36 <b>12000 G</b>	98%	0%	0% 0	6 1%	0%	С	0.084	F	0.501	13000	
	10.	Alt US 58; US 23											
Tighties of October Del	From:	07-935 Expo Rd	070/	00/		/ 40/	00/	_	0.007	_	0.50	47000	
Tinkling Spring Rd	Augusta County	1.85 <b>17000 G</b>	97%	0%	1% 19	6 1%	0%	С	0.087	F	0.59	17000	
	10.	US 250 Jefferson Hwy											
	From:	I-64-E091A FROM & TO I		00/		, 00,	40/	_				0000	
Ramp	Augusta County	0.25 <b>3000 G</b>	94%	0%	1% 19	% 3%	1%	С	NA			3000	
	10.	I-64-E FROM RT 608SOUTH &											
	From:	I-64-W091A FROM & TO				,,		_					
Ramp	Augusta County	0.25 <b>5200 G</b>	94%	0%	1% 19	% 3%	1%	С	NA			5200	
	Tα	I-64-W FROM RT 608SOUTH &	NORTH										
	From:	US 1 Richmond Hwy						_					
Pairfax County Pkwy	Fairfax County	0.49 <b>23000 G</b>	97%	1%	1% 19	6 0%	0%	F	0.106	N	0.514	26000	
<u></u>	To: From:	29-617 Backlick Rd											
Pairfax County Pkwy	Fairfax County	1.43 <b>26000 A</b>	97%	1%	1% 19	6 0%	0%	С	0.106	Α	0.514	30000	
$\mathcal{L}$	To	29-611 Telegraph Rd											
286) Fairfax County Pkwy	Fairfax County	0.88 <b>37000 G</b>	97%	1%	1% 19	6 0%	0%	F	0.089	F	0.607	42000	
,	To:	I-95; 29-790 Alban Rd				,-	• , •	-		-			
	From:	29-7900 Franconia Springfeld	Pkwy										
286) Fairfax County Pkwy	Fairfax County	1.30 <b>53000 G</b>	99%	0%	0% 09	6 0%	0%	F	0.091	F	0.755	59000	
<u> </u>	To	29-640 Sydenstricker Ro	i										
286 Fairfax County Pkwy	Fairfax County	1.26 <b>53000 G</b>	97%	1%	1% 19	6 1%	0%	F	0.090	F	0.712	57000	
, ,		Fairfax County Pkwy for the	missing	downsi	ream section	٦.							
	To:	29-636 Hooes Rd	J										
	From:	SR 123 Ox Rd											
Pairfax County Pkwy	Fairfax County	1.19 <b>60000 G</b>	97%	1%	1% 19	6 1%	0%	F	0.087	F	0.511	65000	
	See Non-Inventorie	ed Fairfax County Pkwy for ti	ne missin	g upstre	eam section.								
	To: From:	29-643 Burke Centre Pky	/у										
286 Fairfax County Pkwy	Fairfax County	1.84 <b>66000 G</b>	97%	1%	1% 19	6 1%	0%	F	0.087	F	0.55	71000	
$\mathcal{L}$	To	29-654 Popes Head Rd											
286) Fairfax County Pkwy	Fairfax County	1.32 <b>71000 G</b>	97%	1%	1% 19	6 1%	0%	F	0.084	F	0.501	76000	
, ,	T												
286) Fairfax County Pkwy	Fairfax County	29-620 Braddock Rd 1.02 <b>72000 G</b>	97%	1%	1% 19	6 1%	0%	F	0.087	F	0.582	77000	
286 T alliax County Fkwy	i amax county		3170	1 70	1 /0 I`	ro 1-70	U-76	Г	0.007	Г	0.302	11000	
	To: From:	US 29 Lee Highway											
Pairfax County Pkwy	Fairfax County	0.96 <b>71000 G</b>	97%	1%	1% 19	6 1%	0%	F	0.081	F	0.579	75000	
<u></u>	To: From:	I-66											
286 Fairfax County Pkwy	Fairfax County	0.95 <b>67000 G</b>	99%	0%	0% 09	6 0%	0%	F	0.082	F	0.596	71000	
$\smile$	To:	29-7700 Fair Lakes Pkw	V										
Pairfax County Pkwy	Fairfax County	0.88 <b>57000</b> G	99%	0%	0% 0	6 0%	0%	F	0.088	F	0.593	61000	
200/	Tari	US 50 Lee Jackson Mem F		U / U		- 0,0	3 / 0	•	5.555	•	0.000	5.000	

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

		Primary and Ir	nterstate Ho	lies											
Devite	le code al Cardena	1	407 04	4T:	D		Tru	ıck		-00	K	01/	Dir	AAVAADT	
Route	Jurisdiction	Length A	ADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	US 50 Lee Jac	ckson Mem Hw	y											
286) Fairfax County Pkwy	Fairfax County	2.21 <b>45</b>	5000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.563	48000	G
<u> </u>	To	29-7140 Tuckawa	y Dr; Springhay	en Dr											
286 Fairfax County Pkwy	Fairfax County		7000 G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.575	50000	G
	To	20 6910 Era	anklin Farm Rd												
286) Fairfax County Pkwy	From: L Fairfax County		3000 A	99%	0%	0%	0%	0%	0%	С	0.097	Α	0.583	49000	Α
200) . aa. soam,,	. amax coamy				0,0		0,0	0 70	0 / 0	Ū	0.007		0.000	.0000	
Fairfay County Plans	From:		West Ox Rd	000/	00/		00/	00/	00/	С	0.004	F	0.500	46000	
Fairfax County Pkwy	Fairfax County	1.47 <b>43</b>	3000 G	99%	0%	0%	0%	0%	0%	C	0.084	Г	0.562	46000	G
	To: From:		Fox Mill Rd												
286) Fairfax County Pkwy	Fairfax County	0.70 <b>41</b>	1000 G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.573	44000	G
<u> </u>	To	29-5320 Sur	nrise Valley Dr			-									
286) Fairfax County Pkwy	Fairfax County	0.31 <b>50</b>	0000 G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.505	54000	G
	To	SP 267 D	ulles Toll Rd												
286) Fairfax County Pkwy	From: L Fairfax County		2000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.523	66000	G
200)								• , •		-		-			-
Cairfay County Plymy	From		n Cameron Ave	99%	0%	0%	0%	0%	00/	F	0.007	F	0.834	26000	G
Fairfax County Pkwy	Fairfax County		esburg Pike	99%	0%	0%	0%	0%	0%	Г	0.097	Г	0.834	26000	G
	From:														
North	Fairfax County	RT 7100 FFX CO PI 0.29 <b>15</b>	KWY TO RT 60 5000 G	WEST							0.088	F		15000	G
286 Ramp	Famax County	I-66-W055X FROM RT		EVIDEV	V						0.000	Г		13000	G
	From				Λ										
North Ramp	Fairfax County	RT 7100 FFX CO P	000 G	b EAST							0.081	F		4000	G
286 Ramp	Tainax County	I-66-E055X FROM RT		EIADEAN	V	<del></del>					0.001	'		4000	G
2	From				7										
South	Fairfax County	RT 7100 FFX CO PI 0.31 10	0000 G	WEST							0.094	F		10000	G
286 Ramp	Fairiax County	I-66-W055X FROM RT		EVIDEV	v						0.094	Г		10000	G
2	From				/ <b>L</b>										
South	Fairfax County	RT 7100 FFX CO P	700 G	b EAST							0.075	F		5700	G
286 Ramp	Tainax County	I-66-E055X FROM RT		FAIRFAN	7						0.073	'		3700	G
	From			7 11101 712	<u>,                                      </u>										
Porlin Tako	Town of Purcellville (Maint		s SR 7 500 N	95%	1%	2%	1%	1%	0%	N	0.094	N	0.741	6600	N
Berlin Tpke	Town of Furcendine (Maint	. 55)	100 IN	95%	1 70	<u> </u>	170	1 70	0%	IN	0.094	IN	0.741	6600	IN
	To: From:		urcellville			<del> </del>						_			
Berlin Tpke	Loudoun County	3.21 <b>6</b>	500 F	95%	1%	2%	1%	1%	0%	С	0.094	F	0.741	6600	F
<u> </u>	To- From:	SR 9 Charl	les Town Pike												
287)Berlin Tpke	Loudoun County	2.37 <b>8</b>	500 F	97%	1%	1%	1%	1%	0%	F	0.084	F	0.705	8800	F
$\smile$	To	53-693 Morrisonvil	lle Rd; Ash Geo	rge Rd											
287)Berlin Tpke	Loudoun County		200 F	97%	1%	1%	1%	1%	0%	F	0.076	F	0.618	6400	F
•	Tool														
287)Berlin Tpke	Town of Lovettsville (Maint		ovettsville 200 N	97%	1%	1%	1%	1%	0%	N	0.076	N	0.618	6400	N
58/ ) perill thre	I OWIT OF LOVERSYINE (MAIN	Joj 0.77 <b>0</b> .	200 IN	31 /0	1 /0	1 /0	1 /0	1 /0	U /o	IN	0.076	IN	0.010	0400	IN

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

			nary an	iu miersi	ato Hot	100			Trι	ol.			I/		Div		
Route	Jurisdiction	on I	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	I	CD 207 I	Par; Town (	Cantar Dr			ZAXIE	3+Axie	TITAII	ZITAII		Factor		Factor		
(287) Berlin Tpke	Town of Lovettsville		0.06	3800	F	97%	1%	1%	1%	1%	0%	F	0.082	F		4100	F
201) 201111 1 pilo	Combined Traffic Estimates for 2 Parallel	,		7800	F	96%	1%	1%	1%	1%	0%	F	0.094	F	0.606	8300	F
	Tombined Traine Learnage for ET drainer	Tioddwayo on tino				0070	1 /0		1 70	1 /0	0,0	•	0.001	•	0.000	0000	•
(287) Berlin Tpke	From: Town of Lovettsville	(Maint: 53)	0.05	S, East Bro <b>6200</b>	nad Way	97%	1%	1%	1%	1%	0%	N	0.076	N	0.618	6400	N
287 Deniir Tpke	Combined Traffic Estimates for 2 Parallel	,			N	96%	1%	1%	1%	1%	0%	N	NA	14	0.010	11000	N
	Combined Trainic Estimates for 2 Parallel						1 70	1 70	1 70	1 70	0%	IN	INA			11000	IN
	To: From:			8-673 N, W												.=	
287 Berlin Tpke	Town of Lovettsville	(Maint: 53)	0.58	4400	N	97%	1%	1%	1%	1%	0%	N	0.098	N	0.577	4700	N
$\widetilde{\underline{\hspace{1cm}}}$	To: From:			L Lovettsv													
(287) Berlin Tpke	Loudoun Co	unty	1.75	4400	F	97%	1%	1%	1%	1%	0%	С	0.098	F	0.577	4700	F
$\overline{}$	To:		Mar	yland State	Line												
	From:		287; 53-1	1388 S, Tov	wn Center												
287 Berlin Tpke	Town of Lovettsville	(Maint: 53)	0.05	4200	F	95%	1%	1%	1%	1%	0%	F	0.120	F		4500	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	10000	N	96%	1%	1%	1%	1%	0%	Ν	NA			11000	Ν
	To		53-1388	N, Town C	Center Dr												
287 Berlin Tpke	Town of Lovettsville	(Maint: 53)	0.06	3900	F	95%	1%	1%	1%	1%	0%	С	0.115	F		4200	F
(B)	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	7800	F	96%	1%	1%	1%	1%	0%	F	0.094	F	0.606	8300	F
	To:			; 53-673 B	Broad Wa	у											
	From:			I-95 North	ı												
(288) SR 288 N Ramp	Chesterfield C	County	0.63	12000	Α	92%	1%	1%	1%	6%	0%	F	0.151	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	18000	G	93%	1%	1%	1%	5%	0%	F	NA			20000	G
	To:		Ramp	from I-95	South												
	From:	<u> </u>	0.10	I-95		000/	00/		40/	00/	00/	_	0.400	_	0.004	00000	_
288	Chesterfield C	ounty	0.48	34000	G	96%	0%	1%	1%	2%	0%	F	0.102	F	0.664	38000	G
	To: From:		US 1 Je	fferson Da	vis Hwy												
(288)	Chesterfield C	County	1.53	39000	G	96%	0%	1%	1%	2%	0%	F	0.098	F	0.624	43000	G
$\overline{}$			SR	145 Cheste	r Rd			$\neg$ $\vdash$									
288	Chesterfield C	ounty	3.88	39000	G	96%	0%	1%	1%	2%	0%	F	0.101	F	0.608	44000	G
$\bigcirc$	Tax		SR 10	0 Iron Brid	ge Rd												
288	Chesterfield C	County	2.95	48000	A	96%	0%	1%	1%	2%	0%	С	0.118	Α	0.571	54000	Α
288	Tec																
	From: Chesterfield C	County	4.09	4 Courthou 40000	ise Rd G	96%	0%	1%	1%	2%	0%	F	0.099	F	0.583	45000	G
288)	Oriesternela C	Journey				30 /6	0 76	1 /6	1 /0	2/0	0 /6	•	0.033	'	0.505	43000	u
	From	<u> </u>		60 Hull Stre		000/	00/		40/	00/	00/	_	0.404	_	0.504	00000	_
288	Chesterfield C	ounty	2.79	54000	G	96%	0%	1%	1%	2%	0%	F	0.104	F	0.591	60000	G
	Ter From:			Powhite Pa 720 Lucks I													
(288)	Chesterfield C	County	2.12	43000	G	96%	0%	1%	1%	2%	0%	F	0.109	F	0.557	48000	G
200)	233.311014					/-	- / -		. , •	_,~	- / 0	,	21.00	•	2.30.		-
	Chaota di alai C	County		8 Woolrid	ge Rd <b>G</b>	049/	00/	10/	10/	20/	00/		0.150	Α		21000	
288	Chesterfield C	ourity	1.77	19000		94%	0%	1%	1%	3%	0%	С	0.158	А		21000	G
	10.		US 60	Midlothia	птрке												

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

							True	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle 3				QC	Factor	QK	Factor	AAWDT	Q1
	From:		Iidlothian Tpke												
288)	Chesterfield County		14000 F	96%	0%	1%	1%	2%	0%	С	0.123	В	0.629	48000	F
<u> </u>	To:		n County Line			_									
	Powhatan County		eld County Line	96%	0%	1%	1%	2%	0%	С	0.123	В	0.629	48000	
288)	Fownatan County	1.07 4	14000 F	90%	U 70	1 70	1 70	270	0%	C	0.123	Ь	0.629	46000	
	To: From:	72-711 F	Huguenot Trail												
288	Powhatan County	1.54 <b>4</b>	19000 B	97%	0%	1%	1%	2%	0%	С	0.13	Α	0.652	55000	
<u> </u>	To:		nd County Line												
	Prom:		n County Line	070/	00/	10/	40/	00/	00/	_	0.40		0.050	FF000	
288	Goochland County	1.57 <b>4</b>	19000 B	97%	0%	1%	1%	2%	0%	С	0.13	Α	0.652	55000	
<u> </u>	To: From:	SR 6 P	atterson Ave												
288	Goochland County	0.64 3	88000 G	96%	0%	1%	1%	2%	0%	F	0.117	F	0.667	44000	
	To	West C	maalr Daulreriari												
200	Goochland County		reek Parkway 88000 G	96%	0%	1%	1%	2%	0%	F	0.118	F	0.617	44000	
288	docinard county	1.00	56000 G	30 /6	0 76	1 /0	1 /0	2 /0	0 /6	•	0.110	'	0.017	44000	
	To: From:		Creek Parkway												
288	Goochland County	1.79 <b>4</b>	17000 A	96%	0%	1%	1%	2%	0%	С	0.155	Α	0.575	54000	
	To:	US 25	50 Broad St												
288	Goochland County		39000 A	95%	0%	1%	1%	3%	0%	С	0.155	Α	0.519	45000	
288	Tα		I-64												
lorth	From:	CI	R 288 N			<u> </u>									
288) Ramp	Goochland County		14000 G	96%	0%	1%	1%	2%	0%	С	0.189	Α		17000	
288/1141119	To:		I-64 E	30 /0	0 70	1 /0	1 /0	270	0 70	O	0.103	^		17000	
						_									
North	O a a la la sa di O a sa di La		R 288 N	070/	40/	20/	00/	00/	00/	_	0.040			7000	
288 Ramp	Goochland County		7900 A	87%	1%	2%	2%	9%	0%	С	0.218	Α		7900	
<u> </u>	10.		I-64 W												
South	From:		R 288 N Ramp												
288)Ramp	Chesterfield County		7000 G	96%	0%	1%	1%	2%	0%	F	0.134	F	0.597	19000	
<u> </u>	To:	I-9	95 South												
	From:	Ram	p to I-95 S												
2 _{β8} SR 288 S Ramp	Chesterfield County	0.47	5400 G	96%	0%	1%	1%	2%	0%	F	NA			6000	
P (	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 1	18000 G	93%	1%	1%	1%	5%	0%	F	NA			20000	
	To:		I-95 N												
	From:	29-7100 Fairfax Count	tv Pkwy: 20-63	8 Rolling R	d										
Franconia Springfield Pkw	y Fairfax County		15000 A	99%	0%	0%	0%	0%	0%	С	0.11	Α	0.704	51000	
.03)	,	= -			- / •			- / •	- / 0	-		• •	<b>-</b> ·	000	
	To: From:		I-95							_		_			
Franconia Springfield Pkw	y Fairfax County	0.50 <b>4</b>	14000 G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.673	47000	
<u> </u>	To:	29-267	7 Frontier Dr			$\neg$ $\vdash$									
Franconia Springfield Pkw	y Fairfax County		18000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	51000	
-1- 3 - 2- 1	,	29-61					-	-			-		-		

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

					_		Tru	ıck			K	<u> </u>	Dir		٠
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		Dayton												_
Pike Church Rd; College St	Town of Dayton (Maint: 82)	0.15 <b>88</b>	800 G	96%	2%	1%	1%	1%	0%	F	0.093	F	0.509	9200	G
	From:	SR 42 John V				<u> </u>									
290 Huffman Dr	Town of Dayton (Maint: 82)	0.06 <b>24</b>	100 G	96%	2%	1%	1%	1%	0%	F	0.114	F	0.706	2500	G
Bus	To: From:	S SR	42 Bus												
290) (42) Main St	Town of Dayton (Maint: 82)	0.07 40	000 G	97%	0%	1%	2%	0%	0%	F	0.110	F	0.525	4100	G
	To: From:	N SR 4	42 BUS												
290) College St	Town of Dayton (Maint: 82)		00 G	96%	2%	1%	1%	1%	0%	С	0.135	F	0.710	2400	G
$\smile$	То:	NCL I	Dayton												
	From:	85-70	•												
292 Conicville Rd	Shenandoah County	0.16 <b>91</b>	00 N	69%	1%	1%	1%	27%	1%	N	0.074	N	0.535	9600	N
	To: From:		t Jackson			$\neg$						_			
292 Conicville Rd	Town of Mount Jackson (Maint: 85)		00 F	69%	1%	1%	1%	27%	1%	С	0.074	F	0.535	9600	F
	Face	US 11													
292) Ramp to I-81 S at Exit 273	Shenandoah County		onicville Rd								NA			2600	G
292) Hamp to 1 01 0 at 2xit 270	To:		1 S								IVA			2000	
	From:	Ramps SR 292 E00	0B: SR 292 V	V000B											
292) Ramp to I-81 N at Exit 273	Shenandoah County		00 G								NA			3800	G
	To:	I-8	1 N												
East	From:		292 E												
292 Ramp toward I-81 N at Exit 273	Shenandoah County		80 G								NA			380	G
<u> </u>	10:		R 292 B												
Nest 292 Ramp toward I-81 N at Exit 273	Shanandash Caustu		92 W 6 <b>00 G</b>								NIA			2500	_
292 Hamp toward 1-81 N at Exit 273	Shenandoah County		R 292 B								NA			3500	G
	From		Memorial Dr												
293) West Main St	City of Danville		600 G	99%	0%	1%	0%	0%	0%	F	0.079	F	0.588	5900	G
	To	Rich	op Rd												
293) West Main St	City of Danville		100 G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.606	5800	G
	To		Ave												
293) West Main St	City of Danville		000 G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.533	8400	C
250)	To:	Rando													
	From:		bury St	200/	00/		201	00/	00/	_	0.4	_	0.547	0000	_
West Main St	City of Danville	0.37 <b>84</b>	100 G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.547	9000	G
	To:		entral Blvd	000/	00/		201	00/	00/			_	2.225	10000	
West Main St	City of Danville	0.16 <b>95</b>	600 G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.682	10000	C
293) Main St	To: From:		Main St									_			
IN Anim C4	City of Danville	0.04 <b>10</b> 0	000 G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.542	11000	G

4/20/2015

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

							Tru	ıck			K		Dir		
Jurisdictio	n Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
From:		Holbrook Av	/e.			2,000	0171010	TTTGII			1 40101		- 40101		
City of Dan				99%	0%	1%	0%	0%	0%	F	0.091	F	0.526	8600	G
<b>.</b>															
From				000/	00/	10/	00/	00/	00/		0.000		0.501	0.400	G
City of Dan	/IIIe 0.28		G	99%	0%	1%	0%	0%	0%	г	0.088	г	0.501	8400	G
From:			St												
City of Dan				99%	0%	1%	0%	0%	0%	F	NA			6400	G
										F					G
To:					1 /0		0 /6	0 /6	0 /6	•	INA			0000	ч
From:	Dridge		Wall 5												
City of Dan	ville 0.22		G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.504	13000	G
, T															
From:					00/	10/	00/	00/	00/		0.000		0.500	10000	G
City of Dank	/IIIe 0.37	9400	G	90%	0%	170	0%	0%	0%	Г	0.088	Г	0.526	10000	G
To: From:		Worsham S	t												
City of Dany	ville 0.33	13000	G	98%	0%	1%	0%	0%	0%	F	NA			15000	G
To:	CD 2	60 Richmon	d Blvd												
From: City of Dam				98%	0%	1%	0%	0%	0%	F	0.089	F	0.527	8400	G
Only or Barn	0.01			0070	0 70		0 70	0 70	0 70	•	0.000	•	0.027	0.00	<u> </u>
City of Dany	ville 0.98	8800	G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.522	9400	G
To		Franklin Tok	æ												
City of Dan		5000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.539	5300	G
To:		S 29, Piney F													
From:															
City of Dan				06%	1%	30/-	0%	0%	0%	C	0.12	F		2400	G
Oity of Dain	/III <del>C</del> 0.00	2200					U /0	0 /0	0 /0	O	0.12			2400	
Cambinad Traffic Fatimates for O Davellal	Dandurana an thia Danta	0100					00/	00/	00/	_	NIA				
Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	F	NA			8800	G
Combined Traffic Estimates for 2 Parallel	SR 293	Patton St; B	<b>G</b> Bridge St	98%			0%	0%	0%	F	NA				
To: From:	SR 293	Patton St; B 234 Dumfrie	<b>G</b> Bridge St	98%	1%	1%				F				8800	G
Combined Traffic Estimates for 2 Parallel To From: Prince William	SR 293 SR County 1.89	3 Patton St; B 234 Dumfrie <b>27000</b>	G Bridge St es Rd G	98%			0% 1%	0%	0%	F F	NA 0.079	F	0.627		
To: From:	SR 293 SR County 1.89	Patton St; E 234 Dumfrie 27000 SCL Manassa	G Bridge St es Rd G as	98%	1%	1%				F F		F	0.627	8800	G
From: Prince William ( To: From:	SR 293 SR County 1.89 ECL Ma	234 Dumfrie 27000 SCL Manassa massas; Well	G Bridge St es Rd G as lington R	98% 98%	0%	1%	1%	0%	0%	F	0.079			28000	G G
To: From:	SR 293 SR County 1.89 ECL Ma	Patton St; E 234 Dumfrie 27000 SCL Manassa	G Bridge St es Rd G as	98%	1%	1%				F F		F	0.627	8800	G
From: Prince William ( To: From:	SR 293  SR County 1.89  ECL Ma County 1.44	234 Dumfrie 27000 SCL Manassa massas; Well	G Bridge St es Rd G as lington R	98% 98%	0%	1%	1%	0%	0%	F	0.079			28000	G G
To: Pronce William  To: From: Prince William  To: From: Prince William	SR 293  SR County 1.89  ECL Ma County 1.44	234 Dumfrie 27000 SCL Manassi massas; Well 35000	G Bridge St es Rd G as lington R A	98% 98%	0%	1%	1%	0%	0%	F	0.079			28000	G G
From: Prince William ( To: From:	SR 293  SR County 1.89  ECL Ma County 1.44  County 0.36	3 Patton St; B 234 Dumfrie 27000 SCL Manassas; Well 35000 76-665 Ellis F 40000	G Stridge Stricts Rd G as Lington R A G	98% 98%	0%	1% 1% 1%	1%	0%	0%	F	0.079	A	0.581	28000 38000	G G A
Prince William ( Prince William ( From: Prince William ( Prince William ( Prince William ( Prince William ( Prince William ( From:	SR 293  SR County 1.89  ECL Ma County 1.44  County 0.36  76-6	3 Patton St; B 234 Dumfrie 27000 SCL Manassas; Well 35000 76-665 Ellis F 40000	G Bridge St es Rd G as lington R A Rd G ord Rd	98% 98% 98% 98%	1% 0% 0%	1% 1% 1% 1%	1% 1%	0%	0%	F C	0.079 0.097 0.086	A F	0.581	28000 38000 43000	G G A
To: Pronce William  To: From: Prince William  To: From: Prince William	SR 293  SR County 1.89  ECL Ma County 1.44  County 0.36  76-6	3 Patton St; B 234 Dumfrie 27000 SCL Manassas; Well 35000 76-665 Ellis F 40000	G Stridge Stricts Rd G as Lington R A G	98% 98%	0%	1% 1% 1%	1%	0%	0%	F	0.079	A	0.581	28000 38000	G G A
Prince William  Prince William  Ter  From  Prince William  Prince William  Prince William  Prince William  From:  Prince William	SR 293  SR County 1.89  ECL Ma County 1.44  County 0.36  76-6  County 2.24  76-89	3 Patton St; B 234 Dumfrie 27000 SCL Manassas; Well 35000 76-665 Ellis F 40000	G Bridge Stress Rd G as Lington R A Rd G G G G Rd G G	98% 98% 98% 98%	1% 0% 0% 0%	1% 1% 1% 1% 1%	1% 1%	0%	0%	F C	0.079 0.097 0.086	A F	0.581	28000 38000 43000	G G A
Prince William ( Prince William ( From: Prince William ( Prince William ( Prince William ( Prince William ( Prince William ( From:	SR 293  SR County 1.89  ECL Ma County 1.44  County 0.36  76-6  County 2.24  76-89	3 Patton St; B 234 Dumfrie 27000 SCL Manassa; Well 35000 76-665 Ellis F 40000 512 Yates For 29000	G Bridge Stress Rd G as Lington R A Rd G G G G Rd G G	98% 98% 98% 98%	1% 0% 0%	1% 1% 1% 1%	1% 1%	0%	0%	F C	0.079 0.097 0.086	A F	0.581	28000 38000 43000	G G A
Prince William  Prince William  Ter  From  Prince William  Prince William  Prince William  Prince William  From:  Prince William	SR 293  SR 293  County 1.89  ECL Ma County 1.44  County 0.36  76-6  County 2.24  76-89  County 3.10	3 Patton St; B 234 Dumfrie 27000 SCL Manassa; Well 35000 76-665 Ellis F 40000 71 Scenic Poin 29000	G Bridge St es Rd G as lington R A Rd G G ent Place G	98% 98% 98% 98%	1% 0% 0% 0%	1% 1% 1% 1% 1%	1% 1% 1%	0% 0% 0%	0% 0% 0%	F C F	0.079 0.097 0.086 0.078	A F	0.581	28000 28000 38000 43000 31000	G G A G
Prince William  Prince William  Ter  From  Prince William  Prince William  Prince William  Prince William  From:  Prince William	SR 293  SR 293  SR County 1.89  ECL Ma County 1.44  County 0.36  76-6  County 2.24  76-89  County 3.10	3 Patton St; B 234 Dumfrie 27000 SCL Manassa; Well 35000 76-665 Ellis F 40000 71 Scenic Poin 7 Scenic Poin	G Bridge St es Rd G as lington R A Rd G G ent Place G	98% 98% 98% 98%	1% 0% 0% 0%	1% 1% 1% 1% 1%	1% 1% 1%	0% 0% 0%	0% 0% 0%	F C F	0.079 0.097 0.086 0.078	A F	0.581	28000 28000 38000 43000 31000	G G A G
	City of Dany City of Dany City of Dany City of Dany Combined Traffic Estimates for 2 Parallel To From: City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany City of Dany To From: City of Dany City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To From: City of Dany To 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of Dany To From: City of Dany To From: City of	City of Danville   0.27	From   Holbrook Art	City of Danville   0.27   8100   G	From   Holbrook Ave   Gity of Danville   0.27   8100   G   99%	Press	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle	Length   AADT   QA   4Tire   Bis   2Axle   3+Axle   1Trail	City of Danville   O.27   8100   G   99%   0%   1%   0%   0%   0%   0%   0%   0	City of Danville   Length   AADT   QA   4Tire   Bus   2Akle   3+Akle   1Trail   2Trail   QC	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   2Tr	Substitution   Length   AADT   QA   4Tire   Bus   2Axle   3+Akle   1Trail   2Trail   QC   Factor   QK	City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of 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Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Danville   City of Dan

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

Б.	1				47.	_		Tru	ıck		00	K	01/	Dir	AAMOT	- 014
Route	Jurisdictio	on Ler	igth <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Deise as William Blanco	From:		76-641 Old Bri		000/	40/	10/	00/	40/	00/	_	0.004	_	0.500	40000	_
Prince William Pkwy	Prince William	County 0.	46 <b>43000</b>	G	98%	1%	1%	0%	1%	0%	F	0.081	F	0.560	46000	G
	To:		76-1954 Hillen										_			
Prince William Pkwy	Prince William	County 1.	33 <b>44000</b>	G	98%	1%	1%	0%	1%	0%	F	0.078	F	0.610	46000	G
	To: From:		76-640 Minnie													
Prince William Pkwy	Prince William	County 1.	10 <b>52000</b>	G	98%	1%	1%	0%	1%	0%	С	NA			55000	G
<u>~</u>		7	6-2000 Smoke	town Rd												
Prince William Pkwy	Prince William	County 0.	68 <b>43000</b>	G	98%	1%	1%	0%	1%	0%	F	0.077	F	0.670	46000	G
<u> </u>	To: From:		76-1781 Telegr	aph Rd												
Prince William Pkwy	Prince William	County 0.	73 <b>68000</b>	G	98%	1%	1%	0%	1%	0%	F	0.072	F	0.643	72000	G
<u> </u>	To		I-95													
Prince William Pkwy	Prince William	County 0.	43 <b>27000</b>	N	98%	1%	1%	0%	1%	0%	Ν	0.08	Ν	0.522	29000	Ν
	To:	76-12	99 York Dr; Su	mmerland	1 Dr											
Prince William Pkwy	Prince William		35 <b>27000</b>		98%	1%	1%	0%	1%	0%	F	0.08	F	0.522	29000	G
,	To:	<u>,                                      </u>	6-1279 Longvi													
Prince William Pkwy	From: Prince William		36 <b>24000</b>		98%	1%	1%	0%	1%	0%	F	0.073	F	0.552	25000	G
194) 1 111100 1111111111111111111111111111	To:		S 1 Jefferson D			170		070	1 /0	0,0	•	0.070	•	0.002	20000	·
	From:		3000-W014A T				i									
294)Ramp	Prince William			G								0.086	F		8700	G
-0-1/	To:		M RT 3000-PR	INCE W	M PKWY											
East	From:	76	3000 TO RT 9	5 SOUTH	Ŧ											
294)Ramp	Prince William	County 0.	07 <b>6300</b>	G								0.081	F		6300	G
<u> </u>	To:	76-3	3000-W014A T	O ROUT	Έ											
East	From:	76-3000 I-	95-N158B TO	& FROM	ROUTE											
294)Ramp	Prince William											0.096	F		15000	G
<u> </u>	То:	I-95-N	158X FROM R	T 3000 E	EAST											
/est	From:		76-3000 &	RO												
Ramp	Prince William											NA			NA	
<u> </u>	To:	76-3000-E	014A; 76-3000-	- 14A TO	ROUTE											
Vest	From:		00 TO ROUTE		TH											
Ramp	Prince William			G								0.124	F		2200	G
<u> </u>	10.	I-95-N	58X FROM R	T 3000 W	VEST											
ast	From:	L	I-64 E		000/	40/	101	40/	00/	00/	_	0.4.4			10000	
Ramp From I-64 E to I-		•			89%	1%	1%	1%	9%	0%	-	0.141	A	0.505	16000	A
_	Combined Traffic Estimates for 2 Parallel	Hoadways on this Ro			92%	1%	1%	1%	6%	0%	F	0.134	Α	0.535	32000	Α
East	From:		IS 295 E I-64	2												
295)	Henrico Cou	unty 1.		Α	95%	1%	1%	1%	3%	0%	F	0.133	Α		32000	Α
	Combined Traffic Estimates for 2 Parallel	•			95%	1%	1%	1%	3%	0%	F	0.132	Α	0.524	63000	Α
			5 is signed												-	
	To		Nuckols F													

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

Б.					4.7.			Tru	ck			K	01/	Dir	A A14/DT	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle 3	+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
east 295	From:		Nuckols Rd	_	95%	1%	1%	10/	3%	00/	_	0.154	Α		22000	^
<u>195</u>	Henrico County  Combined Traffic Estimates for 2 Parallel Roadways or		30000	A	95% 95%	1% 1%	1%	1% 1%	3% 3%	0% 0%		0.154 0.13	A	0.562	33000 65000	A A
	•	Fast I-295 is s		A Sout		1 70	1 70	1 70	3%	0%	Г	0.13	А	0.562	63000	А
	Total				111-233											
ast	From:		Staples Mi	ill Rd												
ast 95	Henrico County	_	31000	Α	95%	1%	1%	1%	3%	0%	С	0.145	Α		34000	Α
	Combined Traffic Estimates for 2 Parallel Roadways or	i this Route: <i>East I-295 is s</i>		<b>A</b> Souti	95% h I-295	1%	1%	1%	3%	0%	С	0.129	Α	0.57	66000	Α
	To:	W	oodman Ro	d												
ast 95)	Henrico County	1.34	34000	Α	95%	1%	1%	1%	3%	0%	F	0.141	Α		37000	Α
55)	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	67000	Α	95%	1%	1%	1%	3%	0%	F	0.128	Α	0.568	73000	Δ
	•	East I-295 is s		Sout	h I-295											
	To:	US	1 Brook R	ld			$\neg$ —									
ast 95)	Henrico County	1.88	18000	Α	95%	1%	1%	1%	3%	0%	F	0.161	Α		20000	A
15)	Combined Traffic Estimates for 4 Parallel Roadways or			A	0070	1 /0	1 70	1 /0	0 70	070	•	0.12	Α	0.564	80000	,
		East I-295 is s			h I-295							0.12	, ,	0.001	00000	
ast	To: From:		I-95													
ast 95)	Henrico County	0.17	50000	Α	91%	1%	1%	1%	7%	0%	F	0.120	Α		50000	A
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	100000	Α	91%	1%	1%	1%	7%	0%	F	NA			99000	Α
	<u></u>	East I-295 is s	_		h I-295											
t	To: From:		ver County													
ast 95)	Hanover County		50000	A	91%	1%	1%	1%	7%	0%	F	0.120	Α		50000	Δ
33)	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	100000	Α	91%	1%	1%	1%	7%	0%	F	0.106	Α	0.593	99000	Α
		East I-295 is s	signed as	Sout	h I-295											
	To:	US 301, SR	2 Chambe	erlayne I	Rd		$\neg$ —									
ast 95	Hanover County	2.73	52000	A	91%	1%	1%	1%	7%	0%	F	0.123	Α		52000	А
95)	Combined Traffic Estimates for 2 Parallel Roadways or			A	91%	1%	1%	1%	7%	0%	F	0.125	Α	0.552	104000	
	•	East I-295 is s				170	1 70	1 70	7 70	070	•	0.100	,,	0.002	101000	•
	To	42-627 Meadowl	bridge Rd;	Pole Gr	een Rd		<u> </u>									
ast 195	Hanover County	1.63	49000	Α	91%	1%	<u></u>	1%	7%	0%	С	0.118	Α		49000	А
.93)	Combined Traffic Estimates for 2 Parallel Roadways or			В	91%	1%	1%	1%	7%	0%	C	0.104	Α	0.572	97000	В
	•	East I-295 is s				. , •	•		. , •	- / 0	-			2.2 <b>. =</b>	2.000	_
	Tα:	US 360 M														

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

							Tru	ıck			K		Dir		
Route	Jurisdiction Leng	th <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ast		0 Mechanics	ville Tpk												
east 295	Hanover County 2.60		Α	91%	1%	1%	1%	7%	0%	F	0.113	Α		40000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route			91%	1%	1%	1%	7%	0%	F	0.103	Α	0.558	81000	Α
	East I-295	is signed a	as Sout	h I-295											
act	To: 42	2-615 Creight	ton Rd												
east 295	Hanover County 2.53	40000	Α	91%	1%	1%	1%	7%	0%	F	0.108	Α		37000	Α
.55)	Combined Traffic Estimates for 2 Parallel Roadways on this Route		Α	91%	1%	1%	1%	7%	0%	F	0.102	Α	0.539	75000	Α
	East I-295			h I-295											
		enrico County													
ast 95)		anover Count								_					
95)	Henrico County 0.75		Α	91%	1%	1%	1%	7%	0%	F _	0.108	Α		37000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route			91%	1%	1%	1%	7%	0%	F	NA			75000	Α
	East I-295	is signed a	as Sout	h I-295											
ast	To: SR 1:	66 Airport Dr	rive North	1											
ast 95)	Henrico County 1.34	32000	Α	91%	1%	1%	1%	7%	0%	F	0.109	Α		30000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	e: 65000	Α	91%	1%	1%	1%	7%	0%	F	0.105	Α	0.512	60000	A
	East I-295	is signed a	as Sout	h I-295											
	Tor Form I-64; U	S 60 Collecto	or Rd Beg	gin											
ast 195	Henrico County 2.49	12000	Α	78%	1%	1%	1%	19%	0%	F	0.117	Α		11000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways on this Route			78%	1%	1%	1%	19%	0%	, E	0.117	Α	0.519	23000	A
	East I-295				1 /0	1 /0	1 /0	13 /0	0 70	·	0.113	^	0.515	20000	
						<del></del> i									
ast	From:	JS 60 Collect	tor Ra En												
95)	Henrico County 2.23		Α	78%	1%	1%	1%	19%	0%	F	0.107	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route			78%	1%	1%	1%	19%	0%	F	0.108	Α	0.533	39000	Α
	East I-295	is signed a	as Sout	h I-295											
act	To: From:	395 Pocahont	tas Pkwy												
east 195	Henrico County 2.91	17000	Α	78%	1%	1%	1%	19%	0%	F	0.107	Α		17000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route			78%	1%	1%	1%	19%	0%	F	0.108	Α	0.529	33000	Δ
	East I-295			h I-295											
		R 5 New Mar													
ast 95	From:													.=	
95	Henrico County 4.45			78%	1%	1%	1%	19%	0%	F	0.109	A		17000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route			78%	1%	1%	1%	19%	0%	F	0.11	Α	0.539	36000	Α
	East I-295	_		h I-295											
	To: Che	sterfield Cou	ınty Line												

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

Davita	li, ui a ali a	Non Lond	4b AADT		4T:u=	D		Trι	ick		00	K	ΟK	Dir	AAWDT	. 01
Route	Jurisdic	tion Leng	th <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QV
ast 95)	Financia de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Companyo de Compan		Ienrico Count		700/	40/	10/	40/	100/	00/	_	0.400	^		47000	
95)	Chesterfield Coun	• '			78%	1%	1%	1%	19%	0%	-	0.109	Α		17000	A
	Combined Traffic Estimates for 2 Paralle	•			78%	1%	1%	1%	19%	0%	F	NA			36000	P
		East I-295	is signed	as Sout	th 1-295											
ast	Fi	To: SF	10 Hundred	Rd East												
95)	Chesterfield	County 2.1	1 <b>16000</b>	Α	78%	1%	1%	1%	19%	0%	F	0.109	Α		16000	A
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rout	e: <b>33000</b>	Α	78%	1%	1%	1%	19%	0%	F	NA			33000	A
		East I-295			th I-295											
		To:	NCL Hopey													
ast	Fi CII	om:	•		700/	40/	40/	40/	100/	00/	_	0.400			10000	
95)	City of Hopewell				78%	1%	1%	1%	19%	0%	-	0.109	A	0.550	16000	
	Combined Traffic Estimates for 2 Paralle	•			78%	1%	1%	1%	19%	0%	F	0.107	Α	0.556	33000	/
		East I-295	is signed	as Sout	th I-295											
ast	Fr	To: SR 36 Oa	ıklawn Blvd;	SCL Hop	ewell											
ast 95)	Prince Georg	e County 6.5	4 11000	Α	78%	1%	1%	1%	19%	0%	F	0.120	Α		11000	,
33)	Combined Traffic Estimates for 2 Paralle	•	e: <b>23000</b>	Α	78%	1%	1%	1%	19%	0%	F	0.116	Α	0.504	22000	,
		East I-295														
			US 460 Cour													
ast	Fr	om:		-												
95)	Prince Georg	•		Α	78%	1%	1%	1%	19%	0%	С	0.129	Α		7900	/
	Combined Traffic Estimates for 2 Paralle	•			78%	1%	1%	1%	19%	0%	С	0.122	Α	0.511	17000	ŀ
		East I-295	is signed	as Sout	th I-295											
ast	Fi	To: om:	xit 1A to I-95	North												
Ramp	Prince Georg	e County 0.4	6 <b>7100</b>	G	78%	1%	1%	1%	19%	0%	F	0.129	N		6300	(
15)	Combined Traffic Estimates for 2 Paralle	-			78%	1%	1%	1%	20%	0%	F	NA			14000	(
		То:	I-95 Sout			.,,		.,.			•					
ast	Fr	om:	I-295 S													
Ramp From I-295	S (E) to I-95 N Prince Georg	e County 0.2		G	78%	1%	1%	1%	19%	0%	F	NA			900	(
	· ,	To:	I-95 N													
ast	Fi	om:	I-295 Eas	st												
95)Ramp	Prince Georg	e County 0.3		G								NA			2000	(
<u> </u>		To:	US 460 Cour	ty Dr												
ast	Fr	rom:	I-295 Eas	st												
95 Ramp	Prince Georg	e County 0.5	2 <b>1300</b>	Α	_							0.123	Α		1400	/
<i>✓</i>		To:	US 460 Cour	ty Dr												
ast	Fr	om:	I-295 Eas	st												
95)Ramp	City of Hopewell	(Maint: 74) 0.1	7 <b>1600</b>	G								NA			1600	(
		To: S	R 36 Oaklaw	n Blvd												

# 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 I	Dir Factor	AAWDT	QW
East	From:	at. 74) 0.01	I-295 East	_								NIA			E000	
295 Ramp City	of Hopewell (Mair		5000 6 Oaklawn B	Glvd								NA			5000	G
East	From:		I-295 East													
(295) Ramp	Chesterfield Coun	nty 0.29	2000	G								0.122	F		2000	G
	To:	SR 10 I	E, East Hundr	ed Rd												
East	From:		I-295 East													
(295) Ramp	Chesterfield Coun	•	3200	G								0.099	F		3200	G
	10.		V, East Hundi													
East (295) Ramp	Henrico County		95-E TO RT <b>800</b>	5 <b>G</b>								0.104	F		800	G
295/11/2011	To:		FROM RT 2									0.104	'		000	u
East	From:		95-E TO RT				İ									
(295) Ramp	Henrico County		1500	G								0.140	F		1500	G
	To:	SR 5 SR 05-E0	008A TO AN	D FROI	M RT											
East	From:		28X TO RT 6													
295 Ramp	Henrico County		4300	G	92%	1%	1%	2%	4%	0%	С	0.128	F		4300	G
<u> </u>	To:		M RTS 295 E													
East	Henrico County		8X TO RT 60 <b>1200</b>	0 WEST	92%	0%	2%	00/	40/	0%	С	0.142	F		1200	G
295 Ramp	To:		M RTS 295 E			076	2%	2%	4%	0%	C	0.142	Г		1200	G
East	From:		I-295 E SB	3. 15 1 66												
Ramp (New Flyover) From I-295 E (SB) to I-64 EB	Henrico County		12000	G	82%	1%	1%	0%	15%	0%	С	0.091	F		12000	G
	To:		I-64 E													
East	From:		28X TO I-64	WEST												-
295 Ramp	Henrico County		530	G	72%	2%	1%	3%	22%	0%	С	0.095	F		530	G
<u> </u>	To:		K FROM RT		ST											
East	From:		)28X TO I-64 <b>90</b>		89%	1%	3%	1%	7%	10/	С	0.17	F		90	G
Ramp (Old Loop) From I-295 E (SB) CD to I-64 EB	Henrico County		FROM RT 2	<b>G</b> 295 EAS		1 70	3%	1 70	1 70	1%	C	0.17	Г		90	G
East	From:	I-295-E COLLEG					l l									
(295) Ramp	Henrico County		4200	G	90%	1%	1%	2%	6%	0%	С	NA			4200	G
-	Tor	L-205_F02	28D TO RT 64	4 WEST												
East	From:											0.100	F		2400	G
295 Ramp	Henrico County		3400	G								0.129	г		3400	G
East	From:		A FROM RT	64 WES	ST											
295 Ramp	Henrico County	0.19	NA									NA			NA	
East	To: From:	I-295-E02	28E TO RT 6	4 EAST	,											
295) Ramp	Henrico County	0.20	NA		·	·						NA			NA	
,	To:		A FROM RT	64 EAS	T											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC 2Axle 3+Axle 1Trail 2Trail	K Factor	QK Dir Factor	AAWDT	QW
East (295) Ramp	From: Henrico County	I-64 0.27 <b>10000 A</b>		0.126		11000	Α
$\smile$	To:	US 60					
East		I-295-E028B TO RT 60 WEST		0.444	_	0700	_
295 Ramp	Henrico County	0.17 <b>8700 G</b>		0.111	F	8700	G
East	To: From:	US 60-W200A FROM RT 60 WEST					
(295) Ramp	Henrico County	0.17 <b>10000 G</b>		0.108	F	10000	G
$\smile$	To	I-295-E028A TO RT 60 EAST					
East		0.22 <b>6100 G</b>		0.095	F	6100	G
295 Ramp	•			0.095	Г	6100	G
East	To- From:	US 60-E200A FROM RT 60 EAST					
295) Ramp	Henrico County	0.28 <b>NA</b>		NA		NA	
$\smile$	To:	I-295-E COLLECTOR ROAD FROM RTS 60 & 64					
East	From:	I-295-E TO ROUTE 156 NORTH-AIRPORT DRIV					
295 Ramp	Henrico County	0.23 <b>1500 G</b>		0.132	F	1500	G
$\overline{}$	To:	SR 156 FROM ROUTE 295 EASTSOUTH					
East	From:	I-295-E TO ROUTE 156 SOUTH-AIRPORT DRIV					
295) Ramp	Henrico County	0.28 <b>8100 G</b>	<u></u>	0.096	F	8100	G
	To:	SR 156 FROM ROUTE 295 EASTSOUTH					
East	From:	I-295 East					
295 Ramp		0.21 <b>1900 G</b>	_	NA		1900	G
	Te:	42-615 Creighton Rd					
East	From:	I-295 East				0.400	_
295 Ramp	Hanover County	0.26 <b>3400 G</b>	<del></del>	NA		3400	G
		42-615 Creighton Rd					
East	Hanover County	I-295 East	<b>_</b>	NIA		0000	_
295 Ramp	nanover County	0.25 <b>8900 G</b> US 360 Mechanicsville Tpke	<del></del>	NA		8900	G
F	From						
East 295 Ramp	Hanover County	I-295 East 0.31 <b>4600 G</b>		NA		4600	G
295) Hamp	Tarlover County	US 360 Mechanicsville Tpke		INA		4000	ч
East	From:	I-295 East					
East 295 Ramp	Hanover County	0.18 <b>5300 G</b>		NA		5300	G
233)	To:	42-627 Meadowbridge Rd	$\neg$	, .		2300	<u>~</u>
East	From:	I-295 East					
(295) Ramp	Hanover County	0.19 <b>3400 G</b>	<b>—</b>	NA		3400	G
'	To:	42-627 Meadowbridge Rd	<u> </u>				
East	From:	I-295 East				<u>'</u>	
295) Ramp	Hanover County	0.27 <b>5300 G</b>		NA		5300	G
	Tor	US 301 Chamberlayne Rd					
	·	*					

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC Axle 3+Axle 1Trail 2Trail Fac	QK	Dir Factor	VDT QW
East 295 Ramp	Hanover County	I-295 East 0.46	N	A	16	00 G
East 295 Ramp (Loop)	From: Henrico County To:	I-295 East Collector Road 0.24 <b>7900 G</b> I-95 North	0.1	17 F	79	00 G
East 295 Ramp	From: Henrico County To:	I-295 East Collector Road  0.17 <b>6800 G</b> I-95 South	0.1	36 F	68	00 G
East 295 Ramp	From: Henrico County To:	I-295 East Collector Road  0.16 4400 G  US 1 N, Brook Rd	0.1	12 F	44	00 G
East 295 Ramp	From: Henrico County To:	I-295 E CD 0.30 1400 A US 1 S, Brook Rd	0.1	72 A	17	00 A
East 295 Collector Distributor East at US 1, I-95	Henrico County	I-295 E 0.16 <b>16000 A</b>	0.1	28 A	170	000 A
East 295 Collector Distributor East at US 1, I-95	Henrico County	1-295 E043D, To US 1 S, Brook Rd  0.14 14000 A	0.1	25 A	160	000 A
East 295 Collector Distributor East at US 1, I-95	Henrico County	US 1 S, Ramp from US 1 S, Brook Rd  0.13 NA  I-295 E043C, To US 1 N, Brook Rd	N	A	N	A
Collector Distributor East at US 1, I-95	Henrico County	0.10 <b>NA</b> US 1 N, Ramp from US 1 N, Brook Rd	N	A	N	A
East 295 Collector Distributor East at US 1, I-95	Henrico County	0.25 <b>19000 A</b> I-295 E043B To I-95 S	0.1	15 A	210	000 A
Collector Distributor East at US 1, I-95	Henrico County	0.18 <b>NA</b> I-295 E043A To I-95 N	N	A	N	A
East 295 Collector Distributor East at US 1, I-95	Henrico County	0.18 <b>NA</b> I-95 N084A From I-95 N	N	A	N	A
Collector Distributor East at US 1, I-95	Henrico County	0.26 <b>NA</b> I-295 E	N	A	N	A
East 295 Ramp	Henrico County  To:	I-295 East 0.19 <b>940 G</b> 43-7663 N, Woodman Rd	0.1	74 F	94	10 G
East 295 Ramp	Henrico County	I-295 East  0.28 <b>2000 G</b> 43-7663 S, Woodman Rd	0.1	25 F	20	00 G

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

		T Timary at	iu iiileisia	iic i io	uics											
Route	Jurisdictio	n Length	AADT	Ο.	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	
rioute	dunsaiche	n Longin	AADI	αr	71110	Dus	2Axle	e 3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QV
ast	From:		I-295 East													
95 Ramp	Henrico Cou		1900	G								0.138	F		1900	C
<i></i>	Τα	US 33	W, Staples I	Mill Rd												
ast	From:		I-295 East													
95)Ramp	Henrico Cou	,	3900	G								0.134	F		3900	(
<u> </u>	To:	US 33	E, Staples N	Aill Rd												
ast	From:		I-295 East													
95)Ramp	Henrico Cou	inty 0.22	6300	G								0.184	F		6300	(
9	To:	43-77	06 W, Nuck	ols Rd												
ast	From:		I-295 East													
Ramp	Henrico Cou	inty 0.47	4300	G	98%	0%	1%	0%	0%	0%	С	0.269	F		4300	(
9 '	To:		06 E, Nucko													
est	From:		I-64 W													
Ramp From I-295 N (W	ا /) to I-64 W Henrico Cou	inty 0.43	14000	Α	94%	1%	1%	1%	3%	0%	F	0.141	Α		16000	
5)	Combined Traffic Estimates for 2 Parallel	•		A	92%	1%	1%	1%	6%	0%	F	0.134	Α	0.535	32000	
	To:	riodaways on this riodic.	I-295 N		0270	1 70	<del>-</del> i~	1 70	0 70	0 70		0.104	,,	0.000	02000	,
st	From:		I-64													
st 5	Henrico Cou	inty 1.79	28000	Α	94%	1%	1%	1%	3%	0%	F	0.132	Α		31000	
9	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	Α	95%	1%	1%	1%	3%	0%	F	0.132	Α	0.524	63000	
		West I-295 is		s Nort	h I-295											
	To															
est	From:		Nuckols Rd													
95)	Henrico Cou	ınty 2.31	30000	Α	94%	1%	1%	1%	3%	0%	F	0.154	Α		32000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	Α	95%	1%	1%	1%	3%	0%	F	0.13	Α	0.562	65000	
		West I-295 is	signed a	s Nort	h I-295											
	To:		3 Staples Mi													
est	From:		•													
95)	Henrico Cou	ınty 3.22	30000	Α	94%	1%	1%	1%	3%	0%	С	0.146	Α		32000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	Α	95%	1%	1%	1%	3%	0%	С	0.129	Α	0.57	66000	-
		West I-295 is	s signed a	s Nort	h I-295											
	To:	, T	Woodman Ro	i												
est 95)	From:				0.40/	10/	40/	40/	00/	00/	_	0.440			05000	
05 <i>)</i>	Henrico Cou	,	33000	Α	94%	1%	1%	1%	3%	0%	-	0.143	Α		35000	
	Combined Traffic Estimates for 2 Parallel			Α	95%	1%	1%	1%	3%	0%	F	0.128	Α	0.568	73000	
		West I-295 is	s signed a	s Nort	h I-295											
	To:	Ŭ	S 1 Brook R	2d												
est 95)	Llanda Car				0.49/	10/	10/	10/	20/	00/	_	0.17	۸		10000	
95)	Henrico Cou	•	18000	A	94%	1%	1%	1%	3%	0%	Г	0.17	A	0.507	19000	-
-	Combined Traffic Estimates for 4 Parallel	•		Α								0.12	Α	0.567	80000	-
		West I-295 is		s Nort	h I-295											
	To:		I-95													

# 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
West	Fron:	I-95													
295)	Henrico County 0.29	50000	Α	91%	1%	1%	1%	7%	0%	F	0.111	Α		49000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	91%	1%	1%	1%	7%	0%	F	NA			99000	Α
	West I-295 is			h I-295											
Voot		over County													
Vest 295	Hanover County 1.55	50000	A	91%	1%	1%	1%	7%	0%	F	0.111	Α		49000	Α
290)	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	91%	1%	1%	1%	7%	0%	F	0.106	Α	0.593	99000	Α
	West I-295 is														
		R 2 Chamb													
<u>/est</u>	From:				40/	40/	40/	70/	00/	_	0.447			50000	
95)	Hanover County 2.46	52000	Α	91%	1%	1%	1%	7%	0%	-	0.117	A	0.550	52000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			91%	1%	1%	1%	7%	0%	F	0.105	Α	0.552	104000	Α
	West I-295 is														
/est	To: 42-627 Pole Gr	reen Rd; Me	adowbr	dge Rd											
95)	Hanover County 1.72	48000	В	91%	1%	1%	1%	7%	0%	С	0.112	Α		48000	В
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	98000	В	91%	1%	1%	1%	7%	0%	С	0.104	Α	0.572	97000	В
	West I-295 is	s signed a	s Nort	h I-295											
, .	To US 360	Mechanicsv	ille Tpk	2											
Vest 295)	Hanover County 2.52	42000	Α	91%	1%	1%	1%	7%	0%	F	0.100	Α		41000	Α
195	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		A	91%	1%	1%	1%	7%	0%	F	0.103	Α	0.558	81000	Α
	West I-295 is				1 /0	1 70	1 /0	1 /0	070	•	0.100	,,	0.000	01000	,,
		15 Creighto													
Vest	From:									_					
295	Hanover County 1.99	39000	Α	91%	1%	1%	1%	7%	0%	F	0.104	Α		37000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	91%	1%	1%	1%	7%	0%	F	0.102	Α	0.539	75000	Α
	West I-295 is	s signed a rico County		h I-295											
/est		over County													
295)	Henrico County 1.30	39000	A	91%	1%	1%	1%	7%	0%	F	0.104	Α		37000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	79000	Α	91%	1%	1%	1%	7%	0%	F	NA			75000	Α
	West I-295 is		s Nort	h I-295											
	To: SR 156	Airport Dri	ve North												
/est 295	From:	•			10/	10/	10/	70/	00/	_	0.111	۸		00000	
295)	Henrico County 1.10	33000	A	91%	1%	1%	1%	7%	0%	-	0.111	A	0.540	30000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		Α	91%	1%	1%	1%	7%	0%	F	0.105	Α	0.512	60000	Α
	West I-295 is														
	To: I-64; US 60 Willi	amsburg Rd	Collect	or Rd End											

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

					_		Tru	ck			K	011	Dir		- 014
Route	Jurisdiction Length A	AADT (	QA	4Tire	Bus	2Axle				QC	Factor	QK	Factor	AAWDT	QW
est	From: I-64; US 60 Williams				40/	10/	40/	000/	00/	_	0.400	^		10000	
95	,		A	78%	1%	1%	1%	20%	0%	-	0.122	A	0.540	12000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 2		<b>A</b>	78%	1%	1%	1%	19%	0%	F	0.115	Α	0.519	23000	Α
	West I-295 is si														
est	To. I-64; US 60 Williamst	burg Rd Col	llector	Rd Begin											
est 95)	,		Α	78%	1%	1%	1%	20%	0%	F	0.115	Α		20000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3		Α	78%	1%	1%	1%	19%	0%	F	0.108	Α	0.533	39000	A
	West I-295 is si	igned as I	North	ı <i>1-295</i>											
oot	To: SR 895 Poc	cahontas Par	kway												
est 95)	Henrico County 3.49 <b>1</b>	7000	Δ	78%	1%	1%	1%	20%	0%	F	0.115	Α		17000	А
33)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3	33000	A	78%	1%	1%	1%	19%	0%	F	0.108	Α	0.529	33000	Δ
	West I-295 is si		North												
		ew Market R													
est 95)	Prom: L			700/	40/	40/	40/	000/	00/	_	0.440			10000	
95)	,		A	78%	1%	1%	1%	20%	0%	-	0.118	A	0.500	18000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3		<b>A</b>	78%	1%	1%	1%	19%	0%	F	0.11	Α	0.539	36000	ŀ
	West I-295 is si	<i>ignea as r</i> eld County L		1 1-295											
est		County Lin													
95)	Chesterfield County (Maint: 43) 2.64 1	8000	Α	78%	1%	1%	1%	20%	0%	F	0.118	Α		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3	35000	Α	78%	1%	1%	1%	19%	0%	F	NA			36000	A
	West I-295 is si	igned as I	North	1-295											
	To SR 10 Hur	ndred Road	East												
est 95)	Chesterfield County 2.11 <b>1</b>	6000	Α	78%	1%	1%	1%	20%	0%	F	0.115	Α		17000	_
93)	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3		Α	78%	1%	1%	1%	19%	0%	F	NA			33000	Α
	West 1-295 is si				. , 0	. , 0	. , 0	. 0 , 0	0 / 0	•				00000	
		Hopewell													
est	From:	•	_							_				.=	
95)	, , , , , , , , , , , , , , , , , , , ,		Α	78%	1%	1%	1%	20%	0%	F _	0.115	A		17000	Α.
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3		Α	78%	1%	1%	1%	19%	0%	F	0.107	Α	0.556	33000	F
	West I-295 is si	_													
est	To: SR 36 Oaklawn	Blvd; SCL	Hopey	well											
95)	Prince George County 7.38 1	2000	Α	78%	1%	1%	1%	20%	0%	F	0.125	Α		11000	P
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 2	23000	Α	78%	1%	1%	1%	19%	0%	F	0.116	Α	0.504	22000	Δ
	West I-295 is si	igned as I	North	1-295											
	To: US 460	0 County Dr	r												

# 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	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
West 295	From:		5 460 County													
295	Prince George (	•	9400	Α	78%	1%	1%	1%	20%	0%	С	0.131	Α		8700	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	•		Α	78%	1%	1%	1%	19%	0%	С	0.122	Α	0.511	17000	Α
		West I-295 i.	s signed a	as Nort	h I-295											
West	To: From:	Ramp fro	m I-95 Sout	h Exit 46	A											
West 295	Prince George (	County 0.57	8400	Α	78%	1%	1%	1%	20%	0%	F	0.136	Α		7600	Α
293)	Combined Traffic Estimates for 2 Parallel	•		G	78%	1%	1%	1%	20%	0%	F	NA			14000	G
	Τα:		I-95 North				Ť	.,.		- , -	-					-
West	From:		I-295 West	i												
(295) Ramp	Prince George	County 0.50	800	G								NA			800	G
	Το:		5 460 County	y Dr												
West	From:		I-295 West	i i												-
(295) Ramp	Prince George (	County 0.39	350	G								NA			350	G
	Τα	US	3 460 County	y Dr												
West	From:		I-295 West	t												
(295) Ramp	City of Hopewell (N	Maint: 74) 0.28	1500	G								NA			1500	G
$\overline{}$	To:	SR	36 Oaklawn	Blvd												
West	From:		I-295 West	İ												
(295) Ramp	City of Hopewell (N	Maint: 74) 0.12	NA									NA			NA	
$\overline{}$	Το:	SR	36 Oaklawn	Blvd												
West	From:		I-295 West													
(295) Ramp	Chesterfield C	-	1000	G								0.13	F		1000	G
$\overline{}$	Τα	SR 10	E, East Hun	dred Rd												
West	From:		I-295 West													_
295 Ramp	Chesterfield C	,	4200	G								0.103	F		4200	G
	10.		W, East Hun													
West	From:		295-W TO R										_			_
295 Ramp	Henrico Cou		660	G	N. 1 D.T.							0.143	F		660	G
	10.	SK 3 SK 03-1			OM RT											
West	From:		2500 2500									0.133	F		2500	G
295 Ramp	Henrico Cou	-7	05-E008B T	G	15							0.133	Г		2500	G
	r															
West 295 Ramp	Henrico Cou		28X TO RT 1700	60 EAS <b>G</b>	91%	1%	1%	1%	7%	0%	F	0.111	F		1700	G
295 Hallip	To:		ROM RT 29			1 /0	1 /0	1 /0	1 /0	U /o	'	0.111	'		1700	G
West	From:						1									
West (295) Ramp	Henrico Cou		28X TO RT <b>800</b>	G	91%	1%	1%	1%	7%	0%	F	0.131	F		790	G
293) 1 1011115	To:	•	ROM RT 29			1 /0		1 /0	1 /0	0 /0	•	5.101	•		, 50	G
West	From:		028X TO I-													
West (295) Ramp	Henrico Cou		3800	64 EAS	91%	1%	1%	1%	7%	0%	F	0.102	F		3700	G
293) 1 101111	To:					1 /0		1 /0	1 /0	0 /0	'	0.102	'		3700	G
		1 0 1 E200X 11		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	00											

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

C K Factor - 0.161 - NA - 0.106 - 0.103	F	7300	G G
- NA 0.106		7300	
- NA 0.106		7300	
0.106	F		G
0.106	F		G
0.106	F		G
	F	F 400	
	F	E400	
0.103		5400	G
0.103			
0.103	_	0.400	_
	F	6400	G
0.099	F	5600	G
0.126	Α	11000	Α
NA		NA	
NA		NA	
0.134	F	3500	G
0	•	0000	<b>O</b> .
NA		NA	
,			
0.173	F	530	G
	_		_
0.120	F	900	G
NIA		0000	_
INA		2000	G
			_
NΙΔ		460	G
INA		400	G
NΙΔ		4000	G
11/7		4500	G
	0.126 NA NA 0.134 NA 0.173 0.120 NA	0.126 A  NA  NA  0.134 F  NA  0.173 F  0.120 F  NA	0.126 A 11000  NA NA  NA NA  0.134 F 3500  NA NA  0.173 F 530  0.120 F 900  NA 2000  NA 460

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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 QC XAXIe 3+Axle 1Trail 2Trail	QK Dir Factor	AAWDT	QW
West	From:	I-295 West			1000	
295 Ramp	Hanover County	0.24 <b>1800 G</b> US 360 Mechanics ville Tpke	NA NA		1800	G
West	From:	I-295 West				
Ramp	Hanover County	0.27 <b>1300 G</b>	NA NA		1300	G
<u> </u>	Τα	42-627 Pole Green Rd				
West	From:	I-295 West			2200	_
295 Ramp	Hanover County	0.28 <b>3300 G</b> 42-627 Meadowbridge Rd	NA NA		3300	G
West	From:	I-295 West				
West 295 Ramp	Hanover County	0.38 <b>4500 G</b>	NA NA		4500	G
	To:	US 301 Chamberlayne Rd				
West	From:	I-295 West				
West 295 Ramp	Hanover County	0.23 <b>5300 G</b>	NA		5300	G
	Tα:	US 301 Chamberlayne Rd				
West	Henrico County	I-295 West 1.53 <b>23000 A</b>	<b></b> 0.112	۸	21000	Α
295 Ramp	To:	I-95 North	0.112	A	21000	А
West	From:	I-295 West Collector Road	İ			
295 Ramp	Henrico County	0.17 <b>3000 G</b>	0.164	F	3000	G
	To:	I-95 South				
West	From:	I-295 West Collector Road				
295 Ramp	Henrico County	0.22 <b>8400 G</b>	0.107	F	8400	G
	To:	US 1 N, Brook Rd				
West 295 Ramp	Henrico County	I-295 West Collector Road  0.18 <b>1700 G</b>	<b>_</b> 0.143	F	1700	G
295) Hamp	To	US 1 S, Brook Rd	0.140	•	1700	ч
West	From:	I-295-W BEGIN COLLECTOR ROAD				
West 295 Ramp	Henrico County	0.10 <b>NA</b>	NA NA		NA	
$\overline{}$	To. From:	I-95-N084B FROM RT 95 NORTH	¬			
West 295 Ramp	Henrico County	0.15 <b>NA</b>	NA		NA	
$\sim$	To	I-295-W043B TO RT 95 SOUTH				
West	From:					
295 Ramp	Henrico County	0.11 <b>NA</b>	NA		NA	
West		I-95-S084B FROM RT 95 SOUTH				
295 Ramp	Henrico County	0.20 <b>20000 A</b>	0.12	Α	21000	Α
West	To- From	I-295-W043C TO RT 1 NORTH				
(295) Ramp	Henrico County	0.11 <b>NA</b>	NA		NA	
	Ter	US 01-N101B FROM RT 1 NORTH				

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

		Filliary air	a microta	to Hout												
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	US 01-N101I	B FROM RT	1 NORT	ГΗ											
(295) Ramp	Henrico County	0.11	NA									NA			NA	
	Too	I-295-W04	3D TO RT 1	SOUTH	ſ		$\neg$ _									
West	From:			50011												
(295) Ramp	Henrico County	0.13	NA									NA			NA	
West	From:	US 01-S101I	FROM RT from US 1 S		Ή		-									
(295) Ramp	Henrico County		15000	A								0.129	Α		16000	Α
(293)	то:		-295 West									0=0			.0000	•
West	From:		-295 West													
West (295) Ramp	Henrico County	0.27	1000	G								0.127	F		1000	G
295) Hamp	To:		N, Woodm									0.127	•		1000	u
W	From			an Ru												
West (295) Ramp	Henrico County	0.19	5400 <b>5400</b>	G								0.13	F		5400	G
295 Hamp	To:		S S, Woodm									0.13	'		3400	G
<del></del>	Powel			ali Ku												
West	Hanriaa County	0.28	-295 West									0.219	F		2800	G
295 Ramp	Henrico County		<b>2800</b> V, Staples M	G								0.219	Г		2000	G
				IIII Ka												
West	From:		-295 West									0.040	_		0000	•
295 Ramp	Henrico County	0.21	3800	G			_					0.216	F		3800	G
			E, Staples M	ill Ka												
West	From:		-295 West								_		_			_
295 Ramp	Henrico County	0.42	5800		94%	1%	1%	3%	1%	0%	С	0.11	F		5800	G
	10.		6 W, Nucko	ls Rd												
West	From:		-295 West										_			_
295 Ramp	Henrico County	0.25	6200	G								0.238	F		6200	G
<u> </u>	To:	43-770	6 E, Nuckol	ls Rd												
West	From:		I-295 NB													
(295) Ramp From I-295 N (W) to I-64 E	Henrico County	0.47	14000	G	94%	1%	1%	1%	3%	0%	F	NA			15000	G
<u> </u>	To:		I-64 EB													
	From:		R 30, SR 33													
(296) Kirby St	Town of West Point (Ma		680		97%	1%	1%	0%	2%	0%	С	0.119	F	0.707	700	G
	To:		; 50-1126, 1													
10th Ct	Town of West Point (Ma		Kirby St; 50		97%	1%	1%	00/	00/	0%	F	0.100	F	0.661	220	G
296 10th St	Town of West Point (Ma		210 R 298 Lee St		9/%	170	170	0%	2%	0%	Г	0.136	Г	0.001	220	G
				ı												
Eth Ct	Town of Mark Daint (Mar		Dead End		000/	00/	10/	00/	00/	00/	_	0.457	_	0.75	70	0
(298)5th St	Town of West Point (Ma		70		99%	0%	1%	0%	0%	0%	F	0.157	F	0.75	70	G
	From:		Dee St; 50- 9; 50-1128, 3													
(298)Lee St	Town of West Point (Ma		1200		99%	0%	1%	0%	0%	0%	С	0.1	F	0.588	1200	G
230 330 31	To:	,	296, 10th S		2070	<b>0</b> / <b>0</b>		5,0	0 /0	0 /0	-	J.,	•	0.000	00	<b>-</b>
	·	Six		-												

# 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				QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 296 10th St												
Lee St	Town of West Point (Maint: 50)		<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.103	F	0.562	1400	C
	10.	SR 33 14th St												
Madia an Bal	From:	US 15 James Madison		00/	00/	00/	40/	00/	_	0.005	_	0.574	4400	1
299 Madison Rd	Culpeper County	0.79 <b>3900</b>	F 96%	0%	0%	2%	1%	0%	С	0.085	F	0.574	4100	
		US 29; Bus US 29 South of												
300 Courthouse Tavern Lane	Powhatan County	SR 13 Old Buckinghar 0.08 <b>460</b>	m Rd <b>F</b> 99%	0%	0%	0%	0%	0%	F	0.100	F	0.629	470	
300 Courthouse Tavelli Lane	To:	72-1004 Tilman Ro		0 /6		0 /6	0 /6	0 /6	•	0.100	•	0.023	470	
	From:	72-1004 Timair R												
300)Tilman Rd	Powhatan County	0.02 800	N 99%	0%	0%	0%	0%	0%	Ν	0.096	Ν	0.575	820	- 1
$\smile$	To:	SR 13 Wye; Scottsvill												
Saattavilla Bd	Powhatan County	SR 13 Wye, Tilman 0.54 <b>800</b>	Rd 99%	0%	0%	0%	0%	0%	С	0.096	F	0.575	820	
Scottsville Rd	Fownatian County	0.54 <b>800</b> US 60 James Anderso		076	0%	076	076	0%	C	0.096	Г	0.575	020	
	From:													
<u>Wye</u> 300)Tilman Rd	Powhatan County	72-1001 Marion Harland 0.04 <b>400</b>	F 99%	0%	0%	0%	0%	0%	С	0.127	F	0.509	410	
300) 11111111111	To:	SR 300 Scottsville I		0 76		0 /6	0 /6	0 /6	O	0.121	'	0.503	410	
	From:	North Carolina State l												
301 Skippers Rd	Greensville County	4.74 <b>1400</b>	F 92%	1%	1%	1%	5%	0%	F	0.081	F	0.635	1500	
301) 614) 614				1 /0	170	1 /0	0 /0	0 70	•	0.001	•	0.000	1000	
301 Skippers Rd	Greensville County	40-629 Zion Church Rd; Moo: 2.80 <b>2100</b>	res Ferry Rd F 92%	1%	1%	1%	5%	0%	С	0.092	F	0.586	2200	
301 Skippers nu	Greensville County		F 92%	1 70	1 70	1 70	3%	0%	C	0.092	Г	0.566	2200	
~~~	To: From:	Urban Boundary	N 000/	40/		40/	<b>5</b> 0/	00/				0.500	2000	
301 Skippers Rd	Greensville County	1.17 2100	N 92%	1%	1%	1%	5%	0%	N	0.092	N	0.586	2200	1
<u> </u>	To: From:	40-689 Old Halifax Rd												
301 Skippers Rd	Greensville County	0.39 5400	F 92%	1%	1%	1%	5%	0%	F	0.083	F	0.516	5700	
	To: From:	SCL Emporia												
301 South Main St	City of Emporia	0.45 5900	F 95%	1%	1%	1%	2%	0%	С	0.085	F	0.530	6300	- 1
~ <i>_</i>	To	Low Ground Rd												
301 South Main St	City of Emporia	0.24 8900	F 95%	1%	1%	1%	2%	0%	F	0.083	F	0.573	9500	
33.7	To:	Jefferson St												
301 South Main St	City of Emporia		F 95%	1%	1%	1%	2%	0%	F	0.087	F	0.582	10000	
301)	5.ty 6. 2psa		. 0070	. , 0		. , 0	_,,	0 / 0	•	0.00.	•	0.002	.0000	
301 South Main St	City of Emporia	Brunswick Ave 0.49 14000	F 97%	1%	1%	0%	1%	0%	С	0.083	F	0.578	15000	
301 South Main St	Oity of Emporia		1 37/6	1 /0	1 /0	0 /6	1 /0	0 /6	O	0.000	'	0.570	13000	
Courth Main Ct	City of Transports	Valley St	E 070/	10/	10/	00/	10/	00/		0.004		0.501	14000	
301 South Main St	City of Emporia	0.20 13000	F 97%	1%	1%	0%	1%	0%	F	0.084	F	0.521	14000	F
<u></u>	To: From:	Atlantic Ave												
North Main St	City of Emporia	0.74 9200	F 97%	1%	1%	0%	1%	0%	F	0.093	F	0.528	9800	ı
	To: From:	US 58												
301 North Main St	City of Emporia	0.34 8800	F 96%	0%	1%	1%	1%	0%	F	0.093	F	0.613	9400	I
<i></i>	To:	Halifax 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	Q۷
	From:	Н	Halifax St													
North Main St	City of Emporia	0.16	9000	F	96%	0%	1%	1%	1%	0%	F	0.096	F	0.605	9600	F
	To: From:	NC	L Emporia	ı												
301	Greensville County	1.53	6300	F	96%	0%	1%	1%	1%	0%	С	0.095	F	0.628	6700	F
	To: From:	40-614	4 Otterdam	Rd												
301	Greensville County	2.77	3800	F	96%	0%	1%	1%	1%	0%	F	0.094	F	0.545	4000	F
~	To:		x County L													
301 Blue Star Hwy	Sussex County	0.78	rille County 3800	/ Line N	96%	0%	1%	1%	1%	0%	N	0.094	N	0.545	4000	1
301 Blue Star Flwy	Sussex County	0.70		IN	30 /6	0 76	1 /0	1 /0	1 /0	0 76	IN	0.034	IN	0.545	4000	'
301 Blue Star Hwy	From:	2.91	I-95 3400	F	96%	0%	1%	1%	1%	0%	F	0.098	F	0.635	3500	F
301 Blue Star Hwy	Sussex County				90%	0%	1%	170	170	0%	Г	0.098	Г	0.635	3500	·
~~~ RI	From:		139 Jarratt		0.40/	40/		101	00/	00/		0.400		0.000	1000	
301 Blue Star Hwy	Sussex County	4.00	970	F	94%	1%	1%	1%	3%	0%	С	0.138	F	0.660	1000	F
~~~	To: From:		45 Owen R													
301 Blue Star Hwy	Sussex County	3.93	800	F	94%	1%	1%	1%	3%	0%	F	0.107	F	0.539	820	F
	To- From:		91-734													
301 Blue Star Hwy	Sussex County	2.77	870	F	94%	1%	1%	1%	3%	0%	F	0.107	F	0.539	890	I
~	To:		SR 40													
Bus 301 40 Blue Star Hwy	Sussex County	0.02	2500	F	92%	1%	1%	4%	2%	0%	С	0.08	F	0.544	2600	-
301 40 Blue Star Hwy	Gussex Geanty				0L /0	1 /0	170	470	270	0 70	Ü	0.00	•	0.044	2000	
Bus	From:	SCL	Stony Cree	ek												
301 (40)	Town of Stony Creek (Maint: 91)	0.22	2500	N	92%	1%	1%	4%	2%	0%	Ν	0.08	Ν	0.544	2600	١
~ ~ ~	To: From:	В	US SR 40													
301 Blue Star Hwy	Sussex County	3.52	1800	F	92%	2%	1%	0%	5%	0%	F	0.081	F	0.526	1900	F
<i></i>	To:		eorge Count													
Cratar Dd	Prince Court	2.69	x County L 830	ine G	92%	2%	1%	0%	5%	0%	С	NA			850	,
Crater Rd	Prince George County					270	1 70	0%	5%	0%	C	INA			630	(
~~~	To: From:	74-604; 74				00/		201	<b>5</b> 0/	00/		0.005		0.544	4500	
301 Crater Rd	Prince George County	3.86	1400	F	92%	2%	1%	0%	5%	0%	F	0.095	F	0.511	1500	F
	From:		Courtland alid Overla													
301 (35) Courtland Rd	Prince George County	0.72	930	F	84%	1%	1%	1%	14%	0%	F	0.09	F	0.730	960	-
	To:	<< Inva	alid Overla	p >>												
	From:		Courtland													
301 156 Prince George Dr	Prince George County	0.17	2000	F	91%	2%	3%	1%	3%	0%	F	0.091	F	0.527	2100	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:	SR 156 F	Prince Geor													
301 Crater Rd	Prince George County	4.24	1800	F	97%	0%	0%	1%	2%	0%	С	0.104	F	0.73	1900	F
~	To- From:		I-95													
301 Crater Rd	Prince George County	2.25	6200	F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.679	6400	F
	To:	SCL	_ Petersburg	g												

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
~~	From:		CL Petersbur	-												
Crater Rd	City of Petersbu	urg 0.21	8700	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.611	9300	F
~~	From:		Rives Rd													
301 Crater Rd	City of Petersbu	urg 0.90	10000	F	99%	0%	0%	0%	0%	0%	С	0.09	F	0.612	11000	F
~~~	To From:		Wagner Rd		000/	00/	-00/	00/	00/	00/	_	0.005		0.504	00000	
301 Crater Rd	City of Petersbu	urg 0.43	21000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.504	22000	F
~~~ Custou Dd	To: From:	0.07	Flank Rd		000/	00/	00/	00/	00/	00/	F	0.005	F	0.511	00000	_
301 Crater Rd	City of Petersbu		21000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.511	23000	F
Ousten Del	To: From:		S 301 Sycar		000/	00/	10/	0%	00/	00/		0.000	F	0.515	15000	F
301 Crater Rd	City of Petersbu	urg 0.26	14000	F	99%	0%	1%	0%	0%	0%	С	0.083	г	0.515	15000	Г
Crotor Dd	City of Petersbu		South Blvd 21000	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.52	22000	F
301 Crater Rd	City of Peterson			-	99%	076	1 70	076	0%	U 70	Г	0.063	Г	0.52	22000	Г
Bus	To: From:	I-9	5, Bus US 4	60												
301 (460) Crater Rd	City of Petersburg (M	,	10000	N	99%	0%	1%	0%	0%	0%	Ν	0.081	Ν	0.524	11000	N
Bus	To: From:		S 460 Par, V													
301 (460) Crater Rd	City of Petersbu		10000	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.524	11000	F
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
	To:	SR 36, B	us US 460 V	Wythe S	t											
Bus 301 (460 Crater Rd	City of Petersbu	urg 0.10	7200	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.541	7700	F
301)(480) Grater Fid	Combined Traffic Estimates for Parallel Ro	-	NA	•	0070	0 70	170	0,0	0 70	070		NA	•	0.011	NA	•
	To:	SR 36 Par, Bus		Washii	ogton St											
301 (36) Crater Rd	City of Petersbu		3800	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.563	4100	F
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
	To	US	301 Par, Ban	ık St												
301 (36) Crater Rd	City of Petersbu	urg 0.14	2200	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.759	2400	F
~ ·	Combined Traffic Estimates for 2 Parallel Ro		6200	G	97%	0%	1%	1%	0%	0%	F	NA			6700	G
	To: From:	В	ollingbrook S Crater Rd	St												
301 (36) Bollingbrook St	City of Petersbu	urg 0.23	2900	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.677	3100	F
	Combined Traffic Estimates for 2 Parallel Ro	•	6800	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7300	F
	То		5th St													
301 (36) Bollingbrook St	City of Petersbu	urg 0.15	3500	F	97%	0%	1%	1%	0%	0%	F	0.099	F	0.742	3700	F
~ P	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	7100	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	7600	F
ALT.	To:	****	3rd St	210												
301 1 301 36 Bollin	ngbrook St City of Petersbu		ALT US 301 3700	3rd St	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	F
301 (1) (301) (36) Bollin	Combined Traffic Estimates for Parallel Ro	0	NA	•	J. 70	0 /0	. /0	. 70	J /0	J /U	•	NA	•	0.707	NA	•
	To:	•	S 1 Par, 2nd	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	Q۷
	From:	N R	T 1												
301 1 2nd St	City of Petersburg	0.35 120	00 F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.622	12000	F
~~	To:	SCL Coloni													
~~~~	From:	NCL Pet		000/	00/		00/	00/	00/	_		_	0.500	44000	_
301 1 Boulevard	City of Colonial Heights	0.53 <b>110</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.569	11000	G
~ ~	To: From:	Dupuy	/ Ave												
301 ( 1 ) Boulevard	City of Colonial Heights	0.40 <b>190</b>	00 G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.508	20000	G
~ ~	To:	Lynchbu													
Paul word	O'the of Onland of Helphan	Westove		000/	00/	00/	00/	00/	00/	_	0.000		0.500	00000	,
301 1 Boulevard	City of Colonial Heights	0.33 <b>190</b>	000 A	99%	0%	0%	0%	0%	0%	С	0.089	Α	0.520	20000	P
	To: From:	Branders B	Bridge Rd												
301 ( 1 ) Boulevard	City of Colonial Heights	0.26 <b>200</b>	00 G	99%	0%	0%	0%	0%	0%	F	NA			21000	C
$\sim$	Tor	Temple	e Ave												
301) (1) (144) Boulevard	City of Colonial Heights	0.74 <b>230</b>		99%	0%	0%	0%	0%	0%	F	0.086	F	0.508	25000	G
301) (1) (144)	To														
301 1 144 Boulevard	City of Colonial Heights	Lakevie		99%	0%	0%	0%	0%	0%	F	0.086	F	0.548	20000	(
301 1 144 Boulevard	City of Colonial Heights	0.17 <b>190</b>	000 G	99%	0%	0%	0%	0%	0%	Г	0.000	Г	0.546	20000	
	To: From:	Ellerslie													
301 1 144 Boulevard	City of Colonial Heights	0.19 <b>260</b>	00 G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.514	28000	(
$\sim$	To	Sherwoo	od Ave			<u> </u>									
301 (1) (144) Boulevard	City of Colonial Heights	0.62 <b>240</b>		99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	26000	(
	Tec	NCL C-1-	1-1-TT-1-1-4-												
301 1 (144) Jefferson Davis Hwy	Chesterfield County	NCL Coloni 0.22 <b>230</b>		99%	0%	0%	0%	0%	0%	F	0.090	F	0.532	25000	C
301 1 144 Jefferson Davis Hwy	Chesterned County	0.22 <b>230</b>	00 G	33 /6	0 /6	0 /6	0 /6	0 /0	0 /6	'	0.090	'	0.552	23000	
~~~~	From:	SR 144 Harr													
301) (1) Jefferson Davis Hwy	Chesterfield County	1.32 180	00 G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.588	19000	C
~ ~	To: From:	20-620 Wood	ds Edge Rd			_									
301 1 Jefferson Davis Hwy	Chesterfield County	0.14 160	00 G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.544	17000	(
	To	20-619 Hap	nny Hill D.d												
301 \ 1 Jefferson Davis Hwy	Chesterfield County	2.44 160		98%	0%	1%	0%	0%	0%	F	0.089	F	0.532	17000	
301) (1) delicison Bavis 1 my	Chesternela County				0 70	1 70	0 70	0 70	0 70	•	0.000	•	0.002	17000	•
~~~~	From:	20-618 Old Bermi							221			_			
301)(1) Jefferson Davis Hwy	Chesterfield County	0.90 <b>220</b>	00 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.532	23000	(
~ ~	To: From:	SR 10 West I	Hundred Rd												
301 1 Jefferson Davis Hwy	Chesterfield County	1.65 <b>230</b>	00 G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.572	24000	(
~ · · · · · · · · · · · · · · · · · · ·	Tor	SR 2	288												
301 1 Jefferson Davis Hwy	Chesterfield County	2.26 <b>160</b>		96%	1%	1%	0%	2%	0%	F	0.082	F	0.584	17000	G
501) (1) 23					. , •		- / 0	_,•	- / -			•			
~ Data Harris	Ola a A a sti a la la Caracia	SR 145 Ch		000/	40/		00/	00/	00/		0.001	_	0.750	04000	
301 1 Jefferson Davis Hwy	Chesterfield County	2.41 <b>200</b>	000 G	96%	1%	1%	0%	2%	0%	С	0.081	F	0.756	21000	C
	To: From:	SR 150 Chippe	enham Pkwy												
301 1 Jefferson Davis Hwy	Chesterfield County	1.17 <b>200</b>	00 G	95%	1%	1%	1%	2%	0%	F	0.078	F	0.574	21000	C
~~~	To	SCL Ric	chmond												

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

Б.,					4.7.			Tru	ıck			K	011	Dir		٥.
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
No. 10 Maria de Paris III de	From:		CL Richmond		050/	40/	40/	40/	00/	00/	_	0.000	_	0.500	45000	_
301 1 Jefferson Davis Hwy	City of Richm	ond 2.13	14000	G	95%	1%	1%	1%	2%	0%	F	0.080	F	0.568	15000	G
	To- From:		Bellmeade Rd		050/	10/	10/	10/	00/	00/		0.000	^	0.500	10000	E
301 1 Jefferson Davis Hwy	City of Richm		12000	В	95%	1%	1%	1%	2%	0%	С	0.098	Α	0.523	13000	
loffgroop Davis Hung	City of Pioh		Hopkins Rd	G	95%	1%	1%	1%	2%	0%	F	0.085	F	0.503	20000	(
301 1 Jefferson Davis Hwy	City of Richm		18000		95%	170	1 70	170	270	0%	г	0.065	Г	0.503	20000	
301 1 Cowardin Ave	City of Richm		JS 360 Hull St 21000	G	95%	1%	1%	1%	2%	0%	F	0.09	F	0.589	23000	(
Cowardin Ave	City of Alcrini				95%	170	1 70	170	270	0%	г	0.09	Г	0.569	23000	
301 1 Lee Bridge	City of Richm		31000	G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.571	36000	(
301 Lee Bridge	City of Alchin	0.76		G	9170	170	1 70	U 70	1 70	0%	г	0.092	Г	0.571	36000	
Belvidere St	City of Richm	ond 0.92	2nd St 27000	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.567	30000	(
Belvidere St	City of Alchin	0.92		G	9170	170	1 70	U 70	1 70	0%	г	0.069	Г	0.567	30000	,
301 1 Belvidere St	City of Richm	ond 0.15	Franklin St	G	97%	1%	1%	0%	1%	0%	F	0.084	F	0.505	35000	(
Belvidere St	City of Alchin		31000		9170	170	1 70	U 70	1 70	0%	г	0.064	Г	0.505	33000	,
Palvidava Ct	City of Disland		S 250 Broad S		070/	10/	10/	00/	10/	00/	F	0.000	F	0.011	00000	(
Belvidere St	City of Richm		31000 amberlayne A	G	97%	1%	1%	0%	1%	0%	Г	0.083	Г	0.611	36000	
	From:		Belvidere St	ive												
301 (1) Chamberlayne Ave	City of Richm	ond 1.02	22000	G	97%	1%	1%	0%	1%	0%	С	0.081	F	0.661	25000	(
~ ~	To: From:		Edge Hill Rd													
On Chamberlayne Ave	City of Richm	ond 0.31	21000	G	97%	1%	1%	0%	1%	0%	F	0.083	F	0.679	24000	(
\	To: From:	Broo	okland Park B	Blvd												
301) (1) Chamberlayne Ave	City of Richm	ond 0.86	16000	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.683	19000	(
~ ~	To: From:	I	aburnum Ave	2												
301 1 Chamberlayne Ave	City of Richm	ond 0.26	14000	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.683	16000	(
~ ~	T _C . From:	C	Claremont Ave	e												
301 1 Chamberlayne Ave	City of Richm	ond 0.94	15000	G	97%	1%	1%	0%	1%	0%	С	0.095	F	0.681	17000	(
~ ~	To: From:		Azalea Ave													
301 2 Chamberlayne Ave	City of Richm	ond 0.04	14000	G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.567	15000	(
\sim	T _C . From:	N	CL Richmond	d												
301 2 Chamberlayne Ave	Henrico Cou	nty 0.55	15000	G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.563	16000	(
\sim	To: From:		I-95													
301) 2 Chamberlayne Ave NB	Henrico Cou	•	7900	G	98%	0%	1%	0%	1%	0%	F	0.126	F		8400	(
Comb	ined Traffic Estimates for 2 Parallel I	Roadways on this Route:	18000	G	98%	0%	1%	0%	1%	0%	F	0.117	F	0.784	19000	(
	To: From:		Upham Dr													
301 2 Chamberlayne Ave	Henrico Cou	nty 1.57	19000	G	98%	0%	1%	0%	1%	0%	F	0.119	F	0.667	20000	(
~ <u> </u>	T _{ro} . From:		Parham Rd													
301 2 Chamberlayne Ave	Henrico Cou	nty 0.17	30000	G	98%	0%	1%	0%	1%	0%	С	0.11	F	0.677	32000	(
\sim \sim	Tα·	Hand	over County I	Line												

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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	Q۷
Chambadawa Dd	From:	Henrico Count	_	000/	00/	10/	00/	10/	00/	_	0.100	_	0.707	0.4000	
301 2 Chamberlayne Rd	Hanover County	0.40 32000	F	98%	0%	1%	0%	1%	0%	F	0.108	F	0.737	34000	F
	To: From:	I-295		000/	00/		00/	40/	00/		0.000		0.004	00000	
301 2 Chamberlayne Rd	Hanover County	1.87 21000	F	98%	0%	1%	0%	1%	0%	С	0.096	F	0.621	23000	F
301 2 Chamberlayne Rd	Hanover County	42-640 Shady G 1.30 15000		98%	0%	1%	0%	1%	0%	F	0.091	F	0.588	16000	F
2 Chamberlayne Rd	Hanover County				0 /6	1 /6	0 /6	1 /0	0 /6	'	0.031	'	0.500	10000	
Chambarlauna Dd	To- From:	42-643 New Ashcake Rd			00/	10/	00/	10/	00/	F	0.107	F	0.761	11000	F
301 2 Chamberlayne Rd	Hanover County	1.27 11000	F	98%	0%	1%	0%	1%	0%	F	0.127	F	0.761	11000	F
~~ ~ · · · · · · · · · · · · · · · · ·	To: From:	42-653 Whippoo				<u> </u>									
301 2 Hanover Courthouse Rd	Hanover County	2.58 8600	F	95%	0%	1%	1%	3%	0%	F	0.14	F	0.798	8900	F
~ ~	To: From:	42-651 Georgete													
301 (2) Hanover Courthouse Rd	Hanover County	2.94 8800	F	95%	0%	1%	1%	3%	0%	С	0.133	F	0.767	9000	F
~ ~	To: From:	SR 54 Patrick H	enry Rd			\Box \vdash									
301 2 Hanover Courthouse Rd	Hanover County	1.64 5900	F	95%	0%	1%	1%	3%	0%	F	0.149	F	0.742	6000	F
\sim	To:	Caroline Count	-												
Dishmand Take	Corolina County	Hanover Count		050/	00/	10/	10/	20/	00/	F	0.000	F	0.647	4000	,
Richmond Tpke	Caroline County	3.16 4700	G	95%	0%	1%	1%	3%	0%	Г	0.089	Г	0.647	4800	C
~~~	To- From:	SR 30 Dawn Bo												.=	_
2 Richmond Tpke	Caroline County	4.44 <b>3600</b>	G	90%	1%	1%	2%	7%	0%	F	0.088	F	0.530	3700	C
~~~	T _O . From:	16-647 Doggetts													—
301 (2) Richmond Tpke	Caroline County	7.50 3100	G	90%	1%	1%	2%	7%	0%	С	0.094	F	0.575	3200	C
	To- From:	16-721 Near De	Jarnette												
301 (2) Richmond Tpke	Caroline County	2.46 5500	G	90%	1%	1%	2%	7%	0%	F	0.09	F	0.567	5600	C
\sim \sim	To:	SCL Bowling	Green			<u> </u>									
301 2 Richmond Tpke	Town of Bowling Green (Maint: 16)	0.11 5500	N	90%	1%	1%	2%	7%	0%	Ν	0.09	Ν	0.567	5600	Ν
\sim	To	Bus US 301 M	Iain St												
301 Richmond Tpke	Town of Bowling Green (Maint: 16)		N	90%	1%	1%	2%	7%	0%	Ν	0.09	Ν	0.567	5600	Ν
	To	SR 207													
301 Richmond Tpke	Town of Bowling Green (Maint: 16)		G	92%	1%	1%	1%	6%	0%	F	0.081	F	0.583	10000	
301)	To				- , ,			• , •	- 7	-		-			
301 A P Hill Blvd	Town of Bowling Green (Maint: 16)	Bus US 301, Bus SR 20' 0.98 11000		us Ave 92%	1%	1%	1%	6%	0%	F	0.086	F	0.627	11000	(
301) 77 71111 2170		NCL Bowling Green; 16-6			1 /0	170	1 /0	0 /0	0 70	'	0.000	'	0.027	11000	•
	From:	16-608 Lakewo		roou rea											_
A P Hill Blvd	Caroline County	9.90 8200	G	92%	1%	1%	1%	6%	0%	F	0.082	F	0.573	7800	(
~ <i>_</i>	To	US 17 Tidewate	er Trail			— —									
301 A P Hill Blvd	Caroline County	0.39 13000		89%	1%	1%	1%	8%	1%	С	0.092	F	0.622	12000	(
<i>~</i>	To	SCL Port Ro	oval												
301 A P Hill Blvd	Town of Port Royal (Maint: 16)	0.47 13000	_	89%	1%	1%	1%	8%	1%	N	0.092	N	0.622	12000	١
301)	Tor	NCL Port Re		-370	- / -		. , •	- / 0	. , •			••		000	•

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

Davita	le colonali nati c co	l amenda AADT	~ .	4T:	D		Tru	ck		00	K	ΟK	Dir	A A \A \ \D\ T	01
Route	Jurisdiction	Length AADT	QA	41 ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	NCL Port Roy													
A P Hill Blvd	Caroline County	0.29 <b>13000</b>	N	89%	1%	1%	1%	8%	1%	N	0.092	N	0.622	12000	N
<del>~</del>	To: From:	King George Coun													
301 James Madison Pkwy	King George County	Caroline County 3.05 <b>13000</b>	G	92%	1%	1%	1%	6%	0%	F	0.088	F	0.583	12000	G
301 Vallies Madisoli i Kwy	King deorge county			JZ /0	1 /0	1 /0	1 /0	0 /0	0 70	•	0.000	•	0.500	12000	G
~~ <u></u>	From:	48-623 Jersey								_		_			_
James Madison Pkwy	King George County	2.05 <b>13000</b>	G	92%	1%	1%	1%	6%	0%	F	0.089	F	0.597	12000	G
	To: From:	SR 3 Kings H													
301 James Madison Pkwy	King George County	1.91 <b>14000</b>	G	92%	1%	1%	1%	6%	0%	F	0.087	F	0.609	13000	C
~~	Too	SR 205 Ridge	Rd												
301 James Madison Pkwy	King George County	5.91 <b>15000</b>	Α	92%	1%	1%	1%	6%	0%	С	0.131	Α	0.524	15000	A
,	Ter	CD 210 W. 1	ъ												
301 James Madison Pkwy	King George County	SR 218 Windso 0.56 <b>22000</b>	G G	92%	1%	1%	1%	6%	0%	F	0.095	F	0.760	21000	(
301 James Madison Fkwy	King George County			32 /o	1 /0	1 /0	1 /0	0 /0	0 /6	•	0.093	•	0.700	21000	
~	To: From:	SR 206 Dahlgre													_
James Madison Pkwy	King George County	3.58 <b>25000</b>	G	92%	1%	1%	1%	6%	0%	F	0.091	F	0.696	24000	(
~	10:	Maryland State	Line												
~~~	From:	US 301; 40-689 FROM RT		RT 95											
Ramp	Greensville County	0.23 1900	G								NA			1900	(
~	To:	I-95-N FROM R	Т 301												
~~~	From:	JB-40 FROM R	Γ 301												
Ramp	Greensville County	0.53 <b>1000</b>	G								NA			1000	C
<del>~</del>	To:	I-95-S FROM R	Γ 301			J									
	From:	US 301 Blue Star	Hwy												
301 Ramp	Sussex County	0.23 <b>570</b>	G								NA			570	(
<del>~</del>	To:	I-95 North													
	From:	US 301 I-95-S017A TO A	ND FRO	OM 95											
301 Ramp	Sussex County	0.25 <b>490</b>	G								NA			490	(
~ <i>_</i>	To:	I-95-S FROM R	Γ 301												
	From:	US 301 Crater	Rd												
301 Ramp	Prince George County	0.14 <b>490</b>	G								NA			490	(
<del></del>	To:	I-95 South													
	From:	US 301 TO RT	95												
301 Ramp	Prince George County	0.17 <b>2000</b>	G								NA			2000	(
	To:	I-95-N FROM R'	T 301												
	From:	US 301 TO RT	95	-				-							
301 Ramp	Prince George County	0.15 <b>660</b>	G								NA			660	(
	To:	I-95-S FR RT :	301												
-	From:	US 301					•		•		•		•		
301 Ramp	City of Petersburg (Maint: 74		G								NA			6900	(
															•

# 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 301 Ramp	City of Petersburg	US 301; 123-901 (Maint: 74) 0.10 I-95-S050X F	1800	G								NA			1800	G
North 301 Ramp	From: Henrico Cou	US 30	1 Chamberlay 3900 1-95 North		UKIH							0.105	F		3900	G
North 301 Ramp	From: Henrico Cou						<u></u>					NA			NA	
North 301 Ramp	From: Hanover Co	US 30	1 Chamberla 5600 I-295 East		.in							NA			5600	G
North 301 Ramp	From: Hanover Col To:	unty 0.25	301 TO RT 5900 V FR RT 301	F								0.134	F		5900	F
South Bus 301 460 Ramp US 301 S to	I-95 S at Exit ??? City of Petersburg	U	S 301 Crater <b>640</b> I-95, US 460	Rd <b>G</b>	98%	1%	1%	0%	1%	0%	F	NA			680	G
South 301 Ramp	From: Hanover Co	unty 0.26	301 TO RT 3800 E FROM RT	G								NA			3800	G
South 301 Ramp	From: Hanover Co	unty 0.40	301 TO RT <b>1400</b> V FR RT 301	F								0.118	F		1400	F
3 <u>β</u> 1 3 <u>6</u> Bank St	City of Peters Combined Traffic Estimates for 2 Parallel	L U	S 301 Crater <b>3900</b>		97% 97%	0% 0%	1% 1%	2% 1%	1% 0%	0% 0%	C C	0.099 0.096	F F	0.547 0.557	4100 7300	F F
391 36 Bank St	City of Peters Combined Traffic Estimates for 2 Parallel	J	5th St 3600 7100	F F	97% 97%	0% 0%	1% 1%	2% 1%	1% 0%	0% 0%	F F	0.083 0.09	F F	0.613	3800 7600	F F
301 (301) (36) Bank S	t City of Peters Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3rd St 3400 7100 US 301 Par,	F F 2nd St	97% 97%	0% 0%	1% 1%	2% 1%	1% 0%	0% 0%	F F	0.095 NA	F		3700 7600	F F
2 Chamberlayne Ave	SB Henrico Cou Combined Traffic Estimates for 2 Parallel	Ram unty 0.90	np from I-95 I		98% 98%	0% 0%	1% 1%	0% 0%	1% 1%	0% 0%	F F	0.149 0.117	F F	0.706 0.784	11000 19000	G G
301 Ramp	From: Henrico Cou		2US 301-P 7200 I-95 South	G								0.143	F		7200	G

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

Doute	luvia diation	Longth	AADT	ο.	4Tiro	Dua		Tru	ck		00	K	ΟK	Dir	AAWDT	
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	G
~	From:		P TO RT 95		ł								_			
Ramp	Henrico County	0.16	180	G	•							0.155	F		180	
•	Fronc		OM RT 30		1											
LT Cycomore Ct	City of Petersburg		301 Crater	Rd <b>F</b>	99%	0%	10/	00/	0%	00/	_	0.001	F	0.51	7000	
Sycamore St	City of Petersburg	0.30	7300	Г	99%	0%	1%	0%	0%	0%	Г	0.081	Г	0.51	7800	
LT	To: From:		South Blvd													
Sycamore St	City of Petersburg	0.95	5600	F	99%	0%	1%	0%	0%	0%	С	0.086	F	0.568	6000	
~	To:		North Blvd													
ALT Sycamore St	City of Petersburg			F	99%	0%	10/	0%	0%	09/	_	0.083	_	0.585	10000	
Sycamore St	City of Petersburg	0.42	9400	Г	99%	0%	1%	0%	0%	0%	Г	0.063	Г	0.565	10000	
ALT	To: From:		Graham Rd	l												
Sycamore St	City of Petersburg	0.56	9600	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.536	10000	
<del>~</del>	To:	U	S 1 Wythe	St												
ALT Bus 301 1 (460 (36) Wythe	e St City of Petersburg	0.20	US 1 14000	F	97%	1%	1%	1%	1%	0%	_	0.088	F		15000	
301 (1) (460) (36) Wythe	Combined Traffic Estimates for Parallel Road			г	97%	170	170	176	170	0%	Г	0.088 NA	Г		NA	
	To:	•	NA S 460 Jeffer	rean St			1					INA			NA	
ALT	From:		JS 460 Wyt													
301 1 Jefferson St	City of Petersburg	0.09	3600	F	97%	1%	1%	1%	1%	0%	F	0.081	F	0.748	3800	
~~~	Combined Traffic Estimates for Parallel Road	dways on this Route:	NA									NA			NA	
	To	Bus US 46	60 Par, Was	hington S	St		<u> </u>									
ALT 301 1 Jefferson St	City of Petersburg		800	F	97%	1%	1%	1%	1%	0%	_	0.101	F	0.512	850	
301 1 Jefferson St	Combined Traffic Estimates for Parallel Road		NA	-	31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	'	NA	'	0.512	NA	
	Combined Trainic Estimates for Farallel Hoad	aways on this houte.										INA			INA	
ALT	To:- From:		Henry St													
301 1 3rd St	City of Petersburg	0.05	340	F	97%	1%	1%	1%	1%	0%	F	0.094	F	0.521	360	
~~	Combined Traffic Estimates for Parallel Road	dways on this Route:	NA									NA			NA	
*·· -	To- From:	US 3	01 Par, Bar	nk St												
ALT 301 (1) 3rd St	City of Petersburg	0.05	370	F	97%	1%	1%	1%	1%	0%	F	0.122	F	0.555	390	
301) (1) 3rd St	Combined Traffic Estimates for Parallel Road		NA	•	31 /0	1 /0	1 /0	1 /0	1 /0	0 70	'	NA	'	0.555	NA	
	To:		1 Bollingbro	ook St			i					IVA			INA	
ALT	From:	US 1, A	LT US 301													
301 301 1 36 Bollin	gbrook St City of Petersburg	0.08	3700	F	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	
	Combined Traffic Estimates for Parallel Road	dways on this Route:	NA									NA			NA	
	To:		US 301	-	-											
ALT	From:		S 1 Wythe	St												
Sycamore St	City of Petersburg		7300	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.595	7800	
	Combined Traffic Estimates for Parallel Road	dways on this Route:	NA									NA			NA	
	To:	Bus US	460 Washii	ngton St												

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

5 .									Tru	ck			K	211	Dir		
Route	Jurisdictio	on L	_ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
ALT Bus Bus	From:			ıs US 460 F		070/	40/	101	40/	40/	201	_	0.000	_		47000	_
	ngton St City of Peters	0	0.09	16000	F	97%	1%	1%	1%	1%	0%	-	0.089	F		17000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this I	Route:	29000	F	97%	1%	1%	1%	1%	0%	F	NA			31000	F
ALT	To: From:		Bus US	460 Washi	ngton St			┷									
Adams St	City of Peters	sburg	0.06	9100	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.535	9700	F
\$1)	Combined Traffic Estimates for Parallel	•	Route:	NA									NA			NA	
	To	,		Franklin St													
ALT	From:											_		_			_
Adams St	City of Peters	•	0.16	8000	F	98%	0%	1%	0%	0%	0%	С	0.087	F	0.562	8600	F
~	Combined Traffic Estimates for Parallel	Roadways on this F	Route:	NA									NA			NA	
	100			Henry St													
Bus	From:	L _.		US 301								_		_			
2 Main St	Caroline Cou	unty	0.22	4700	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.531	4900	(
Bus	To- From:		SCL	Bowling G	reen												
Main St	Town of Bowling Gree	en (Maint: 16)	0.74	4700	G	97%	0%	1%	1%	1%	0%	С	0.090	F	0.531	4800	(
	To:	,		Bus SR 207	7												
Bus	From:		S	SR 2 Main S	St												
01)	Town of Bowling Gree	en (Maint: 16)	0.27	2700	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.633	2800	(
	To:		ECL	Bowling G	reen			\neg \vdash									
301)	Caroline Cou	untv	0.27	2000	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.520	2100	(
301)	To:			orth of Bow			170		1 70	1 /0	070	Ü	0.000	•	0.020	2100	
	From:			501 P; Mai		-											
Seymour Dr	Town of South I	L	0.08	2700	F	95%	1%	1%	2%	1%	0%	F	0.091	F	0.603	2900	-
(04) coymou. D.	- I	2001011					1,0		270	1 /0	070	•	0.001	•	0.000	2000	
Saymay Dr	From: Town of South I	Dooton	0.38	501 Broad 2800	F F	95%	1%	1%	2%	1%	0%	С	0.100	F	0.516	3000	-
Seymour Dr	Town of South i	DOSION	0.36	2000	Г	95%	1 70	1 70	270	1 70	0%	C	0.100	Г	0.516	3000	
	To: From:			Marshall St													
Seymour Dr	Town of South I		0.25	2600	F	95%	1%	1%	2%	1%	0%	F	0.099	F	0.504	2700	I
	10:		US 360.	John Rando	lph Blvd												
	From:			l W Old Cr		2221						_		_			
George Collins Parkway	Town of New Market	t (Maint: 85)	1.79	160	F	98%	0%	0%	1%	1%	0%	С	0.211	F	0.686	170	ا
	10.			ield Park Ei													
	From:			0 Warwick		2221						_		_			
Harpersville Rd	City of Newport		0.88	9200	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.568	9800	(
	Τσ		us 17, S	R 143 Jeffe	erson Av	e											
	From:		0.00	US 460		0.10/	40/		10/	00/	401	_	0.44=		0.505	5000	
307)	Prince Edward	County	2.83	5400	A	91%	1%	1%	1%	6%	1%	С	0.117	Α	0.507	5200	,
<u>~</u>	To: From:			way County Edward Cou				_									
Holly Farm Rd	Nottoway Co		5.42	5400	F	91%	1%	1%	1%	6%	1%	F	0.089	F	0.502	5200	F
3077.10119.1.4111.114	To:			elia County		0.70	. /0		. /0	J /0	. 70	•	0.000	•	0.002	0200	

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:	Nottoway Coun	-												
Holly Farms Rd	Amelia County	1.07 5500	G	91%	1%	1%	1%	6%	1%	F	0.081	F	0.511	5300	(
<u> </u>	To:	US 360 Patrick Ho	enry Hwy												
	From:	US 58 Southampt	on Pkwy												
308) Three Creeks Rd	Southampton County	3.65 490	G	90%	1%	0%	1%	7%	0%	С	0.122	F	0.582	500	
<u> </u>	To:	87-612 Rivers N	Mill Rd												
	From:	SR 123 Dolley Ma	dison Blvo												
Old Dominion Dr	Fairfax County	2.81 19000	G	97%	1%	1%	0%	0%	0%	F	0.094	F	0.56	20000	
<u> </u>	To:	Arlington Coun	-												
Old Dominion Dr	Arlington County	Fairfax County		97%	10/	10/	00/	00/	00/	_	0.107	F	0.504	10000	
Old Dominion Dr	Arlington County	1.18 15000	G	97%	1%	1%	0%	0%	0%	F	0.107	Г	0.524	16000	(
	To: From:	SR 120 Gleb													
Old Dominion Dr	Arlington County	0.59 13000	G	97%	1%	1%	0%	0%	0%	С	0.123	F	0.66	14000	(
<u> </u>	To	US 29 Lee H	łwy			\neg \vdash									
309) (29) Old Dominion Dr	Arlington County	0.05 33000	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.634	37000	(
	To	US 29 Old Dominion D	. Walrafia	14 C+											
109 Lee Highway	From: Arlington County	0.70 5900	G G	97%	1%	1%	0%	0%	0%	F	0.110	F	0.638	6200	
309 Lee riigilway	To:	US 29 Lee Hwy, 0		01 70	1 /0		0 70	0 70	0 70		0.110	•	0.000	0200	
	From														
311 Thompson Memorial Dr	City of Salem	0.17 College A	G G	98%	0%	1%	0%	1%	0%	F	0.105	F	0.603	7300	(
311 Thompson Memorial Dr	Oity of Salem	0.17	<u> </u>	30 /6	0 /6	1 /6	0 /6	1 /0	0 /6	'	0.103	•	0.003	7300	
	From:	Main St					221					_			
Thompson Memorial Dr	City of Salem	0.94 11000	G	98%	0%	1%	0%	1%	0%	С	0.108	F	0.555	12000	(
<u></u>	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	(
\smile	Tor	NCL Sale	m												
311)Thompson Memorial Dr	Roanoke County	1.27 5600	G	98%	0%	1%	0%	1%	0%	F	0.139	F	0.71	6000	(
	Ter														
311) Catawba Valley Dr	Roanoke County	SR 419 Electr 6.70 9200	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.692	9800	(
311 Calawba Valley Di	Hoanoke County			31 /6	0 /6	1 /6	1 /0	1 /0	0 /6	O	0.030	•	0.032	3000	`
	To- From:	80-779 Catawba 0													
Catawba Valley Dr	Roanoke County	0.52 4800	G	96%	0%	1%	1%	1%	0%	С	0.104	F	0.744	5000	•
<u> </u>	To- From:	80-785 Blacksb	urg Rd												
311)Catawba Valley Dr	Roanoke County	2.54 4500	G	96%	0%	1%	1%	1%	0%	F	0.098	F	0.742	4700	
<u> </u>	То:	Craig County													
Ose in Mallace Do	From:	Roanoke Count		0001	001		401	467	001	_	0.400	_	0.774	0000	
Craig Valley Dr	Craig County	9.38 3600	F	96%	0%	1%	1%	1%	0%	F	0.102	F	0.771	3800	
	To: From:	SCL New Ca	astle			\Box \vdash									
311)Salem Ave	Town of New Castle (Maint: 22)	0.18 3600	N	96%	0%	1%	1%	1%	0%	Ν	0.102	Ν	0.771	3800	ı
\smile	To:	SR 42 New C	astle			——									
311)Salem Ave	Town of New Castle (Maint: 22)	0.18 1600	F	93%	1%	2%	1%	3%	0%	F	0.103	F	0.674	1700	
	To:	NCL New C				—i ⁻	. =								

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

							Trι	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	NCL N	lew Castle												
811)	Craig County	5.02 1	600 N	93%	1%	2%	1%	3%	0%	Ν	0.103	Ν	0.674	1700	Ν
	To:	22-658 Near	r Craig Springs												
	From:		hns Creek Rd												
311) Paint Bank Rd	Craig County	7.40 2	270 F	93%	1%	2%	1%	3%	0%	F	0.118	F	0.776	280	F
<u> </u>	Too	22-602 Ba	ick Valley Rd												
Paint Bank Rd	Craig County		320 F	93%	1%	2%	1%	3%	0%	С	0.104	F	0.714	340	F
	To	CD 10 D													
Potts Creek Rd	Craig County		nint Bank Rd	93%	1%	2%	1%	3%	0%	F	0.11	F	0.652	200	F
311 Folis Creek nu	Craig County	3.39 I	190 F	93%	1 70	270	1 70	3%	0%	Г	0.11	Г	0.052	200	Г
	To: From:	West Virgi	inia State Line												
Kanawha Trail	Alleghany County	6.62 7	700 F	87%	0%	1%	1%	11%	0%	С	0.1	F	0.725	740	F
<u> </u>	Too	SR 159 Du	nlap Creek Rd												
311)Kanawha Trail	Alleghany County		180 F	97%	0%	1%	1%	1%	0%	С	0.108	F	0.7	510	F
311)	To:		inia State Line										-		
	From:		R 311												
Ramp to I-81 N at Exit 128	Roanoke County		100 G								0.112	F		4100	(
311 Trainp to FOT Wat Exit 120	Todrioke County		81 N								0.112	'		4100	`
	From:		R 311								0.407	_		0000	
Ramp to I-81 S at Exit 128	Roanoke County		000 G								0.107	F		3000	(
		I-	-81 S												
	From:		arwick Blvd												
312)J Clyde Morris Blvd	City of Newport News		1000 G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.526	37000	(
<u> </u>	To:	US 17	7; SR143												
	From:	US	S 460												
Southgate Dr	Town of Blacksburg (Maint: 60)	0.15 10	0000 G	98%	0%	0%	1%	0%	0%	С	0.120	F	0.769	11000	(
	To:	0.15 Mil	le E US 460												
	From:	SR 126 Fa	airgrounds Rd												
Greenbush Rd	Accomack County		700 F	97%	0%	1%	1%	1%	0%	F	0.099	F	0.57	3900	ı
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To	01.764	D D1												
Cyconbush Dd	Accompany County		Parsons Rd 600 F	97%	0%	10/	10/	10/	00/	С	0.000	F	0.600	3700	-
Greenbush Rd	Accomack County	3.16 3	600 F	9/%	0%	1%	1%	1%	0%	C	0.098	Г	0.603	3700	
	To: From:	SCL :	Parksley												
G16 Cossatt Ave	Town of Parksley (Maint: 01)	0.07 3	600 N	97%	0%	1%	1%	1%	0%	Ν	0.098	Ν	0.603	3700	1
	Toc	SR 176 P	Parkesley Rd												
G16 Cossatt Ave	Town of Parksley (Maint: 01)		700 F	97%	0%	1%	1%	1%	0%	F	0.104	F	0.731	2700	ı
(10)	- Lames and a second			0.70	0,0		. , ,	. , 0	0,0	•	0	•	00.		
	From:		Parksley	070/	00/		40/	40/	00/		0.40:		0.707	0700	
Hopeton Rd	Accomack County	2.68 2	700 N	97%	0%	1%	1%	1%	0%	N	0.104	N	0.731	2700	1
<u> </u>	Toc From:	SCL	Bloxom												
Bayside Dr	Town of Bloxom (Maint: 01)	0.39 2	700 N	97%	0%	1%	1%	1%	0%	Ν	0.104	Ν	0.731	2700	1
	To:	SR 187 S	horemain Dr												

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

Posts	la colo altrata co	Laurette AART O	4T'	D		Truck	(K	01/	Dir	A A \ A \ \ D T	_
Route	Jurisdiction	Length AADT Q		Bus	2Axle 3	8+Axle 1	Trail :	2Trail	QC	Factor	QK	Factor	AAWDT	Q
17) Staunton Correctional Facility	City of Staunton (Maint: 07)	US 11 Greenville Ave								NA			NA	
11) Stadinon Schoolichan asimy	To:	West Village Dr												
	From:	80-779 Catawba Creek	Rd											
Catawba Hospital Dr	Roanoke County	1.75 210 G	98%	1%	0%	0%	0%	0%	С	0.148	F	0.807	220	
<u> </u>	To:	80-698 Keffer Rd												
	From:	SR 199	200/	00/		00/	00/	00/	_	0.007	_	0.505	00000	
Monticello Ave	James City County	0.92 22000 G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.595	23000	
Marking II. Ave	City of William by (Mainty 47)	47-615 Ironbound Rd	000/	00/		00/	00/	00/		0.000	_	0.544	10000	
Monticello Ave	City of Williamsburg (Maint: 47)	0.77 16000 G Compton Dr	99%	0%	0%	0%	0%	0%	F	0.093	F	0.541	16000	
	From:	Bus US 58 Constance F	a		<u> </u>									
337) Washington St	City of Suffolk	0.34 6600 F		1%	1%	0%	0%	0%	F	0.087	F	0.575	7000	
35.7	To	Broad St												
337) Washington St	City of Suffolk	0.59 6700 F	97%	1%	1%	0%	0%	0%	С	0.088	F	0.57	7200	
· · · · · · · · · · · · · · · · · · ·	To	SR 32 Main St												
337) Washington St	City of Suffolk	0.20 6900 F	97%	1%	1%	0%	0%	0%	С	0.077	F	0.534	7400	
<u> </u>	To- From:	Pinner St												
337) Washington St	City of Suffolk	0.49 11000 F	97%	1%	1%	0%	0%	0%	F	0.080	F	0.525	12000	
	To	Old ECL Suffolk			<u> </u>									
337) Washington St	City of Suffolk	2.38 10000 F	97%	1%	1%	0%	0%	0%	F	0.087	F	0.562	11000	
<u> </u>	To:	Bus US 58 Portsmouth B	lvd		_									
Nansemond Parkway	City of Suffolk	3.03 3900 F	95%	2%	1%	1%	0%	0%	С	0.099	F	0.547	4200	
<u> </u>	To: From:	133-642 Wilroy Rd												
Nansemond Parkway	City of Suffolk	1.40 10000 F	95%	2%	1%	1%	0%	0%	F	0.096	F	0.533	11000	
	To From:	Whitley Lane												
Nansemond Parkway	City of Suffolk	2.01 7900 F	95%	2%	1%	1%	0%	0%	F	0.101	F	0.548	8400	
<u></u>	To: From:	SR 125 Kings Hwy												
Nansemond Parkway	City of Suffolk	2.52 12000 F	96%	1%	1%	1%	1%	0%	С	0.093	F	0.608	13000	
<u> </u>	To: From:	WCL Chesapeake ECL Suffolk												
Portsmouth Blvd	City of Chesapeake	0.72 12000 F	96%	0%	1%	1%	2%	0%	С	0.095	F	0.537	13000	
	To.	SR 191 Joliff Rd												
Portsmouth Blvd	City of Chesapeake	0.68 20000 F	96%	0%	1%	1%	2%	0%	F	0.093	F	0.563	21000	
\mathcal{L}	To:	I-664			_									
Portsmouth Blvd	City of Chesapeake	0.60 29000 F	98%	0%	0%	0%	0%	0%	F	0.09	F	0.512	31000	
\mathcal{L}	To	Capri Circle West			_									
Portsmouth Blvd	City of Chesapeake	0.67 23000 F	98%	0%	0%	0%	0%	0%	С	0.092	F	0.503	25000	
	To	Taylor 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:	Taylor Rd													
Portsmouth Blvd	City of Chesapeake	0.24 26000	F	98%	0%	0%	0%	0%	0%	F	0.091	F	0.509	27000	
<u> </u>	Te: From:	Dock Landing F	Rd												
9337 Portsmouth Blvd	City of Chesapeake	0.49 26000	F	98%	0%	0%	0%	0%	0%	F	0.089	F	0.500	28000	
\smile	To:	WCL Portsmou													
	From:	ECL Chesapeal		000/	00/		00/	00/	00/	_	0.000	_	0.544	00000	
Portsmouth Blvd	City of Portsmouth	0.34 25000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.541	26000	
<u></u>	To: From:	Hodges Ferry R	Rd												
Portsmouth Blvd	City of Portsmouth	0.60 21000	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.574	23000	
<u> </u>	To	Elmhurst Lane	<u> </u>												
Portsmouth Blvd	City of Portsmouth	1.17 19000	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.611	20000	
337)															
Dortomouth Dhid	City of Dortomouth	SR 239 Victory B		99%	0%	00/	00/	00/	0%	F	0.000	F	0.617	12000	
Portsmouth Blvd	City of Portsmouth	0.23 13000	G	99%	0%	0%	0%	0%	0%	Г	0.082	Г	0.617	13000	
ALT	To: From:	US 58, ALT US 460 Ai	irline Bl	vd											
937) (460) Portsmouth Blvd	City of Portsmouth	0.10 14000	G	99%	0%	0%	0%	0%	0%	F	0.080	F	0.581	14000	
ALT	To: From:	ALT SR 337 Turnpi	ike Rd												
	City of Portsmouth	0.16 11000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.616	12000	
Portsmouth Blvd	To:	Ramp to I-264		33 76	0 70		0 70	0 70	0 70	•	0.000		0.010	12000	
ALT	From:	Ramp to I-264 E; Functional		Change											
337)(460) Portsmouth Blvd	City of Portsmouth	0.29 11000	N	99%	0%	0%	0%	0%	0%	Ν	0.083	Ν	0.616	12000	
	To	Ramp From I-264 E,	115 460)											
Portsmouth Blvd	City of Portsmouth	0.98 10000	G	96%	1%	0%	1%	1%	0%	F	0.087	F	0.542	11000	
337) Tortomouth Biva	City of Fortamouti			0070	1 70	<u> </u>	1 /0	1 /0	0 70	•	0.007	•	0.042	11000	
	From:	Deep Creek Blv							221			_			
Portsmouth Blvd	City of Portsmouth	0.17 6100	G	96%	1%	0%	1%	1%	0%	F	0.083	F	0.625	6500	
<u> </u>	To: From:	ALT US 17 Frederic	k Blvd												
Portsmouth Blvd	City of Portsmouth	0.79 8000	G	96%	1%	0%	1%	1%	0%	С	0.122	F	0.763	8500	
	To:	US 17 Elm Av													
	From:	US 17 Portsmouth								_		_			
Elm Ave	City of Portsmouth	0.32 5700	G	96%	1%	0%	1%	1%	0%	F	0.104	F	0.522	6000	
<u> </u>	To: From:	US 17 George Washington													
337)Elm Ave	City of Portsmouth	US 17 George Washington 1 0.72 6300	G Hwy; S	96%	1%	0%	1%	1%	0%	F	0.121	F	0.616	6700	
337 Eiiii Ave	City of Fortsmouth	0.72 0300	G	90 /6	1 /0	0 /6	1 /0	1 /0	0 /6	'	0.121	'	0.010	0700	
	To: From:	SR 239 Victory B													
Elm Ave	City of Portsmouth	0.23 7900	G	93%	0%	1%	3%	2%	0%	F	0.149	F	0.546	8300	
<u> </u>	To	Burtons Point R	Rd												
Elm Ave	City of Portsmouth	0.32 6200	G	93%	0%	1%	3%	2%	0%	С	0.16	F	0.533	6600	
	Tor	WCL Chesapeal	ke												
	From	ECL Portsmout	th												
₃₃₇)Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39 6200	N	93%	0%	1%	3%	2%	0%	Ν	0.16	Ν	0.533	6600	
\smile	Tor	Toll Authority Bou	ndary												

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

		T IIIIaiy ai	iu iiileisiai	10 110	uios			т	ıalı			1/		D:-		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q۷
	From:	Toll A	uthority Bour	ndary			ZAXIC	JTAXIC	IIIaii	ZIIali		1 actor		1 actor		
337) Poindexter St	City of Chesa		6200	G	93%	0%	1%	3%	2%	0%	С	0.16	F	0.533	6600	G
507)	To		I-464													
337) Poindexter St	From: City of Chesa	peake 0.56	11000	F	96%	1%	0%	1%	1%	0%	F	0.089	F	0.634	12000	F
337) T GINGEXTON OF	To:	'	0 Bainbridge		3070	1 /0		170	1 /0	070	•	0.000	•	0.004	12000	
	From:		60; Poindexte													
Bainbridge Blvd	City of Chesa	peake 0.74	2000	F	96%	1%	0%	1%	1%	0%	F	0.093	F	0.588	2100	
<u> </u>	To:		SCL Norfolk													
Desirate vistas a Diseat	From:		CL Chesapeak		000/	40/		00/	00/	00/	_	0.440	_	0.005	4500	
Bainbridge Blvd	City of Nort	folk 0.28	1400	G	93%	1%	2%	2%	3%	0%	С	0.113	F	0.835	1500	(
	From:	Re	Main St ainbridge Blve	d												
337) Main St	City of Nort		8000	G	93%	1%	2%	2%	3%	0%	F	0.119	F	0.703	8600	(
337)	To:	:	Liberty St													
	From:		Main St													
337 Liberty St	City of Norf	f <u>olk</u> 0.11	3700	G	93%	1%	2%	2%	3%	0%	F	0.091	F	0.643	3900	(
\smile	To:	:	State St													
Ctoto Ct	City of Nort	folk 0.05	Liberty St 3700	N	93%	1%	2%	2%	3%	09/	N	0.091	N	0.643	2000	1
State St	Combined Traffic Estimates for Parallel			IN	93%	1 70	270	270	3%	0%	IN		IN	0.043	3900	
	Combined Trainic Estimates for Parallel		NA									NA			NA	
	To:		Berkley Ave		070/	40/		40/	20/	201		0.070		0.540	10000	
State St	City of Nort	folk 0.07	11000	N	97%	1%	1%	1%	0%	0%	N	0.078	N	0.548	12000	1
<u> </u>	From:	·	I-464 R 337 State S	t												
337)(337) Ramp	City of Norfolk (N		NA									NA			NA	
337/337/	To:	:	I-464 NB													
	From:		State St													
337)(464)	City of Norfolk (N	Maint: 64) 0.16			Se	e I-464	for dire	ectional t	raffic vo	olume es	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	N	95%	0%	1%	1%	2%	0%	Ν	NA			52000	1
=	To:		I-264													
ALT 337 (264) 460 (Berkley Brid	dge City of Norfolk (N	Maint: 64) 0.41	I-464		S-0	0 1 26/	1 for dire	actional t	roffic v	م مسام	ntim ot	es for thi	0.000	mont		
Berkley Brid	•	•	00000	_							F		s seg	inent.	100000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	98000 EndLabel	G	96%	0%	1%	1%	2%	0%	г	NA			106000	,
ALT	From:	:	State St													
337)(264)(460)	City of Norfolk (N	Maint: 64) 0.65			Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	es for thi	s sec	ment.		
7,017 (2,047)	Combined Traffic Estimates for 2 Parallel	•	94000	G	96%	0%	1%	1%	2%	0%	F	NA			102000	
	To:		S 460 St Paul	s Blvd												
ALT	From:		I-264													
337)(460)	City of Norfolk (N		28000	N	98%	1%	1%	0%	0%	0%	N	0.086	Ν	0.757	30000	1
<u> </u>	To:		Fidewater Dr	- D' '												
207	City of North (A.		S 460 St Paul	s Blvd	0.0	0 1 267	1 for dire	notional t	roffic	aluma as	ntim c	oc for thi	0 000	ımont		
337 264	City of Norfolk (N	,	04000	N.								es for thi	s seg	ment.	100000	
	Combined Traffic Estimates for 2 Parallel			N	96%	0%	1%	1%	2%	0%	N	NA			100000	١
	10:	1	Γidewater Dr													

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:	ALT US 460 St	Pauls Blvd												
337)Tidewater Dr	City of Norfolk	0.81 1800	0 G	96%	0%	0%	1%	2%	0%	F	0.086	F	0.531	21000	G
	To:	US 460 Brambleton	Avenue; SR	168											
	From:	US 460 Bramble													
337)(460) Brambleton Ave	City of Norfolk	0.10 2400	0 G	95%	1%	1%	1%	2%	0%	F	0.084	F	0.602	26000	G
	To-	Church	St			\neg \vdash									
337)(460) Brambleton Ave	City of Norfolk	0.31 1700		95%	1%	1%	1%	2%	0%	F	0.088	F	0.594	18000	G
<u> </u>	To:	ALT US 460 St	Pauls Blvd												
	From:	US 460 Saint I	Pauls Blvd												
(337)Brambleton Ave	City of Norfolk	0.20 2500	0 G	96%	0%	0%	1%	2%	0%	F	0.071	F	0.629	28000	G
\smile	Toc	Boush	St												
337 Brambleton Ave	City of Norfolk	0.07 3200		96%	0%	0%	1%	2%	0%	Ν	0.072	Ν	0.638	37000	Ν
337) = 14	eny en memeric			0070	0 70		. , 0	_,,	0,0		0.07.2		0.000	0.000	
	From:	SR 337 Par 1										_		.=	
(337) (58) Brambleton Ave	City of Norfolk	0.83 3200	0 G	96%	0%	0%	1%	2%	0%	F	0.072	F	0.638	37000	G
<u> </u>	To: From:	Colley A	Ave												
337) 58 Brambleton Ave	City of Norfolk	0.26 2600	0 G	96%	0%	0%	1%	2%	0%	F	0.075	F	0.567	30000	G
	To:	US 5	3												
_	From:	US 58													
(337) Brambleton Ave	City of Norfolk	0.22 2600	0 N	96%	0%	0%	1%	2%	0%	Ν	0.075	Ν	0.567	30000	Ν
Com	nbined Traffic Estimates for 2 Parallel Roadways	on this Route: 2600	0 N								NA			NA	
	To	Hampton													
	From	US 58 Bramb													
337 Hampton Blvd	City of Norfolk	0.90 2800	0 G	96%	0%	0%	1%	2%	0%	F	0.069	F	0.580	32000	G
	To	21st Str	eet												
(337) Hampton Blvd	City of Norfolk	0.22 3200		96%	0%	0%	1%	2%	0%	F	0.071	F	0.515	37000	G
007) 4 (44															
Lie mante in Divid	City of November	SR 247, 2		000/	00/		10/	00/	00/	F	0.071	_	0.540	00000	_
337 Hampton Blvd	City of Norfolk	0.71 3300	0 G	96%	0%	0%	1%	2%	0%	г	0.071	F	0.542	38000	G
<u> </u>	To: From:	49th St, Old Domir	ion Univers	sity											
337 Hampton Blvd	City of Norfolk	2.07 3200	0 A	96%	0%	0%	1%	2%	0%	С	0.099	Α	0.533	36000	Α
\bigcirc	To	SR 165 Little	Crook Dd			—									
(337) Hampton Blvd	City of Norfolk	0.18 3200		96%	0%	0%	1%	2%	0%	F	0.077	F	0.609	37000	G
337) Hampton Bird	Only of Honoric			0070	0 70		1 /0	_ /0	070	•	0.077	•	0.000	0,000	~
	To: From:	SR 406 Term													
337 Hampton Blvd	City of Norfolk	1.94 2200		96%	0%	0%	1%	2%	0%	F	NA			26000	G
$\stackrel{\smile}{\smile}$	To:	Admiral Taus													
Admiral Tours is Divid		Hampton Blvd; M	_		00/	00/	10/	00/	00/	_	0.000	_	0.007	00000	_
337 Admiral Taussig Blvd	City of Norfolk	0.91 2300		96%	0%	0%	1%	2%	0%	F	0.096	F	0.867	26000	G
	10:	I-564													
	From:	SR 337 St	ate St												
337)Ramp	City of Norfolk (Maint: 64)	0.12 NA									NA			NA	
\smile	Tα	I-464 N	NB												

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

			,									
Route	Jurisdictio	n	Length I	AADT QA	4Tire Bu	10	Truck xle 3+Axle 1Trail 2Tra	OC.	Qk or	Dir Factor	AAWDT	QW
East	From:		SR 33	37 TO I-664								
Ramp	City of Chesapeake	(Maint: 64)	0.29	NA				NA			NA	
337) - 1	To:	()	I-664-E 1	FROM RT 337			1					
	Hrom.	an a										
East	City of Olean and a lar			11A TO I-664	AND FR			N.1.0			NIA	
Ramp	City of Chesapeake	(Maint: 64)	0.28	NA			Ī	NA			NA	
<u> </u>	To:		I-664-W	FROM RT 337	7							
East ALT	From:		SR 33	7 TO RT 264								
337)(460) Ramp	City of Portsmouth	(Maint: 64)	0.57	3600 G			_	0.07	7 F		3600	G
1	To:	,	I-264-E l	FROM RT 337								
	- Erom-	GD 225 F										
East	rion:			TREET TO RO				0.4	. –		000	_
Ramp	City of Chesapeake		0.15	800 G			1	0.17	7 F		800	G
<u> </u>	To:	I-464-S00	04X FROM R	T 337 EAST00)- POINDEXT							
East	From:		SR 33	7 TO RT 464								
Ramp	City of Chesapeake	(Maint: 64)	0.17	610 G				0.14	2 F		610	G
337) - 1	To:	,		FROM RT 337	1							
	-											
<u>Vest</u>	From:			1B TO AND F	ROM I-6							
₃₃₇)Ramp	City of Chesapeake	(Maint: 64)	0.24	NA			-	NA			NA	
<u> </u>	To:		I-664-E l	FROM RT 337								
V est	From:		SR 33	37 TO I-664								
Ramp	City of Chesapeake	(Maint: 64)	0.24	NA			1	NA			NA	
337)	To:	(FROM RT 337	7		1					
		1										
Vest	From:			7 TO RT 264					_			_
Ramp	City of Portsmouth		-	1400 G			•	0.09	9 F		1400	G
<u> </u>	To:	I-264-W	V RAMP FRO	OM RT 337 FR	OM RT 337							
Vest	From:		SR 337 TO	RT 464 SOUT	ГН							
Ramp	City of Chesapeake	(Maint: 64)		1800 G				0.11	2 F		1800	G
337)	To:			OUTE 337 WE	ST00- POIND							-
Vest	From:			OUTE 464 NO	RTH				_			_
Ramp	City of Chesapeake			3100 G			1	0.08	2 F		3100	G
<u> </u>	To:	I-464-N FF	ROM ROUTE	E 337 WEST00	- POINDEXTE							
Vest	From:	1SR-0	00337-P(B)/T	O WATERSID	E DRIVE							
Ramp	City of Norfolk (M		0.08	NA			1	NA			NA	
337)	To:			ROM TIDEW	ATER DRIVE		1					
	-											
	From:				U)/TO BERKLE							
337)(264) Ramp	City of Norfolk (M		0.18	NA			-	NA			NA	
	To		. ,	8592- 000A(U)		-						
	From			64-S(L)/464-W								
337)(264) Ramp	City of Norfolk (M	laint: 64)	0.22		See I-2	264 for	directional traffic volume	estimates for	this se	gment.		
	To	IS-00264-E	E008A(L)/IS-0	00264- 008A(U	J)/TO BERKLE							
	From			-264 W								
Ramp From Tidewater Dr to I-264 W	City of Norf	olk	0.13	-264 W NA				NA			NA	

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

Б					4	_		Tru	ıck		-00	K	01/	Dir	AANAIDT	014
Route	Jurisdiction	Length	AADT	QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		np to I-264 V	V												
337 Tidewater Dr	City of Norfolk	0.12	NA									NA			NA	
	To: From:		City Hall A	ve												
Tidewater Dr	City of Norfolk	0.15	NA									NA			NA	
	10:		Charlotte St													
ALT D.	From:		Portsmouth		050/	40/		00/	100/	00/	_	0.005	_	0.540	0000	_
Turnpike Rd	City of Portsmouth	1.05	3700	G	85%	1%	1%	3%	10%	0%	F	0.085	F	0.513	3900	G
ALT	To- From:	US 17	Frederick B	Blvd												
337) Turnpike Rd	City of Portsmouth	0.30	10000	G	85%	1%	1%	3%	10%	0%	F	0.083	F	0.623	11000	
,	To	1	Howard St													
<u>ALT</u>	From:															
Turnpike Rd	City of Portsmouth	0.54	8700	G	85%	1%	1%	3%	10%	0%	С	0.083	F	0.603	9200	(
ALT	From:		Harbor Dr Cassell Ave													
337) Harbor Dr	City of Portsmouth	0.05	4200	G	85%	1%	1%	3%	10%	0%	F	0.097	F	0.552	4500	C
337)								- , -		- , -	-		-			
ALT	From:	•	County St													
Harbor Dr	City of Portsmouth	0.11	5400	G	85%	1%	1%	3%	10%	0%	F	0.086	F	0.583	5700	(
<u></u>	To-		High St				_									
ALT 337) Harbor Dr	City of Portsmouth	0.24	12000	G	85%	1%	1%	3%	10%	0%	F	0.087	F	0.587	13000	(
337 1 141001 D1	To:	0.24	US 58	- G	00 /6	1 /0	1 /0	3 /6	10 /6	0 /6	•	0.007	'	0.567	13000	
ALT	From:	ALT US 460 C		rkley E	ridge											
Waterside Dr/Boush St	City of Norfolk	0.72	29000	G	98%	0%	1%	1%	0%	0%	F	NA			31000	(
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	31000	G	98%	0%	1%	1%	0%	0%	F	NA			33000	(
	To	Ci	ity Hall Ave													
ALT 337)Waterside Dr/Boush St	City of Norfolk	0.44	-	G	98%	0%	1%	10/	0%	00/	_	0.094	_	0.53	24000	_
337 Waterside Dirbousii St	•		22000		98% 98%	0% 0%	1%	1% 1%	0% 0%	0% 0%	F	0.094	F	0.503	26000	G
	Combined Traffic Estimates for 2 Parallel Roadways		7 Brambleto	G n Avo	96%	0%	1%	170	0%	0%	Г	0.095	Г	0.503	20000	
1.7	From															
ALT ₃₃₇)Ramp	City of Norfolk (Maint: 64)	0.33	1-264-W010 NA	OB Gap)							NA			NA	
337 mainp	To:	I-264-E FROM		IDE DI	NE							INA			INA	
	From				UVE											
Hillwood Ave	City of Falls Church		Washington	F F	98%	1%	1%	1%	1%	0%	F	0.104	F	0.537	12000	F
338)11111110007110	Oity of Faile Official				0070	170		1 70	1 70	0 70	•	0.104	•	0.007	12000	
LEUron and Arra	From From L		09 Annandal		000/	40/	10/	40/	40/	00/	_	0.407	_	0.500	44000	
Hillwood Ave	City of Falls Church	0.36	10000	F	98%	1%	1%	1%	1%	0%	С	0.107	F	0.500	11000	F
	To- From:		6799 Cherry				-									
Hillwood Ave	City of Falls Church	0.45	9000	F	98%	1%	1%	1%	1%	0%	F	0.106	F	0.503	9600	F
\smile	To: From:	110-	6792 South	St												
338) Hillwood Ave	City of Falls Church	0.11	10000	F	98%	1%	1%	1%	1%	0%	F	0.1	F	0.668	11000	F
	To:	ECI	Falls Churc	ch												

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 1Tra		QC	Factor	QK	Factor	AAWDT	. QI
	From:	ECL Falls Church	2221										
338 Hillwood Ave	Fairfax County	0.06 10000 G	98%	1%	1%	% 1%	0%	F	0.102	F	0.658	11000	G
	To:	SR 7 Leesburg Pike											
~~~	From:	US 11 Lee Jackson Hwy						_		_			_
340 Stuarts Draft Hwy	Augusta County	5.84 <b>5600 G</b>	96%	0%	1%	% 2%	0%	С	0.093	F	0.663	5900	C
	To: From:	07-654 White Hill Rd											
Stuarts Draft Hwy	Augusta County	0.85 <b>15000 G</b>	97%	0%	0% (	)% 2%	0%	F	0.088	F	0.52	16000	(
~	To: From:	07-608 Tinkling Spring Rd; Ma	ain St										
Stuarts Draft Hwy	Augusta County	3.47 <b>16000 G</b>	97%	0%	0% (	)% 2%	0%	С	0.090	F	0.55	16000	(
<del>~</del>	To	07-632 Shalom Road			$\neg$ —								
340 Stuarts Draft Hwy	Augusta County	1.64 <b>15000 G</b>	97%	0%	0% (	)% 2%	0%	F	0.086	F	0.676	16000	(
<del>~</del>	Tot	WCL Waynesboro											
Rosser Ave	City of Waynesboro	0.34 <b>26000 F</b>	97%	0%	0% (	)% 2%	0%	F	0.093	F	0.510	27000	ı
545)	To	I-64											
Rosser Ave	City of Waynesboro	0.56 <b>29000 G</b>	99%	0%	1% (	)% 0%	0%	F	0.091	F	0.558	31000	(
340	any or waynessers		0070	0 70		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	070	•	0.001	•	0.000	01000	`
Decear Ave	City of Wayneshare	Lew Dewitt Blvd 0.71 <b>18000 G</b>	99%	0%	10/ (	)% 0%	0%	С	0.089	F	0.500	10000	(
Rosser Ave	City of Waynesboro	0.71 <b>18000 G</b>	99%	0%	1% (	J% U%	0%	C	0.089	F	0.532	19000	(
~~	To: From:	Northgate Ave			_								
Rosser Ave	City of Waynesboro	0.61 <b>13000 G</b>	99%	0%	1% (	)% 0%	0%	F	0.083	F	0.503	13000	(
	To: From:	Forrest Dr											
Rosser Ave	City of Waynesboro	0.56 <b>12000 G</b>	99%	0%	<u>1</u> % (	)% 0%	0%	F	0.085	F	0.521	13000	(
<del>~</del>	To:	US 250 Main St											
Main St	City of Waynesboro	Rosser Ave 0.38 <b>8100 G</b>	99%	0%	1% (	)% 0%	0%	F	0.090	F	0.518	8600	(
340 Wall St	Oity of Waynesboro		33 76	0 70	170	770 070	0 70	'	0.000	'	0.510	0000	
	To: From:	New Hope Rd	000/	00/	10/	20/	00/	_	0.004	_	0.540	0000	
Main St	City of Waynesboro	0.35 <b>5800 F</b>	99%	0%	1% (	)% 0%	0%	F	0.091	F	0.540	6200	F
<u> </u>	To: From:	Wayne Ave											
Main St	City of Waynesboro	0.14 <b>4800 G</b>	99%	0%	1% (	0% 0%	0%	F	NA			5100	(
<del></del>	To: From:	Arch Ave											
Main St	City of Waynesboro	0.39 <b>6400 G</b>	99%	0%	1% (	0%	0%	F	0.090	F	0.565	6800	(
~~	To	US 250 Broad St											
340 (250 Main St	City of Waynesboro	0.19 <b>12000 G</b>	97%	0%	1% (	)% 1%	0%	С	0.095	F	0.573	12000	(
	To	Main St											
Oelphine Ave	City of Waynesboro	0.25 <b>11000 G</b>	97%	0%	1%	% 1%	0%	F	0.095	F	0.575	11000	
040)				- / -		//	0,0	•		•	2.3.0		`
Delphine Ave	City of Waynesboro	7th St 0.60 <b>10000 G</b>	97%	0%	1%	% 1%	0%	F	0.092	F	0.588	11000	(
Delphine Ave	City of Waynesboro	0.60 <b>10000 G</b>	3170	U 70	1 /0	i /0 170	U 70	Г	0.092	Г	0.500	11000	
~~~	To: From:	Second St										2225	
340 Delphine Ave	City of Waynesboro	0.81 8100 G	97%	0%	1%	% 1%	0%	F	0.094	F	0.578	8600	G

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		Axle 1Tra		QC	Factor	QK	Factor	AAWDT	Q'
~~~	From:		peman Pkwy								_			
Delphine Ave	City of Waynesboro	0.25	10000	<b>G</b> 97%	0%	1%	1% 1%	0%	С	0.097	F	0.651	11000	(
	To: From:		L Waynesboro			<u> </u>								
East Side Hwy	Augusta County	4.69	7800	<b>G</b> 97%	0%	1%	1% 1%	0%	F	0.094	F	0.611	8200	(
~~~ - · · · · ·	Tro- From:		ora Mine Rd; Cı											
East Side Hwy	Augusta County	4.66	4600	G 95%	1%	1%	1% 2%	0%	С	0.097	F	0.574	4900	
~	To: From:	07-778 N	N, Patterson Mi											
East Side Hwy	Augusta County	2.69	5400	G 95%	1%	1%	1% 2%	0%	F	0.1	F	0.543	5600	
	To: From:	S	CL Grottoes											
East Side Hwy	Town of Grottoes (Maint: 07)	0.05	5400	N 95%	1%	1%	1% 2%	0%	Ν	0.1	Ν	0.543	5600	
~ <u></u>	To:		gham County L											
East Side Hwy	Town of Grottoes (Maint: 82)	0.46	sta County Lin 5200	s 95%	0%	1%	1% 3%	0%	С	0.098	F	0.577	5400	
2340 Last Glas Tiwy	Town of arottoes (Maint: 62)	0.40		u 0070	0 70	170	170 070	070	Ü	0.000	•	0.077	0400	
340 East Side Hwy	Town of Grottons (Maint: 92)	0.47	Cary St 5700	G 95%	0%	1%	1% 3%	0%	F	0.098	F	0.523	5900	
Last Side Hwy	Town of Grottoes (Maint: 82)		CL Grottoes	3 33 /6	0 /0	1 /0	1/0 3/0	0 /6	•	0.090	'	0.525	3900	
	From:		NCL Grottes											
340 East Side Hwy	Rockingham County	1.39	5000	G 93%	1%	1%	1% 4%	0%	С	0.100	F	0.536	5200	
~ <u></u>	To	SR 253	Port Republic	Rd		<u> </u>								
340 East Side Hwy	Rockingham County	8.27		G 93%	1%	1%	1% 4%	0%	F	0.099	F	0.512	3500	
<i></i>	To: From:	82-649 Island	Ford Rd; Berr	town Rd										
340 East Side Hwy	Rockingham County	2.97		G 93%	1%	1%	1% 4%	0%	F	0.105	F	0.626	4000	
	To		South Branch	Rd										
East Side Hwy	Rockingham County	2.36		G 93%	1%	1%	1% 4%	0%	F	0.098	F	0.654	5300	
,	To		Sapling Ridge											
East Side Hwy	Rockingham County	0.52		G 93%	1%	1%	1% 4%	0%	F	0.099	F	0.539	6600	
340) = 401 9.40 1.111,	Tooland Good N				. , ,		. , 0	0,0	•	0.000	•	0.000	0000	
340 S Stuart Ave	Town of Elkton (Maint: 82)	0.03	SCL Elkton 9400	G 93%	1%	1%	1% 4%	0%	F	0.089	F	0.631	9700	
340 O Gladit Ave	Town of Likton (Maint. 62)	0.00		J 30 76	1 /0	1 /0	170 - 170	0 70	•	0.000	•	0.001	3700	
Bus	From:		US 33											
340 (33) S Stuart Ave	Town of Elkton (Maint: 82)	0.08	6300	N 93%	1%	1%	1% 4%	0%	Ν	0.099	Ν	0.539	6600	
\sim	To- From:		Bus US 33											
N Stuart Ave	Town of Elkton (Maint: 82)	0.19	8900	N 97%	0%	1%	1% 1%	0%	Ν	0.088	Ν	0.601	9300	
~	To:	Spe	ottswood Ave											
N Stuart Ave	Town of Elkton (Maint: 82)	0.59		G 97%	0%	1%	1% 1%	0%	С	0.088	F	0.601	9300	
	To	NCI Elleton 8	32-1706 Shenar	dosh Ave										
Stuart Ave	Rockingham County	3.30		G 97%	0%	1%	I% 1%	0%	F	0.089	F	0.542	6000	
0-0)	Тт		ge County Line		3,5			3,0	•	2.300	•	·=		
~~	From:	Rockin	gham County L											
Third St	Page County	1.02	6000	G 97%	0%	1%	I% 1%	0%	F	0.087	F	0.516	6200	(

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

		Primary and					Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	SCL S	Shenandoah												
340)	Town of Shenandoah (Maint: 69)	1.22	6000 N	97%	0%	1%	1%	1%	0%	Ν	0.087	Ν	0.516	6200	١
~	To: From:	69-706	6 Junior Ave												
Fifth St	Town of Shenandoah (Maint: 69)	0.65	6400 G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.581	6600	(
~	To: From:	NCL S	Shenandoah												
340	Page County	2.57	6400 N	96%	1%	1%	1%	2%	0%	Ν	0.087	Ν	0.581	6600	١
	To: From:	69-650	River Road												
340	Page County	4.32	5300 G	96%	1%	1%	1%	2%	0%	С	0.09	F	0.531	5500	
	To- From:	Bus	s US 340												
340	Page County	3.16	4700 G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.627	4900	
~	Τα:		Lee Highway												
340 (211) Lee Highway	Page County		US 211 7800 G	96%	0%	1%	1%	2%	0%	С	0.088	F	0.524	8100	
340 (211) Lee Flighway	rage County			90 /6	0 /6	1 /0	1 /0	Z /0	0 /6	C	0.000	•	0.524	0100	
l a a Himbarra	Town of Lucas (Mainte CO)		CL Luray	000/	00/		10/	00/	00/		0.005		0.514	1 1000	
211 Lee Highway	Town of Luray (Maint: 69)	0.36 1	14000 G	96%	0%	1%	1%	2%	0%	F	0.085	F	0.514	14000	•
~~~	To: From:		S US 211			<del> </del>									
211 Lee Highway	Town of Luray (Maint: 69)	0.69	6800 G	95%	1%	1%	1%	2%	0%	С	0.089	F	0.502	7100	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Cl	L Luray												
(211) Lee Highway	Page County	0.53	6800 N	95%	1%	1%	1%	2%	0%	N	0.089	N	0.502	7100	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Cl	L Luray												
211 Lee Highway	Town of Luray (Maint: 69)		6800 N	95%	1%	1%	1%	2%	0%	Ν	0.089	Ν	0.502	7100	
~~ <u></u>	To:		RT 211												
N Broad St	Town of Luray		US 211 <b>5800 G</b>	95%	0%	1%	2%	2%	0%	С	0.089	F	0.515	6000	
20 N Broad Gt	Town of Edity			0070	0 70		270	270	0 70	Ü	0.000	•	0.010	0000	
Stonewall Jackson Memorial Hwy	Page County		CL Luray <b>5200 G</b>	95%	0%	1%	2%	2%	0%	F	0.089	N	0.515	5600	
3tonewan Jackson Memorial Hwy	Fage County			95%	076	1 70	2%	270	0%	Г	0.069	IN	0.515	3600	
~~~	To: From:		1 Collins Rd	050/	00/		00/	201	00/				0.504	0.400	
Stonewall Jackson Memorial Hwy	Page County	1.03	6100 G	95%	0%	1%	2%	2%	0%	F	0.086	F	0.594	6400	
~	From:		ndy Hook Road												
Stonewall Jackson Memorial Hwy	Page County	5.93	5200 G	95%	0%	1%	2%	2%	0%	F	0.087	F	0.606	5400	
~	To: From:	69-662	Rileyville Rd												
Stonewall Jackson Memorial Hwy	Page County		4500 G	95%	0%	1%	2%	2%	0%	F	0.087	F	0.681	4700	
~~ <u></u>	To: From:		County Line												
40 Stonewall Jackson Hwy	Warren County		County Line 3900 F	96%	1%	1%	0%	1%	0%	С	0.1	F	0.744	4100	
20)	- I				1 /0		0 /0	1 /0	0 /0	J	0.1	•	J./	7100	
Stanowall Jackson Llung	Warren County	93-613 N, Bento			10/	10/	0%	10/	00/	F	0.092	F	0.000	6E00	
Stonewall Jackson Hwy	Warren County			96%	1%	1%	U%	1%	0%	г	0.092	г	0.838	6500	
~	To: From:		Rocky Lane			<u> </u>									
Stonewall Jackson Hwy	Warren County		7400 F	96%	1%	1%	0%	1%	0%	F	0.088	F	0.668	7800	
~	To:	93-619 1	Rivermont Dr												

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

Davida	Leader Western	1 A A B		4.7.	D		Tru	ıck		00	K	01/	Dir	A A \ A \ D T	- 01
Route	Jurisdiction	Length AAC	DI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
~~~	From:	93-619 Rive								_		_			
Stonewall Jackson Hwy	Warren County	0.83 <b>130</b> 0	00 F	96%	1%	1%	0%	1%	0%	F	0.089	F	0.668	14000	F
<u></u>	To: From:	SCL Fron													
South Royal Ave	Town of Front Royal	0.31 <b>160</b> 0	00 F	96%	1%	1%	0%	1%	0%	F	0.084	F	0.636	17000	F
<del>~</del>	To: From:	SR 55 Sc	outh St			$\neg$ $\vdash$									
340 (55) South Royal Ave	Town of Front Royal	0.40 <b>150</b> 0	00 F	98%	1%	1%	0%	0%	0%	С	0.085	F	0.522	16000	F
$\sim$	To	E Mai	n St												
340 55 North Royal Ave	Town of Front Royal	0.57 <b>170</b>		98%	1%	1%	0%	0%	0%	С	0.079	F	0.524	19000	F
340) (33)							- , -	• , •		_					-
340 (55) North Royal Ave	From: Powel	6th 5		98%	1%	10/	00/	0%	0%	F	0.000	F	0.527	14000	F
North Royal Ave	Town of Front Royal	0.25 <b>130</b> 0	00 F	96%	170	1%	0%	0%	0%	Г	0.080	Г	0.527	14000	Г
~~~~~	To: From:	US 522,													
340 (522) (55) North Royal Ave	Town of Front Royal	0.35 250 0		97%	0%	1%	1%	1%	0%	С	0.083	F	0.528	27000	F
$\Rightarrow \Leftrightarrow \circ$	To:	14th													
340 (522) (55) 14th St	Town of Front Dovol	North Roy 0.24 250 0		070/	0%	1%	1%	1%	0%	_	0.082	F	0.526	26000	
340 (522) (55) 14th St	Town of Front Royal			97%	0%	176	170	170	0%	Г	0.082	Г	0.526	26000	
	From:	Shenando 14th													
340 (522) (55) Shenandoah Ave	Town of Front Royal	0.34 300		97%	0%	1%	1%	1%	0%	F	0.091	F	0.523	32000	ı
340 (322) (33) Silonalidaan 7110			-	0.70	0,0		. 70	. , 0	0,0	•	0.00	•	0.020	02000	
Characteck Ava	From:	CL Front		000/	10/	10/	10/	10/	00/	_	0.001	N.	0.500	01000	,
340 522 55 Shenandoah Ave	Warren County	0.45 310 0	00 G	96%	1%	1%	1%	1%	0%	С	0.091	N	0.523	31000	(
~ ~~	To: From:	SR 55 '	West												
340 (522 Shenandoah Ave	Warren County	0.22 300	00 F	97%	0%	1%	1%	1%	0%	F	0.089	F	0.564	32000	F
~~~ <u></u>	To:	Old NCL Fr	ont Royal			$\neg$ $\vdash$									
340 (522) Winchester Rd	Warren County	0.83 <b>300</b>		97%	0%	1%	1%	1%	0%	С	0.091	F	0.571	32000	-
540 (022)	To	1.6													
Winghester Pd	Warren County	1.28 <b>210</b> 0		88%	1%	1%	2%	9%	0%	С	0.100	F	0.571	22000	F
Winchester Rd	warren County	1.20 2100	00 F	00%	170	176	2%	9%	0%	C	0.100	Г	0.571	22000	Г
~~~	To: From:	93-627 Rel													
340 (522) Winchester Rd	Warren County	2.81 160 0	00 F	85%	1%	1%	2%	12%	0%	С	0.093	F	0.528	17000	F
~~	To	93-8	02												
340 (522 Winchester Rd	Warren County	0.30 1600		85%	1%	1%	2%	12%	0%	С	0.092	F	0.547	17000	
740 (622)	To:	Frederick Co	ounty Line												
	From:	Warren Cou	unty Line												
340 (522) Winchester Rd	Frederick County (Maint: 93)	0.53 160 0	00 F	85%	1%	1%	2%	12%	0%	С	0.092	F	0.547	17000	I
~~~	To:	Warren Cou													
~~~~	From:	Frederick Co										_		.=	
340 (522) Winchester Rd	Warren County	0.39 1600		85%	1%	1%	2%	12%	0%	С	0.092	F	0.547	17000	ı
	To:	Frederick Co													
Winshester Pd	Fradoriak County (Maint: 02)	Warren Cou		0E0/	1%	10/	20/	100/	00/	0	0.000	F	0.547	17000	F
340 522 Winchester Rd	Frederick County (Maint: 93)	0.30 160 0	00 F	85%	170	1%	2%	12%	0%	С	0.092	Г	0.547	17000	Г

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
~~~	From:		County Line												
(340)(522) Winchester Rd	Warren County	0.16 <b>16</b> 0	000 F	85%	1%	1%	2%	12%	0%	С	0.092	F	0.547	17000	F
	To:		ounty Line												
Ctanavall Jackson Llung	Clarks County (Mainty 02)		ounty Line	85%	1%	1%	2%	12%	0%	С	0.092	F	0.547	17000	F
340 522 Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79 <b>16</b> 0	000 F	85%	176	176	2%	12%	0%	C	0.092	Г	0.547	17000	Г
~~~	To: From:		ble Toll Gate												
(340) Lord Fairfax Hwy	Clarke County	2.09 73	800 G	93%	0%	1%	1%	5%	0%	С	0.1	F	0.717	7600	G
<u></u>	To: From:	21-658 V	Vhite Post			\neg									
(340) Lord Fairfax Hwy	Clarke County	1.83 76	600 G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.714	7900	G
	To.	LIS 50 Sou	th of Boyce												
340 Lord Fairfax Hwy	Clarke County		00 G	92%	1%	1%	1%	5%	0%	С	0.095	F	0.625	8400	G
(340) =							.,.		-,-	-		-			-
Lard Fairfay I hung	Town of Poyce (Moint, 21)		Boyce	000/	1%	10/	10/	E0/	00/	N	0.005	N	0.605	0.400	NI
340 Lord Fairfax Hwy	Town of Boyce (Maint: 21)	0.81 81	00 N	92%	176	1%	1%	5%	0%	IN	0.095	IN	0.625	8400	N
~~~	To: From:	NCL	Boyce												
(340) Lord Fairfax Hwy	Clarke County	2.27 <b>81</b>	00 N	92%	1%	1%	1%	5%	0%	N	0.095	Ν	0.625	8400	Ν
<u></u>	To	SR 255 C	Old Chapel			$\neg$ $\vdash$									
(340) Lord Fairfax Hwy	Clarke County		00 G	92%	1%	1%	1%	5%	0%	F	0.094	F	0.610	9700	G
	To	CCL D.	erryville												
340 S Buckmarsh St	Town of Berryville (Maint: 21)		100 N	92%	1%	1%	1%	5%	0%	N	0.094	N	0.610	9700	N
340 O Buckmarsh of	Town of Berryvine (Maint: 21)			JZ 70	1 /0	1 /0	1 /0	370	0 70	14	0.054	14	0.010	3700	11
	From:		7 Main St	000/	40/		40/	<b>5</b> 0/	00/		0.005	_	0.554	0000	_
N Buckmarsh St	Town of Berryville (Maint: 21)	0.45 <b>95</b>	600 G	92%	1%	1%	1%	5%	0%	F	0.085	F	0.554	9800	G
~~~	To: From:	NCL B	erryville												
(340) Lord Fairfax Highway	Clarke County	0.24 95	00 N	92%	1%	1%	1%	5%	0%	Ν	0.085	Ν	0.554	9800	Ν
<u> </u>	To:	SI	R 7			\neg \vdash									
340 Lord Fairfax Hwy	Clarke County	1.29 16 0	000 G	90%	1%	1%	1%	8%	0%	F	0.086	F	0.541	15000	G
	To	21-611 Sum	mit Doint Dd												
Sa40 Lord Fairfax Highway	From: Clarke County		000 A	90%	1%	1%	1%	8%	0%	С	0.104	Α	0.629	11000	Α
2340 2010 1 amax 1 lightnay	To:		ia State Line	0070	170		1 70	070	0 70	Ŭ	0.101	,,	0.020	11000	, .
	From:		State Line												
340 Jefferson Pike	Loudoun County	0.57 23 0	000 F	90%	1%	1%	1%	8%	0%	F	0.082	F	0.68	22000	F
	To:	West Virgin	ia State Line												
	From:	JS 340-N012A US 34	10-S012A FRO	OM RT 3											
(340) Ramp	Augusta County		00 G	*							0.099	F	0.569	5600	G
		I-64-E FROM RT 34	OSOUTH & N	NORTH											
	From	JS 340-S012B US 34	0-N012B FR0	OM RT 3											
340 Ramp	Augusta County		00 G	-							NA			5600	G
		I-64-W FROM RT 34	40SOUTH & 1	NORTH											
North	From:		I-64 EAST												
340 Ramp	Augusta County		000 G								0.103	F		3000	G
(070)	To	0.00 00									555	•		0000	_

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 21	 QC	_ K		D:-		
2Axie 3+Axie 11rail 2	🔍	QC	QK	Dir	AAWDT	Q'
lorth US 340 I-64-W094A FROM & TO IS 64	Irail	Facto)r	Factor		
03 340 1-04- W094A PKOW & TO 13 04		0.09	5 F	0.593	5700	
7		0.09) Г	0.595	3700	,
00 J40-0012D 00 J40-12D 1KOM KT 5						
outh US 340 I-64-E094A FROM & TO IS 64						
Ramp Augusta County 0.04 2600 G		0.09	5 F		2600	(
To: US 340-N012A US 340- 12A FROM RT 3						
outh From US 340 TO I-64 WEST						
Ramp Augusta County 0.06 3600 G		0.09	1 F		3600	(
US 340-N012B US 340- 12B FROM RT 3						
03 340	0% N	N 0.08	5 N	0.567	4300	ı
Tage County 0.20 4100 N 34/8 1/8 1/8 3/8 C	U /0 IN	11 0.00	J 11	0.507	4300	'
Bus From: 69-615 Riverbend Rd						
	0% C	C 0.08	5 F	0.567	4300	(
~~	0,0	0.00		0.007	.000	
Bus SCL Stanley						
Town of Stanley (Maint: 69) 2.08 4100 N 94% 1% 1% 1% 3% 0	0% N	N 0.08	5 N	0.567	4300	
Bus NCL Stanley						
Page County 1.99 4100 N 94% 1% 1% 3% 0	0% N	N 0.08	5 N	0.567	4300	- 1
To G9-632 Stanley						
BUS						
Stonewall Jackson Memorial Highway Page County 3.73 5500 G 98% 0% 1% 0% 1% 0	0% C	C 0.084	4 F	0.601	5700	(
To SCL Luray						
Bus From						
340 Virginia Ave Town of Luray 0.09 5400 G 97% 0% 1% 1% 1% 0	0% F	F 0.089	9 F	0.605	5600	(
To Linden Ave						
BUS TOWN TOWN TO THE PROPERTY OF THE PROPERTY	00/	0 000	. –	0.500	4000	
(340) Virginia Ave Town of Luray 0.52 4700 G 97% 0% 1% 1% 1% 0	0% C	C 0.09) F	0.592	4900	(
Tor. Bus US 211						
Bus Bus Bus Bus Bus Bus Bus Bus Bus Bus	0% C	C 0.092	2 F	0.541	4700	(
10WH of Editay 0.54 4300 G 97 /8 0 /8 1 /8 1 /8 1 /8 0	U/6 U	0.03	_ 1	0.541	4700	,
05 211						
From: SR 360 Bethel Rd						
344 Scottsburg Rd Halifax County 1.58 1000 F 88% 1% 1% 3% 7% 0	0% F	F 0.08	5 F	0.615	1100	
To NCL Scottsburg						
	0% N	N 0.08	5 N	0.615	1100	-
		. 0.00		2.0.0		
To From 41-720 Green Level Rd						
McDonald Rd Town of Scottsburg (Maint: 41) 0.42 670 F 88% 1% 1% 3% 7% 0	0% C	C 0.09	1 F	0.716	690	F
ECL Scottsburg						
Prom:	0% N	N 0.09	1 N	0.716	690	
			• •			
To: Staunton River State Park The Promit Stauton River State Park					105	
	0% F	F 0.13	5 F	0.692	130	I
Halifax County 2.18 120 F 88% 1% 1% 3% 7% 0						

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

							Truck				K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		+Axle 17			QC	Factor	QK	Factor	AAWDT	QV
	From:		Mountain Rd												
349 Edmunds Blvd	Town of Halifax (Maint: 41)		610 F	96%	1%	1%	2% 1	%	0%	С	0.137	F	0.547	660	F
<u> </u>	To:	US 50	1 Main St												
	From:		antington Ave												
351)39th St	City of Newport News	0.64 4	500 G	96%	2%	1%	1% C	1%	0%	F	0.185	F	0.893	4800	G
<u> </u>	To: From:	Mars	shall Ave												
351)39th St	City of Newport News	0.87 7	'300 G	96%	2%	1%	1% 0	1%	0%	С	0.120	F	0.737	7700	G
\smile	To:	WCL	Hampton			— —									
351) Pembroke Ave	City of Hampton		'300 N	96%	2%	1%	1% 0	1%	0%	Ν	0.120	Ν	0.737	7700	Ν
30.7	To	114 7025	Aberdeen Rd												
351) Pembroke Ave	City of Hampton		8900 G	96%	2%	1%	1% 0	1%	0%	F	0.094	F	0.614	9500	G
351)1 011151616 7100	Only of Hampton			0070	270		170	70	0 /0	•	0.004	•	0.014	0000	Č
Dambusha Ava	From		atan Pkwy	000/	10/	10/	00/ 1	0/	00/		0.107	F	0.704	10000	_
Pembroke Ave	City of Hampton	1.52 9	800 G	96%	1%	1%	2% 1	%	0%	С	0.107	F	0.724	10000	G
	To: From:		Landing Rd												
351) Pembroke Ave	City of Hampton	0.14 1 0	0000 G	96%	1%	1%	2% 1	%	0%	F	0.099	F	0.681	11000	G
<u> </u>	To: From:	Lasa	alle Ave			\neg \vdash									
Pembroke Ave	City of Hampton	0.73	8000 G	96%	2%	1%	1% 0	1%	0%	С	0.101	F	0.626	8500	C
\smile	To	SR 134 A	rmistead Ave												
351) Pembroke Ave	City of Hampton		700 G	97%	1%	1%	0% 0	1%	0%	С	0.097	F	0.68	9300	C
331)	Ter														
351) Pembroke Ave	City of Hampton		Mercury Blvd 1000 G	97%	1%	1%	0% 0	1%	0%	F	0.098	F	0.661	12000	G
351) I Chibrone Ave	Oity of Hampton			31 70	1 /0	1 70	0 / 0	70	0 70		0.030	•	0.001	12000	
	From:		dland Rd	000/	40/		00/	.0.1	00/	_		_	0.000	10000	
Pembroke Ave	City of Hampton	1.10 1 2	2000 G	98%	1%	1%	0% 0	1%	0%	С	0.089	F	0.603	13000	G
	To: From:		Old Buckroe Ro												
351)(169) Pembroke Ave	City of Hampton	0.60 3	300 G	98%	1%	1%	0% 0	1%	0%	F	0.091	F	0.606	3500	G
	To: From:	SR 169 E	E, Mallory St												
351) Pembroke Ave	City of Hampton		300 N	98%	1%	1%	0% 0	1%	0%	Ν	0.091	Ν	0.606	3500	Ν
	To:	Sec	cond St												
	From:	U	S 421												
352)St Charles Rd	Lee County		800 G	96%	0%	1%	1% 1	%	0%	С	0.121	F	0.571	1900	C
	To:	SCI So	nint Charles												
252	From: Town of St. Charles (Maint: 52)		800 N	96%	0%	1%	1% 1	%	0%	N	0.121	N	0.571	1900	١
352)	To:		unny Blue Rd	0070	0 70		170	70	0 /0	.,	0.121	.,	0.07 1	1000	
	From														
353) Duvall St	City of Richmond (Maint: 43)		Lot; 13th St								NA			NA	
333/ 504/2011 31	Tre		Street								1 1/7			INA	
	Econo					<u>i</u>									
Bivor Bd	Lancastar County		of Route	079/	00/	10/	10/ 1	0/	Λο/	F	0.101	F	0.500	270	_
354) River Rd	Lancaster County	3.64	260 F	97%	0%	1%	1% 1	%	0%	Г	0.131	Г	0.598	270	F

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

		Primary and inters	tate Hot	1100											
					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	51-604 Ottoman F	erry Road												
River Rd	Lancaster County	3.62 1800	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.573	1800	F
004)	T-1														
Divor Dd	From:	SR 201 White Cl 4.10 780	•	070/	0%	1%	1%	1%	0%	С	0.091	F	0.628	800	F
River Rd	Lancaster County	4.10 780	F	97%	0%	170	170	170	0%	C	0.091	Г	0.028	800	Г
	To- From:	51-622 Moratt	ico Rd												
River Rd	Lancaster County	2.17 740	F	97%	0%	1%	1%	1%	0%	F	0.109	F	0.674	770	F
\smile	To:	SR 3 Historylar	nd Hwy												
	From:	US 33; Staples	Mill Rd												
356 Hilliard Rd	Henrico County	0.67 16000	G	98%	0%	1%	0%	1%	0%	F	0.103	F	0.633	17000	G
	To	Th	·												
356) Hilliard Rd	From: Henrico County	7 Thornrose A		98%	0%	1%	0%	1%	0%	С	0.107	F	0.613	16000	G
356) Tilliard Tid	Tierinco County	0.00 13000	<u> </u>	30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	O	0.107	'	0.013	10000	C
	To: From:	Hermitage													
Hilliard Rd	Henrico County	0.16 19000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.531	20000	G
	To:	SR 161; Lakesi	de Ave												
	From:	Colonial Pk	wy												
359)Jamestown Festival Parkway	James City County	0.34 1600	G	97%	2%	0%	0%	0%	0%	С	0.115	F	0.518	1700	G
,	To:	SR 31 Jamesto	wn Rd												
Bus	From:	N Main S	t .												
~~ ~~	City of Danville	0.64 18000		93%	1%	1%	0%	5%	0%	F	0.079	F	0.535	18000	G
360 58 River St	Oity of Darivine			30 70	1 70	1 70	0 70	370	0 70		0.073	'	0.555	10000	_
Bus	To: From:	Old Halifax	Rd												
360 (58) South Boston Rd	City of Danville	1.24 17000	G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.517	17000	G
(30)	To	VIG 20 D F.													
Courth Poston Dd	City of Donyillo	US 29 Danville Ex		0E0/	1%	10/	10/	100/	00/		0.076	Г	0.510	07000	G
South Boston Rd	City of Danville	0.90 27000	G	85%	1%	1%	1%	13%	0%	F	0.076	F	0.510	27000	G
	To: From:	Kentuck F	Rd												
360 58 South Boston Rd	City of Danville	1.98 20000	G	85%	1%	1%	1%	13%	0%	F	0.077	F	0.558	20000	G
	To:	ECL Danvi	ille												
360 (58) Philpott Rd	Pittsylvania County	2.37 13000	G	85%	1%	1%	1%	13%	0%	F	0.072	F	0.54	12000	G
(36) (36) 1 mport 1 d	- mojivama odanty			0070	. 70	. 70	1 70	1070	0 70	•	0.07 =	•	0.01	12000	·
~~~	To: From:	SR 62													
360 (58) Philpott Rd	Pittsylvania County	3.32 <b>7400</b>	Α	85%	1%	1%	1%	13%	0%	С	0.102	Α	0.515	7500	Α
~~	To: From:	Halifax Count													
~~~~		Pittsylvania Cou								_		_			_
360) (58) Philpott Rd	Halifax County	3.48 7700	F	85%	1%	1%	1%	13%	0%	F	0.076	F	0.514	7800	F
~ ~	To: From:	SR 119 De	lila												
60) (58) Philpott Rd	Halifax County	6.58 7400	F	85%	1%	1%	1%	13%	0%	F	0.078	F	0.507	7500	F
	To:	41-658 Turbeville Ro	d; Melon I												
	From:	41-658													
360 58 Philpott Rd	Halifax County	9.25 8200	Α	85%	1%	1%	1%	12%	0%	С	0.102	Α	0.596	8400	Α
~ · · · · · · · · · · · · · · · · · · ·	To:	US 501 Huell Mat	hews Hwy												
~~~	From:	US 501 Rive	rdale	•	•										
Bill Tuck Hwy	Town of South Boston	0.18 <b>12000</b>	F	85%	1%	1%	1%	12%	0%	F	0.077	F	0.549	12000	F
	To:	CL South Bo													

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

_							Trı	ıck			K	_	Dir		
Route	Jurisdiction	Length	AADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		South Boston												
360 (58) Bill Tuck Hwy	Halifax County		12000 N	85%	1%	1%	1%	12%	0%	Ν	0.077	Ν	0.549	12000	Ν
~ ~	To:		E US 58												
John Dandalph Dlud	Helifox County	0.45	E, Bill Tuck Hw 9900 F		1%	1%	2%	11%	0%	F	0.084	F	0.518	9900	F
360 John Randolph Blvd	Halifax County	0.43	9900 F	00%	1 70	1 70	270	1170	0%	Г	0.064	Г	0.516	9900	Г
~~~	To: From:		South Boston												
360 John Randolph Blvd	Town of South Boston (Maint: 41)	0.16	9900 F	86%	1%	1%	2%	11%	0%	F	0.084	F	0.518	9900	F
	To: From:	SR 30	04 Seymour Dr												
360 John Randolph Blvd	Town of South Boston	0.52	11000 F	86%	1%	1%	2%	11%	0%	F	0.081	F	0.673	11000	F
<del>~</del>	Tα	SR 3	34 Hodges St												
360 John Randolph Blvd	Town of South Boston		12000 F	86%	1%	1%	2%	11%	0%	F	0.086	F	0.564	12000	F
	Τα	Ш	milton Blvd												
360 John Randolph Blvd	Town of South Boston (Maint: 41)	па 0.09	8300 F	86%	1%	1%	2%	11%	0%	F	0.085	F	0.641	8200	F
360) 001111111111111111111111111111111111	- Town of Godin Booton (Maint: 11)			0070	170		270	1170	070	•	0.000	•	0.011	0200	•
lamas D Haggard Hung	From		South Boston	000/	10/	10/	20/	110/	00/	F	0.000	F	0.600	7000	F
360 James D Hagood Hwy	Halifax County	1.43	7100 F	86%	1%	1%	2%	11%	0%	Г	0.083	Г	0.603	7000	Г
~~~	To: From:		Pan River Churc												
360 James D Hagood Hwy	Halifax County	5.28	6300 F	86%	1%	1%	2%	11%	0%	F	0.089	F	0.619	6300	F
	To: From:	SR 3	360 Bethel Rd												
360 James D Hagood Hwy	Halifax County	2.40	7400 F	86%	1%	1%	2%	11%	0%	F	0.084	F	0.602	7300	F
<u> </u>	Tα	41-607 Ro	dgers Chapel R	oad											
360 James D Hagood Hwy	Halifax County	2.79	5600 F		1%	1%	2%	11%	0%	F	0.083	F	0.539	5600	F
	To:	SR 92	South of Clove												
~~~	From:		of Clover Clov												
360 James D Hagood Hwy	Halifax County	2.73	4900 F		1%	1%	2%	11%	0%	F	0.08	F	0.524	4800	F
<del>~</del>	To:		tte County Line												
360 Kings Hwy	Charlotte County	1.73	5800 G	86%	1%	1%	2%	11%	0%	F	0.081	F	0.516	5700	G
360 Kings riwy	Chanotte County				1 /0	1 /0	2/0	11/0	0 /6	'	0.001	•	0.510	3700	ч
~~	From:		JEB Stuart Hwy							_					_
360 Kings Hwy	Charlotte County	4.64	4400 G	86%	1%	1%	2%	11%	0%	F	0.086	F	0.516	4200	G
	To: From:	,	W US 15												
360 (15) Kings Hwy	Charlotte County	3.88	5200 G	80%	1%	1%	1%	16%	1%	F	0.079	F	0.502	5400	G
<del></del>	Τα	SR 47	7 Krafton Gate												
360 (15) Kings Hwy	Charlotte County	6.60	5100 G	80%	1%	1%	1%	16%	1%	F	0.081	F	0.523	5300	G
	To	0.1	UC 15 DUC												
360 (15) Kings Hwy	Charlotte County	3.36	US 15 BUS 4600 G	80%	1%	1%	1%	16%	1%	С	0.083	F	0.507	4700	G
360 15 Kings Hwy	Chanotte County			00 /0	1 /0	1 /0	1 /0	10 /0	1 /0	J	0.003	'	0.307	4/00	G
~~~	To: From:		40 Keysville			<del> </del>						_			
360) (15) Kings Hwy	Charlotte County	2.10	5500 G	84%	1%	1%	1%	13%	0%	С	0.082	F	0.524	5600	G
	To: From:		E US 15												
360 Kings Hwy	Charlotte County	1.69	5900 G	86%	1%	1%	2%	11%	0%	F	0.076	F	0.531	5700	G
	To:	Prince Ed	lward County L	ine											

4/20/2015

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

Devite	1	1 11	DT 0:	4	_		Tru	ıck		00	K	011	Dir	A A14/DT	<u> </u>
Route	Jurisdiction	Length AA	DI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~	From:	Charlotte C													
Kings Hwy	Prince Edward County	2.23 47	'00 F	86%	1%	1%	2%	11%	0%	F	0.086	F	0.509	4700	ı
~	To: From:	55-701 Bru	uceville Rd												
360 Kings Hwy	Prince Edward County	3.13 47	'00 F	86%	1%	1%	2%	11%	0%	F	0.087	F	0.513	4600	
~ <i>_</i>	To	73-728 Moore	s Ordinary R	1											
Kings Hwy	Prince Edward County		00 G	86%	1%	1%	2%	11%	0%	F	NA			4700	
300) 3 ,	To														
Kings Hwy	Prince Edward County		ee State Rd	86%	1%	1%	2%	11%	0%	F	0.076	F	0.527	4700	
360 Kings riwy	- Time Edward County	3.09 40	000 F	00 /6	1 /0	1 /0	2/0	11/0	0 /6	'	0.070	'	0.527	4700	
~	From:		een Bay Rd												
360)	Prince Edward County		00 A	86%	1%	1%	2%	11%	0%	С	0.106	Α	0.573	4400	
~	To: From:	Nottoway O													
200	Nottoway County		600 F	86%	1%	1%	2%	11%	0%	F	0.089	F	0.586	4500	
360	- F			0070	1 /0	1 /0	L /0	11/0	0 /0	•	3.000	•	5.555	4000	
	From	67-621 Burk		000/	40/		00/	440/	00/	_	0.070	_	0.545	5000	
360	Nottoway County	0.39 50	00 F	86%	1%	1%	2%	11%	0%	F	0.073	F	0.515	5000	
~ ~ ~ ~ ~	To: From:	US	460												
360 (460)	Nottoway County	0.19 110	000 F	84%	1%	1%	2%	12%	0%	С	0.086	F	0.569	10000	
~~ <u></u>	To	WCL B	urkeville												
360 (460)	Town of Burkeville (Maint: 67)	1.06 110		84%	1%	1%	2%	12%	0%	Ν	0.086	Ν	0.569	10000	
	To	Bus U	IC 160												
360 (460)	Town of Burkeville (Maint: 67)	0.08 130		86%	1%	1%	2%	11%	0%	F	0.087	F	0.525	12000	
360 (460)	Town of Barkevine (Maint. 67)			0070	1 /0	1 70	270	1170	0 70		0.007	•	0.020	12000	
~~~	From:		ırkeville	000/	40/		00/	440/	00/		0.007		0.505	10000	
360 (460)	Nottoway County	0.35 <b>13</b> 0	000 N	86%	1%	1%	2%	11%	0%	Ν	0.087	N	0.525	12000	
~~	To: From:	US 460 East Co													
East Patrick Henry Hwy	Nottoway County	0.23 <b>47</b>	'00 F	93%	1%	1%	1%	5%	0%	F	0.084	F	0.568	4700	
<del>~</del>	To	67-723 Lewis	ston Plank Rd												
East Patrick Henry Hwy	Nottoway County	2.46 <b>46</b>	00 F	93%	1%	1%	1%	5%	0%	F	0.088	F	0.545	4600	
	To	SR 49 Watso	one Wood Dd												
East Patrick Henry Hwy	Nottoway County		'00 F	93%	1%	1%	1%	5%	0%	F	0.092	F	0.811	5700	
2500 Later amore riemy riwy	To:		ounty Line	0070	1 /0		1 70	070	0 70		0.002	•	0.011	0700	
	From:	Nottoway (													
Ratrick Henry Hwy	Amelia County	0.49 68	00 G	93%	1%	1%	1%	5%	0%	F	0.078	F	0.571	6800	
~	То	SR 307 Hol	ly Farme Pd												
Patrick Henry Hwy	Amelia County		000 G	93%	1%	1%	1%	5%	0%	F	0.083	F	0.561	13000	
300). ask 10, 1,	, anona county			0070	1 /3		. /0	0,0	0 /0	•	3.000	•	3.001	10000	
Patrick Harman Harry	To:	04-681 Prio		000/	40/		40/	<b>5</b> 0/	00/		0.404	_	0.507	45000	
Patrick Henry Hwy	Amelia County	2.64 <b>15</b> 0	000 A	93%	1%	1%	1%	5%	0%	С	0.104	Α	0.507	15000	
	To: From:	Bus US 360 Go	odes Bridge I	Rd											
Patrick Henry Hwy	Amelia County	2.77 <b>16</b> 0	000 G	93%	1%	1%	1%	5%	0%	F	0.085	F	0.568	16000	
~ <i>/</i>	To:	04-604 (	Chula Rd												

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

		Filliary and interstate	- 100100			Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	04-604 Chula Rd	1		ZANIC	3+Axic	IIIaii	ZIIali		1 actor		i actor		
360 Patrick Henry Hwy	Amelia County		<b>G</b> 93%	1%	1%	1%	5%	0%	F	0.087	F	0.584	17000	G
, ,	To:	Chesterfield County Line; App	omattox River											
~~~	From:	Amelia County Line; Apport	nattox River											
360 Hull Street Rd	Chesterfield County	5.16 17000	G 93%	1%	1%	1%	5%	0%	F	0.083	F	0.62	17000	G
<u> </u>	To: From:	20-603 W, Skinguarte	er Rd		\neg \vdash									
360 Hull Street Rd	Chesterfield County	2.84 18000	G 93%	1%	1%	1%	5%	0%	F	NA			18000	G
~	Toc	20-730 Baldwin Cree	k Rd		— —									
360 Hull Street Rd	Chesterfield County		G 93%	1%	1%	1%	5%	0%	F	0.08	F	0.61	21000	G
555)	Tox	20-667 Otterdale R	2.4											
360 Hull Street Rd	Chesterfield County		G 93%	1%	1%	1%	5%	0%	F	0.084	F	0.607	33000	G
360 11011 011001 110	To:	20-3600 Woodlake Villa		1 /0	170	1 /0	370	0 70	'	0.004	'	0.007	33000	
	From:	20-3600 Woodlake Villag												
360 Hull Street Rd	Chesterfield County	0.99 44000	G 93%	1%	1%	1%	5%	0%	F	NA			43000	G
	To	20-702 Spring Ru	ın											
360 Hull Street Rd	Chesterfield County		G 93%	1%	1%	1%	5%	0%	F	0.088	F	0.604	77000	
300)	Ter													
360 Hull Street Rd	Chesterfield County	SR 288 3.20 38000	G 93%	1%	1%	1%	5%	0%	F	0.085	F	0.530	38000	(
360 Hull Street Na	Chesterneid County	3.20 30000	G 95%	1 70	1 70	170	3%	0%	Г	0.065	Г	0.550	30000	
~	To: From:	20-653 Courthouse												
Hull Street Rd	Chesterfield County	2.21 40000	G 93%	1%	1%	1%	5%	0%	F	0.098	F	0.635	40000	C
	To: From:	20-647 Walmsley B	Blvd											
360 Hull Street Rd	Chesterfield County	2.25 38000	G 93%	1%	1%	1%	5%	0%	F	NA			38000	C
~	To:	SR 150 Chippenham Pkwy; W	CL Richmond											
360 Hull Street Rd	City of Richmond		G 97%	2%	1%	0%	0%	0%	F	0.092	F	0.572	27000	G
	Tox	Hey Rd												
360 Hull Street Rd	City of Richmond		G 97%	2%	1%	0%	0%	0%	F	0.095	F	0.621	26000	G
360 11011 011001 110	only of Filorimonia			270		0 70	0 70	0 70	•	0.000	•	0.021	20000	•
~~	From:	SR 161 Belt Blvd		00/	10/	00/	00/	00/	_	0.000		0.000	40000	,
360 Hull St	City of Richmond	0.18 18000	G 97%	2%	1%	0%	0%	0%	F	0.092	F	0.662	19000	G
<u> </u>	To: From:	McGuire Dr												
360 Hull St	City of Richmond	1.05 16000	G 97%	2%	1%	0%	0%	0%	F	0.086	F	0.670	17000	C
~	To: From:	Midlothian Tpke	<u>;</u>		\neg \vdash									
360 Hull St	City of Richmond	0.54 21000	F 97%	2%	1%	0%	0%	0%	С	0.08	F	0.574	22000	F
<u> </u>	To	US 1 Jefferson Davis	Hww											
360 Hull St	Eron: L		G 97%	2%	1%	0%	0%	0%	F	0.080	F	0.551	14000	G
500) 5 2.			0.,0	_,•	i	- / 0	- / •	- / 0		2.300	-			•
Liuli St	City of Diahmand	Commerce Rd	G 069/	20/	10/	10/	00/	00/		0.000	F	0.501	20000	
Hull St	City of Richmond	0.37 19000	G 96%	2%	1%	1%	0%	0%	С	0.090	г	0.531	20000	G
•	To: From:	1st St												
360 Mayo Bridge	City of Richmond	0.51 20000	G 97%	2%	1%	0%	0%	0%	F	0.095	F	0.527	21000	G
~	To	Dock St												

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

Б.,		,			4			Tru	ck			K	011	Dir	A A1	
Route	Jurisdiction	Length I	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~	From:		Dock St													
360)14th St	City of Richmond	0.08 1	14000	G	97%	2%	1%	0%	0%	0%	F	0.096	F	0.670	15000	(
~ ~ ~	To: From:		60 Cary S													
360 (60) 14th St	City of Richmond		14000	N	97%	2%	1%	0%	0%	0%	Ν	0.096	Ν	0.670	15000	
~ ~	To:		Par, Mair	n St												
360 (60) Main St	City of Richmond		14th St 21000	G	97%	2%	1%	0%	0%	0%	F	0.079	F	0.560	22000	
360 (60) Main St	Oity of Hillimond		18th St	<u> </u>	31 /6	2 /0		0 76	0 /6	0 /6	'	0.073	•	0.500	22000	
	From:		60 Main S	St												
360 18th St	City of Richmond	0.14	7400	G	97%	2%	1%	0%	0%	0%	F	0.099	F	0.785	7900	
~	To		Grace St													
360 18th St	City of Richmond		8700	G	97%	2%	1%	0%	0%	0%	F	0.096	F		9300	
360) . 3 3 .	Combined Traffic Estimates for 2 Parallel Roadways			G	97%	2%	1%	0%	0%	0%	F	0.096	F	0.733	13000	
	Combined Traine Estimates for 21 drains Floadways				07 70	270		0 70	0 70	0 70	•	0.000	•	0.700	10000	
10th Ct	City of Richmond		50 Broad		97%	1%	1%	0%	0%	0%		0.115	F		6900	
18th St	•		6500	G							С	0.115	F	0.07		
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 2	22000	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.67	23000	
~~	To: From:		enable St													
360 18th St	City of Richmond	0.50	3900	G	97%	2%	1%	0%	0%	0%	F	0.119	F		4200	
~	Combined Traffic Estimates for 2 Parallel Roadways of		8800	G	97%	2%	1%	0%	0%	0%	F	0.101	F	0.534	9400	
	To:		alding St													
360 Balding St	City of Richmond		18th St 3900	N	97%	2%	1%	0%	0%	0%	N	0.119	N		4200	
360 baiding St	Combined Traffic Estimates for 2 Parallel Roadways		8800		97%	2%							IN			
	Tanic Estimates for 2 Parallel Roadways C		17th St	N	97%	2%	1%	0%	0%	0%	N	NA			9400	
	From:		alding St													
360 17th St	City of Richmond		7600	G	97%	2%	1%	0%	0%	0%	F	0.105	F	0.589	8100	
**	To:	Fair	rfield Way	1												
~~	From:		17th St								_		_			
Fairfield Way	City of Richmond		5600	F	97%	1%	1%	1%	1%	0%	С	0.129	F	0.837	6300	
~	From:		nicsville T rfield Way	_												
Mechanicsville Tpke	City of Richmond		13000	G	97%	2%	1%	0%	0%	0%	F	0.100	F	0.671	14000	
360	and a remainder							0,0	0,0	0,0	•	01.00	•	0.0	000	
360 Mechanicsville Tpke	City of Richmond	0.25	I-64 32000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.659	34000	
360 INJectianicsvine Thre	City of Alchinoria	0.25	32000	G	90%	076	1 70	0%	1 70	0%	Г	0.092	Г	0.659	34000	
~~	Toc From:		Richmon								_					
Mechanicsville Tpke	Henrico County	1.53	34000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.635	36000	
~	Toe From:	Labı	urnum Av	e												
Mechanicsville Tpke	Henrico County	1.34 3	32000	G	98%	0%	1%	0%	1%	0%	F	0.094	F	0.609	34000	
~	To:		er County													
~~ <u></u>	From:		o County I								_					
Mechanicsville Tpke	Hanover County		30000	G	98%	0%	1%	0%	1%	0%	F	NA			32000	
	To:	Bus US 360, 1	Mechanics	sville T _l	oke											

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

5 .				4.7.			Tru	ick			K	014	Dir	AANAADT	014
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:	Bus US 360, Mecha								_					
Mechanicsville Bypass	Hanover County	0.60 2300	0 A	98%	0%	1%	0%	1%	0%	С	0.107	Α	0.597	24000	Α
	To: From:	SR 156 Cold F	larbor Rd												
360 Mechanicsville Bypass	Hanover County	0.13 2300	D N	98%	0%	1%	0%	1%	0%	Ν	0.107	Ν	0.597	24000	Ν
~	Tox	Bus US 360, Mecha	nicsville T	pke											
360 Mechanicsville Tpke	Hanover County	0.33 2300	D N	98%	0%	1%	0%	1%	0%	Ν	0.107	Ν	0.597	24000	Ν
	To	I-295													
360 Mechanicsville Tpke	Hanover County	1.30 5000	0 F	97%	0%	1%	1%	1%	0%	С	0.089	F	0.606	53000	F
300)	Ter														
360 Mechanicsville Tpke	Hanover County	42-643 Lee Da		98%	0%	1%	0%	1%	0%	F	0.093	F	0.596	33000	F
360 Weethanicsville Three				30 /6	0 78	1 /0	0 /6	1 /0	0 /6		0.033	'	0.530	33000	'
~~	To: From:	42-1015 Creigh								_		_		21222	
Mechanicsville Tpke	Hanover County	1.37 2300	0 F	98%	0%	1%	0%	1%	0%	F	0.087	F	0.666	24000	F
	To: From:	42-615 Walnut	Grove Rd												
360 Mechanicsville Tpke	Hanover County	3.23 2300	0 F	98%	0%	1%	0%	1%	0%	F	0.089	F	0.669	23000	F
~	Tox	42-606 Old Church	Rd; Studley	Rd											
360 Mechanicsville Tpke	Hanover County	4.35 1800	0 F	98%	0%	1%	0%	1%	0%	F	0.100	F	0.717	19000	F
	To:	King William C	ounty Line												
~	From:	Hanover Cou								_		_			_
Richmond Tappahannock Hwy	King William County	2.32 1900	0 G	95%	0%	1%	1%	4%	0%	F	0.096	F	0.724	19000	G
	To- From:	50-605 Old Nev	vcastle Rd												
360 Richmond Tappahannock Hwy	King William County	2.77 1700	0 G	95%	0%	1%	1%	4%	0%	С	0.097	F	0.527	17000	G
	To	SR 30 King W	illiam Rd												
360 Richmond Tappahannock Hwy	King William County	3.34 1200		95%	0%	1%	1%	4%	0%	F	0.088	F	0.583	13000	G
	To:	King & Queen C	ounty Line												
~~	From:	King William C													
Richmond Hwy	King & Queen County	2.91 1100	0 G	95%	0%	1%	1%	4%	0%	F	0.086	F	0.599	11000	G
	To: From:	SR 14 The	Trail												
360 Richmond Hwy	King & Queen County	6.29 8400	G	92%	1%	1%	2%	4%	0%	С	0.089	F	0.584	8600	G
~ <i>_</i>	To:	Essex Coun	,												
Diaharan d Huu	From:	King & Queen C			10/	10/	00/	40/	00/	_	0.000	_	0.000	0000	F
360 Richmond Hwy	Essex County	0.45 8500	F	92%	1%	1%	2%	4%	0%	F	0.089	F	0.603	8800	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	28-620 Dunbrooke F													
Richmond Hwy	Essex County	6.41 <b>870</b> 0	F	92%	1%	1%	2%	4%	0%	F	0.080	F	0.543	8900	F
<del>~</del>	To: From	W US	17												
360 (17) Tappahannock Blvd	Essex County	0.20 <b>2100</b>	0 F	94%	0%	1%	1%	4%	0%	F	0.079	F	0.509	18000	F
~ · ·	Tec	CL Tappaha	nnock			<u> </u>									
360 \ (17)	Town of Tappahannock (Maint: 28)	2.24 <b>2100</b>		94%	0%	1%	1%	4%	0%	Ν	0.079	Ν	0.509	18000	Ν
500 (17)	т.														. •
360 Queen St	Town of Tappahannock (Maint: 28)	0.25 <b>1200</b>		95%	0%	1%	10/	3%	0%	F	0.001	F	0.556	12000	F
OCO LUDERII OL	rown or rappanannock (Maint: 28)	U.ZO 1200	J F	95%	U70	170	1%	3%	U%	г	0.081	Г	U.DOO	12000	Г

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

Route	Jurisdiction	Length A	VADT O	<b>A</b> 4Tire	Buc		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
noute	Junsuiction			<b>A</b> 41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QW
Disharand Dd	Prom:		County Line	0.40/	00/	10/	00/	00/	00/	0	0.000	F	0.000	10000	_
Richmond Rd	Richmond County		3000 G		0%	1%	2%	3%	0%	С	0.082	г	0.603	13000	G
	From:		V; Newland R			+									
360 Richmond Rd	Richmond County		3000 A		0%	1%	1%	3%	0%	С	0.102	Α	0.531	13000	Α
	To	WCI	L Warsaw												
(360) Richmond Rd	Town of Warsaw (Maint: 79)		3000 N	95%	0%	1%	1%	3%	0%	Ν	0.102	Ν	0.531	13000	Ν
(360)	Talletti (mainti 19)				0,0		. , 0	0,0	0,0	• •	00_		0.00	.0000	
Bus	From:		SR 3 Bus												
(360)(3) Richmond Rd	Town of Warsaw (Maint: 79)	0.78 <b>1</b>	3000 G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.607	13000	G
<u> </u>	To- From	E SR 3	3 Bus, SR 3			$\Box$ $\vdash$									
Richmond Rd	Town of Warsaw (Maint: 79)	0.37	7900 G	95%	0%	1%	1%	3%	0%	F	0.092	F	0.607	8100	G
	To:	ECL	Warsaw			$\neg$ $\vdash$									
360 Richmond Rd	Richmond County		7900 N	95%	0%	1%	1%	3%	0%	Ν	0.092	Ν	0.607	8100	Ν
	To	70 661 Tota	uskey Church	DA											
360 Richmond Rd	From: Richmond County		5700 G		0%	1%	1%	3%	0%	F	0.086	F	0.614	5800	G
(360)	To:		land County I		0,0		. , 0	0,0	0,0	•	0.000	•	0.0	0000	<u> </u>
	From:		d County Line	е											
(360) Richmond Rd	Northumberland County	3.19	5900 F	95%	0%	1%	1%	3%	0%	F	0.088	F	0.580	6000	F
<u> </u>	To:	SR 202 Ha	ampton Hall F	Rd		$\neg$									
360 Northumberland Hwy	Northumberland County		7700 F		1%	1%	1%	2%	0%	F	0.085	F	0.504	8000	F
	To	66-750	Supply Lane												
Northumberland Hwy	Northumberland County		6800 F	95%	1%	1%	1%	2%	0%	F	0.090	F	0.542	7000	F
,	To														
Northumberland Hwy	Northumberland County		Courthouse Ro		1%	1%	1%	2%	0%	С	0.087	F	0.568	4600	F
360 Northamberiand Twy	Troitinambenana county				1 /0		1 /0	270	0 70	O	0.007	•	0.000	4000	•
Northumbarland Llury	Northumberland County	SR 200 Jesse Du			1%	10/	10/	20/	00/	F	0.070	F	0.505	4000	F
Northumberland Hwy	Northumberland County	3.05	4800 F	95%	170	1%	1%	2%	0%	Г	0.079	Г	0.535	4900	Г
~~~	To: From:		E, Fairport Rd			<u> </u>						_			
Northumberland Hwy	Northumberland County	2.14	2800 F	95%	1%	1%	1%	2%	0%	F	0.082	F	0.511	2800	F
~	To: From:	66-657	Fleeton Rd												
(360) Main St	Northumberland County		810 F		1%	1%	1%	2%	0%	F	0.098	F	0.505	840	F
<u> </u>	To:	66-644 Reed	Ave; Main S	treet											
~~~	From:	US 360-E143B US 3													
(360) Ramp	City of Richmond (Maint: 43)		4000 G								0.091	F		14000	G
	To	I-64-W FROM R	T 360WEST	& EAST											
East	From:		JS 360									_			_
(360) Ramp	City of Richmond (Maint: 43)		1100 G								0.114	F		1100	G
	To:	I-64-E192X FROM R			:S										
East	From		O I-64 WES	Γ											
(360) Ramp	City of Richmond (Maint: 43)		NA	DO1 ( D = -							NA			NA	
<u>~</u>	To	US 360-W143B US	360- 143B F	ROM RT 3											

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# 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	QW
East 360 Ramp	From: Hanover Cot To:	US 360 TO R unty 0.43 I-295-E FROM ROU	1900	G		VI						NA			1900	G
East (360) Ramp	From: Hanover Cou	unty 0.23	360 TO RT 2 4100 W FROM R'	295 <b>G</b>	TH WES	<u> </u>						NA			4100	G
West 360 Ramp	From: Henrico Cou To:	US 30	60 TO I-64 E <b>2800</b>	AST <b>G</b>	CHANIC	S						0.094	F		2800	G
West 360 Ramp	City of Richmond (	US 36	0 TO I-64 W	/EST								NA			NA	
West 360 Ramp	From: Hanover Cou	US unty 0.20	360 TO RT 2 4100 E FROM RT	295 <b>G</b>								NA			4100	G
West 360 Ramp	From: Hanover Cou	US 360 I-295-W unty 0.37		ND FR	OM RT							NA			9200	G
360 Grace St	City of Richm Combined Traffic Estimates for Parallel	nond 0.06	S 360; 18th S <b>3500 NA</b> 17th St		97%	2%	1%	0%	0%	0%	F	0.119 NA	F	0.896	3700 NA	G
360 17th St	City of Richm Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G G	97% 97%	2% 2%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.114 0.096	F F	0.733	3900 13000	G G
3β0 17th St	City of Richm Combined Traffic Estimates for 2 Parallel	nond 0.18	15000 22000	G G	97% 97%	2% 1%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.106 0.095	F F	0.67	16000 23000	G G
360 17th St	City of Richm Combined Traffic Estimates for 2 Parallel	nond 0.50	om I-95; Ver <b>4900</b> <b>8800</b> Balding St	G G	97% 97%	2% 2%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.115 0.101	F F	0.534	5200 9400	G G
Bus 360 Mechanicsville Tpke	From: Hanover Cou	unty 0.49	vest of Mech	F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.573	6200	F
Bus 360 Mechanicsville Tpke	From: Hanover Cou	•	arbor Rd; 42 6100 ast of Mecha	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.988	6500	F
Bus 360 Goodes Bridge Rd	From: Amelia Cou To:	US 36 nty 2.94	60 West of A 4900 60 East of Ar	melia <b>G</b>	97%	1%	1%	0%	1%	0%	С	0.089	F	0.611	5000	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
Bus Bus	From:		US 460	_	050/	40/	40/	00/	40/	00/	_	0.407	_	0.500	0.40	_
360 (460)	Nottoway County	0.18	820	F	95%	1%	1%	2%	1%	0%	С	0.107	F	0.526	840	F
Bus Bus	To: From:	WC	L Burkeville	e												
(460)	Town of Burkeville (Maint: 67)	0.30	820	N	95%	1%	1%	2%	1%	0%	Ν	0.107	Ν	0.526	840	١
Bus Bus	To: From:	67-724 1	Harris Sprin	ıg Rd												
60 (460)	Town of Burkeville (Maint: 67)	0.21	1800	F	95%	1%	1%	2%	1%	0%	F	0.095	F	0.561	1800	ı
	Tos	67-6	28 Agnew S	St			$\neg$ $\vdash$									
8us Bus 60 (460)	Town of Burkeville (Maint: 67)	0.44	2100	F	95%	1%	1%	2%	1%	0%	F	0.104	F	0.5	2100	ı
60 (460)	То:		East of Burk		0070	. , 0		-70	. , 0	0,70	•	0	•	0.0	2.00	
us Bus	From:	US 15 S	OF KEYSV	/ILLE												
60 (15) Olds Kings Hwy	Charlotte County	2.93	1300	G	93%	0%	1%	1%	4%	0%	С	0.100	F	0.504	1300	(
un Bun	To: From:	CI	L Keysville													
us Bus 60 (15)	Town of Keysville (Maint: 19)	0.73	1300	N	93%	0%	1%	1%	4%	0%	N	0.100	Ν	0.504	1300	ı
~ ~	Toc		S SR 40													
us Bus 60 (15) (40) McDonald Rd	Town of Keysville (Maint: 19)	0.56	4700	G	93%	0%	1%	1%	4%	0%	F	0.110	F	0.539	4800	(
60 (15) (40) McDonald Rd	Town of Reysville (Maint. 19)			<u>u</u>	93%	076	1 70	1 70	4 70	0%	г	0.110	Г	0.559	4000	
us Bus	From:		N SR 40													
60 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	(
us Bus	To: From:	CI	L Keysville													
60 (15)	Charlotte County	1.34	4000	N	93%	0%	1%	1%	4%	0%	Ν	0.085	Ν	0.591	4100	- 1
<i></i>	To:	US 15 N	OF KEYSV	/ILLE												
	From:		iverside Dr													
North Main St	City of Danville	0.37	9400	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.528	10000	(
Name Alair Ot	To: From:		Vorsham St		000/	00/	10/	00/	00/	00/		N1A			45000	
North Main St	City of Danville		13000 orth Main St	G	98%	0%	1%	0%	0%	0%	F	NA			15000	(
	From:		North Mai	n St												
Richmond Blvd	City of Danville	1.36	3100	G	99%	1%	0%	0%	0%	0%	С	0.098	F	0.582	3300	(
	To: From:	EC	CL Danville													
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													
60 Old Richmond Rd	Pittsylvania County	5.79	1900	G	99%	1%	0%	0%	0%	0%	F	0.096	F	0.594	2000	(
	Fittill	-726 Malmaison I														
60) Old Richmond Rd	Pittsylvania County	3.66	550	G	99%	1%	0%	0%	0%	0%	F	0.115	F	0.664	560	(
	To: From:		Keeling Dr													
60 Old Richmond Rd	Pittsylvania County	7.32	1000	G	99%	1%	0%	0%	0%	0%	F	0.087	F	0.627	1000	(

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

<b>-</b>					4	_		Tru	ıck			K	011	Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:		/Ivania Count	_												
Mountain Rd	Halifax Cou	unty 5.11	1000	F	92%	1%	1%	0%	6%	0%	С	0.094	F	0.533	1100	F
<u>~</u>		41-68	83 Oak Leve	l Road												
Mountain Rd	Halifax Cou	unty 5.65	1900	F	92%	1%	1%	0%	6%	0%	F	0.084	F	0.627	1900	F
<u> </u>	To: From:	41-681	Union Chur	ch Road												
Mountain Rd	Halifax Cou	unty 2.57	4900	F	92%	1%	1%	0%	6%	0%	F	0.089	F	0.610	5100	F
<u> </u>	T _{CC}	. 4	1-654 Singi l	Rd			$\neg$ $\vdash$									
Mountain Rd	Halifax Cou	inty 0.30	2100	N	94%	0%	1%	1%	4%	0%	Ν	0.087	Ν	0.53	2200	1
<u> </u>	To		WCL Halifa	X			<u> </u>									
Mountain Rd	Town of Halifax (I	Maint: 41) 1.72	2100	F	94%	0%	1%	1%	4%	0%	С	0.087	F	0.53	2200	F
	To:	:	US 501 Sout	th												
Main Ot	From:	:	US 501 S		000/	40/	10/	40/	00/	00/	_	0.000	_	0.500	0.400	
60 501 Main St	Town of Halifax (I	Maint: 41) 0.78	8800 US 501 N	F	96%	1%	1%	1%	2%	0%	F	0.080	F	0.593	9400	ı
	From:	US 501 N. I	L P Bailey M	[emorial	Hwv											
Bethel Rd	Town of Halifax (I		3700	F	91%	0%	1%	1%	6%	0%	С	0.087	F	0.613	4000	
	To	4	ECL Halifax	v			—									
Bethel Rd	Halifax Cou	ıntv 6.19	2600	<u> </u>	89%	1%	1%	1%	9%	0%	С	0.089	F	0.533	2600	
00)	To:		James D Hag	good Hw												
orth	From:	SR 381	Commonwe	alth Ave	2											
381)	City of Bristol (M	laint: 95) 1.14	7500	Α	96%	0%	1%	0%	2%	0%	С	0.106	Α		7900	,
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	Α	96%	0%	1%	0%	2%	0%	С	0.105	Α	0.506	15000	,
	Ter		I-81													
orth	City of Drietal (N		Ramp to I-81		000/	00/	10/	00/	00/	00/	_	0.100	N.I		7000	,
I-381 N Ramp	City of Bristol (M	•	6700	G	96%	0%	1%	0%	2%	0%	-	0.106	N		7000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	I-81 N	G	96%	0%	1%	0%	2%	0%	F	NA			14000	(
		1														_
lorth 881 Ramp I-381 N to I-81 S	City of Bristol (M	laint: 95) 0.31	I-381 N <b>680</b>	G	96%	0%	1%	0%	2%	0%	F	NA			720	(
81 naiip 1-301 N 10 1-01 3	City of Bristor (IV	iaiiii. 93) 0.31	I-81 S	G	90%	076	170	0%	∠70	0%	Г	INA			720	,
	From	. CD 201	Commonwe	- 141- A												_
outh 81)	City of Bristol (M		7000	A A	96%	0%	1%	0%	2%	0%	С	0.110	Α		7500	
01)	Combined Traffic Estimates for 2 Parallel	,		A	96%	0%	1%	0%	2%	0%	С	0.105	Α	0.506	15000	
	To:	:	I-81		0070	0 /0		0 /0	_ /0	J /U	9	0.700	, ,	0.000	.0000	
outh	From:		p From I-81													_
81) I-381 S Ramp	City of Bristol (M	faint: 95) 0.61	6300	G	96%	0%	1%	0%	2%	0%	F	0.096	F		6700	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	96%	0%	1%	0%	2%	0%	F	NA			14000	(
	To		I-81 South													
¬ ~ ~ ~	From:	·	; Tennessee S													
881) (19) (421) Commonwe			15000	N	92%	1%	1%	0%	6%	0%	Ν	0.085	Ν	0.521	16000	1
$\smile$ $\smile$ $\smile$	To:	U	S 421 Goode	e St												

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

		Filliary at	nu mersiai	ie noi	utes											
Route	Jurisdictio	on Longth	AADT	ΟΛ	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	. 01
noute	Julisaictic	Jii Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	Q
	From:	US	S 421 Goode S	St												
381) 19 421 Commonwealth	Ave City of Bris	tol 0.16	15000	G	92%	1%	1%	0%	6%	0%	F	0.085	F	0.521	16000	C
	To:	CD 1	12.0 1 1	1.0:												
Commonwealth	From:		13 Cumberlan		96%	0%	10/	00/	20/	00/	F	0.087	F	0.529	10000	(
381 (19) (421 Commonwealth	Ave City of Bris	stol 0.16	17000	G	90%	0%	1%	0%	2%	0%	Г	0.067	Г	0.529	18000	(
	To: From:	SR 13.	3 Par; Sycamo	ore St												
381) (19) (421) Commonwealth	Ave City of Bris	stol 0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.542	19000	(
	To:	110	S 11 Euclid Av													
381 Commonwealth Ave	City of Bris		18000	G	96%	0%	1%	0%	2%	0%	F	0.093	F	0.516	19000	(
381 Commonwealth Ave	City of Bris				90%	0%	1 70	076	2%	0%	Г	0.093	Г	0.516	19000	,
	100		Keys St; I-381													
	From:		S001B TO R	T 495												
Ramp	Fairfax Cou	inty 0.38	NA									NA			NA	
$\smile$	To:	I-495-N	N FROM 395	N & S												
ExpN	From:	Reve	ersible Lane S	Split												
Northbound Express Lane	Arlington Co	unty 1.21	22000	G	98%	1%	0%	0%	0%	0%	F	NA			29000	(
	ombined Traffic Estimates for 4 Parallel	Roadways on this Route:	133000	G	98%	1%	1%	1%	1%	0%	F	NA			148000	(
00	To:		et of Columbia		0070	1 /0	<del></del> 1°	1 /0	1 /0	0 /0	•	14/1			140000	`
		•														
<u>xpN</u>	From:	I-395-1 TO PENTA		S ST-B	JUSES ON	NL .										
Ramp	Arlington Co		NA									NA			NA	
<u> </u>	To:	00-6723; 00-67	23- 1A FROM	Л & TC	) RT 39											
ExpS	From:	Reve	ersible Lane S	Split												
Southbound Express Lane	Arlington Co	unty 1.21	14000	G	98%	1%	0%	0%	0%	0%	F	0.124	F		19000	(
	ombined Traffic Estimates for 4 Parallel	Roadways on this Route:	133000	G	98%	1%	1%	1%	1%	0%	F	NA			148000	(
	To:		ct of Columbia			. , ,	—j"	. , 0	. 70	0 / 0	•				0000	•
- 0	From															
ExpS	Arlington Co		TO RT 395 S	JOUTH	L							NA			NA	
Ramp	Anington Co			O EXZDI	DEGG		<del></del> 1					INA			INA	
	10:	1-395-S FRO	OM RT 395 SC	) EXPR	RESS											
ExpS	From:	I-395-3 TO PENTA	GON & EAD	S ST-E	SUSES ON	NL										
Ramp	Arlington Co	ounty 0.12	NA									NA			NA	
	To:	00-6723 PENTAGON	ROTARY R	OADW	VAY FRO	M R										
lorth	From:	I-95· 29-644	Franconia Sp	orinofie!	ld Rd											
395)	Fairfax Cou		75000	N	97%	1%	1%	1%	1%	0%	Ν	NA			77000	1
293)	ombined Traffic Estimates for 3 Parallel	•		N	98%	1%	1%	1%	1%	0%	N	NA			197000	-
CC	minimed frame Estimates for a raraller	- Loauways off this houte.	102000	14	<b>3</b> 0 70	1 70	1 70	1 /0	1 70	U 70	IN	INA			19/000	'
lorth	To: From:	I-495	5 Capital Belty	way												
	Fairfax Cou	unty 1.11	75000	G	97%	1%	1%	1%	1%	0%	F	NA			77000	(
395		,									'					
Co	ombined Traffic Estimates for 3 Parallel	Hoadways on this Houte:	182000	G	98%	1%	1%	1%	1%	0%	F	NA			197000	(
Lowth	To: From:	29	9-648 Edsall R	₹d												
North	Fairfair Carr	inty 0.01	75000		079/	10/	10/	10/	10/	00/	г	NIA			70000	,
	Fairfax Cou	ınty 0.91	75000	G	97%	1%	1%	1%	1%	0%	г	NA			78000	(
			. —	_							_					
395) Co	ombined Traffic Estimates for 3 Parallel		174000 Reversible La	G	98%	1%	1%	1%	1%	0%	F	NA			189000	C

# 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	Q۱
Vorth	From:		Reversible I													
<del>395</del> )	Fairfax Cour	•	72000	В	97%	1%	1%	1%	1%	0%	С	0.079	Α		73000	E
	Combined Traffic Estimates for 3 Parallel			G	97%	1%	1%	1%	1%	0%	С	0.083	Α	0.601	187000	) (
	To:		CL Alexandr													
lorth	City of Alexandria (I		fax County I 72000	B B	97%	1%	1%	1%	1%	0%	С	0.079	Α		73000	
395	Combined Traffic Estimates for 3 Parallel F	,		G	97%	1%	1%	1%	1%	0%	C	NA	А		187000	
	Combined Trainic Estimates for 3 Faraller r				97%	1 70	1 70	1 70	170	0%	C	INA			167000	,
orth	From:		R 236 Duke S	St												
<del>195</del> )	City of Alexandria (I	,	76000	G	97%	1%	1%	1%	1%	0%	F	NA			78000	(
	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	181000	G	97%	1%	1%	1%	1%	0%	F	NA			196000	) (
orth	To: From:		Seminary Rd	l												
95)	City of Alexandria (I	Maint: 29) 1.11	76000	G	97%	1%	1%	1%	1%	0%	F	NA			78000	
33)	Combined Traffic Estimates for 3 Parallel F	,	184000	G	98%	1%	1%	1%	1%	0%	F	NA			199000	)
	то	SR 7 King S		County	Lina											
orth	From: L					40/	401	40/	40/	00/	_	0.004	_		0.4000	
95)	Arlington Cou	•	81000	G	97%	1%	1%	1%	1%	0%	F _	0.084	F		84000	
	Combined Traffic Estimates for 3 Parallel F			G	97%	1%	1%	1%	1%	0%	F	NA			209000	)
orth	From:		ane, WCL A													
95)	City of Alexandria (I		81000	G	97%	1%	1%	1%	1%	0%	F	0.084	F		84000	
33)	Combined Traffic Estimates for 3 Parallel F	,	198000	G	98%	1%	1%	1%	1%	0%	F	NA			214000	)
	To:		gton County													
orth	From:		CL Alexandr													
95)	Arlington Cou	•	81000	G	97%	1%	1%	1%	1%	0%	F	0.084	F		84000	
	Combined Traffic Estimates for 3 Parallel F	Roadways on this Route:	198000	G	98%	1%	1%	1%	1%	0%	F	NA			214000	)
orth	To: From:	SR	R 120 Glebe I	Rd												
95)	Arlington Cou	inty 1.20	86000	G	97%	1%	1%	1%	1%	0%	F	0.085	F		89000	
39)	Combined Traffic Estimates for 3 Parallel F	•	199000	G	98%	1%	1%	1%	1%	0%	F	NA			215000	)
	то	<u> </u>	ashington Bo		d											
orth	From:										_		_			
95)	Arlington Cou	•	47000	G	97%	1%	1%	1%	1%	0%	F	0.087	F		49000	
	Combined Traffic Estimates for 4 Parallel F	Roadways on this Route:	133000	G	98%	1%	1%	1%	1%	0%	F	NA			148000	)
orth	To- From:	US 1 Jo	efferson Davi	is Hwy												
95) 1	Arlington Cou	inty 0.55	62000	G	97%	1%	1%	1%	1%	0%	F	0.073	F		63000	
	Combined Traffic Estimates for 4 Parallel F	•	180000	G	98%	1%	1%	1%	1%	0%	F	NA			195000	)
	Тα		Washington I	Parkwa	v											
orth	From: L	•				10/	10/	10/	10/	00/	N I	0.070	N.I		60000	
395/1	Arlington Cou	•	62000	N	97%	1%	1%	1%	1%	0%	N	0.073	N		63000	.
-	Combined Traffic Estimates for 4 Parallel F	roadways on this Route:	180000	N	98%	1%	1%	1%	1%	0%	Ν	NA			195000	)

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

		Filliary and interstate h	louico			
Route	Jurisdiction	Length AADT QA	4 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail		Dir AAWDT QW Factor
North 395 Ramp	Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron: Fron:	I-395-N TO 495 NORTE 0.10 <b>NA</b>	H		NA	NA
North 395 Ramp	Fairfax County	789-N003A FROM RT 78900- COM 0.09 <b>NA</b>			NA	NA
North 395 Ramp	Fairfax County	29-644-W006C FROM RT 644 0.60 NA I-395-S001B TO RT 49:			NA	NA
North 395 Ramp	Fairfax County	I-395-N TO RT 648 EAST00- EDS.  0.16 NA  I-395-N TO RT 648 EAST00- EDS.	ALL ROAD	<u> </u>	NA	NA
North 395 Ramp	Fron: Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front Front	I-395-N TO RT 648 WEST00- EDS 0.12 NA 29-648 BREN MAR DRIVE FROM	ALL ROAD		NA	NA
North 395 Ramp	Fairfax County	1-395-N TO REVERSIBLE I 0.24 NA 1-395-R FROM RT 395 NO	ANE		NA	NA
North 395 Ramp	From: IS-I Fairfax County	00395-N002A(B)/SPLIT OF RAMP 0.05 <b>NA</b> FR-00320(R)/29-01292(U)/RAMP FF	FROM IS-395N		NA	NA
North 395 Ramp	City of Alexandria (Maint: 29)	I-395-N TO RT 236 EAST00- D 0.20 NA I-395-N TO RT 236 EAST00- D	OUKE ST		NA	NA
North Ramp	City of Alexandria (Maint: 29)	I-395-N TO RT 236 WEST00- D 0.13 NA I-395-N TO RT 236 WEST00- D	DUKE ST		NA	NA
North 395 Ramp	City of Alexandria (Maint: 29)	I-395-N TO RT 42000- SEMINAI 0.18 <b>NA</b>	RY ROAD		NA	NA
North Ramp	City of Alexandria (Maint: 29)			_	NA	NA
North Ramp	City of Alexandria (Maint: 29)	R 420-W000X RT 395 N & RT 420 0.16 NA I-395-N FROM RT 42000- SEMINA			NA	NA
North 395 Ramp	City of Alexandria (Maint: 00)	1-395-N TO RT 7 EAST & WESTO 0.30 NA -395-N005B TO RT EAST & WEST			NA	NA
North 395 Ramp	City of Alexandria (Maint: 00)	395-N005A TO RT EAST & WEST  0.27 NA  -395-N005A TO RT EAST & WEST	T00- KING ST		NA	NA

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

		Filliary and	ınıcısıaı	ic Houles						
Route	Jurisdiction	Length	AADT	QA 4Tire E	Truck xle 3+Axle 1Trail	QC K	QK or	Dir Factor	AAWDT	QW
North 395 Ramp	From: City of Alexandria (Maint:		NA			NA			NA	
North Ramp	City of Alexandria (Maint:	I-395-N006B TO RT 4 00) 0.14 SR 402; 1SR 402-	NA		]	NA			NA	
North 395 Ramp	City of Alexandria (Maint:	I-395-N006A TO RT 4	02 NORTH	00- QUAKER Lane	 	NA			NA	
North 395 Ramp	From: Arlington County To:	I-395-N TO RT 0.12 SR 120; 27TH STRE	12000- GL	EBE ROAD		NA			NA	
North 395 Ramp	From: Arlington County To:	I-395-N TO RT 120 0.11 SR 120 FRO	0 WEST00-	GLEBE ROAD		NA			NA	
North 395 Ramp	From: Arlington County	I-395-N TO RT 27 WI 0.17 00-6624-N000A FROM	EST & ARN	MY NAVY DRIVE	1	NA			NA	
North 395 Ramp	Arlington County	0.12	NA NA	ION RIDGE ROAD		NA			NA	
North 395 Ramp	Arlington County	I-395-N008D TO 0.17 SR 27-W FROM RT 39	NA			NA			NA	
North 395 Ramp	From: Arlington County Te:	N RO 0.25 SR 27-E FRO	NA OM RT 395			NA			NA	
North 395 Ramp	Arlington County	0.14	395 North 9600	G	1	0.09	1 F		9600	G
North 395 Ramp	Arlington County	SR 27-E001C 0.18 00-6605; 00-66	NA			NA			NA	
North 395 Ramp	From: Arlington County To:	I-395-N008A TO 0.08 SR 27-E001B FROM	NA			NA			NA	
North 395 Ramp	Arlington County	I-395-N TO F 0.11 I-395-1 FRO	NA			 NA			NA	
North 395 Ramp	Arlington County	I-395-N TO BNDY CH 0.01 I-395-N010D BU	AN & GW	MEM PKWY & BU	 ]	NA			NA	

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

		i iiiiai y aii	a 11110101	ale He	atos											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tr			QC	K	QK	Dir	AAWDT	Q١
	From:						2Axl	e 3+Axle	1Trail	2Trail		Factor		Factor		
orth Pamp	Arlington Coun	I-395-N010D BI	US RAMPI <b>NA</b>	BARRIO	CADED							NA			NA	
95 Ramp	Annigion Coun	·										INA			INA	
orth	To- From:	I-395-N010B TO GEOI	RGE WAS	HNGTN	N MEM PI	KWY										
95)Ramp	Arlington Coun		NA									NA			NA	
<u> </u>	To:	BOUNDARY CHANNEL I	DRIVE BO	UNDA	RY CHAN	NEL CR	₹									
orth	From:	I-395-N010A TO GEO		HNGTN	N MEM PI	KWY										
Ramp	Arlington Coun		NA									NA			NA	
	To:	GEO WASH MEM F														
rth	Audion arton Court	I-395-N TO GEO V		M PKW	Y NORTI	Н						NIA			NIA	
Ramp	Arlington Coun ™	nty 0.07 GEO WASH MEM F	NA	OM DT	205 NOD	TII						NA			NA	
	From					IП										
rth 95) Ramp	Arlington Coun	I-395-N010A BI	NA NA	BARKI	CADED							NA			NA	
15) 1 101111	Tr.	I-395-N; 00-99016		ROM GE	FO WASH	1						13/3			INA	
M/	From:		Reversible I													
9V 15	Fairfax Count		24000	G	96%	1%	1%	1%	2%	0%	F	NA			32000	
9)	Combined Traffic Estimates for 3 Parallel Ro	•			93%	1%	1%		6%	0%	Ν	NA			247000	
	То	29-644 Fra														
v_	From:		•					221								
5	Fairfax Count	•	30000	G	98%	1%	0%	0%	0%	0%	F _	NA			39000	
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	182000	G	98%	1%	1%	1%	1%	0%	F	NA			197000	
V	To: From:	Ramp to	395 at Tur	keycock	ζ											
5)	Fairfax Count	ty 0.16	24000	F	98%	1%	0%	0%	0%	0%	С	0.133	Α		32000	
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	175000	G	97%	1%	1%	1%	1%	0%	С	0.083	Α	0.601	187000	
	То		CL Alexand													
ev	City of Alexandria (M		ax County		000/	1%	00/	00/	00/	00/	0	0.100	۸		22000	
15	City of Alexandria (M Combined Traffic Estimates for 3 Parallel Ro		24000	F	98%	1%	0%		0% 1%	0%	C	0.133 NA	Α		32000	
	Combined Trainic Estimates for 3 Parallel Ro			G	97%	170	1%	1%	170	0%	C	INA			187000	
2V_	To: From:	S	eminary Ro	d												
95)	City of Alexandria (M	,	30000	G	98%	1%	0%	0%	0%	0%	F	NA			38000	
	Combined Traffic Estimates for 3 Parallel Ro	-		G	98%	1%	1%	1%	1%	0%	F	NA			199000	
	To:	,	lington Cou		e											
<u>5</u>	Arlington Coun		ECL Alexa 30000	G	98%	1%	0%	0%	0%	0%	F	NA			38000	
9)	Combined Traffic Estimates for 3 Parallel Ro	•			97%	1%	1%		1%	0%	F	NA			209000	
	To:	Quaker La				1 /0		1 /0	1 /0	0 /0	•	14/1			200000	
v	From:	Quaker Lane	; Arlington	County	Line											
5	City of Alexandria (M	,	33000	G	98%	1%	0%		0%	0%	F	NA			43000	
	Combined Traffic Estimates for 3 Parallel Ro	oadways on this Route:	198000	G	98%	1%	1%	1%	1%	0%	F	NA			214000	
	Tα	Arling	gton County	y 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	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Rev	From:		CL Alexand													
95)	Arlington County	2.13	33000	G	98%	1%	0%	0%	0%	0%	F	NA			43000	C
	Combined Traffic Estimates for 3 Parallel Road			G	98%	1%	1%	1%	1%	0%	F	NA			214000	(
	To:	Reversible Lane S	plit North of	f Washii	ngton Blvd	1										
Rev	From:		TO RT 395	SOUTH	I											
95 Ramp	Fairfax County ™	0.45 I-395-S FROM	NA A DEVEDO	IDLET	ANIEC							NA			NA	
	From															
outh	Fairfax County	I-95; 29-644 0.72	77000	pringfie <b>N</b>	97%	1%	1%	1%	1%	0%	N	NA			80000	
95)	Combined Traffic Estimates for 3 Parallel Road			N	98%	1%	1%	1%	1%	0%	N	NA			197000	
	Combined Trainic Estimates for 3 Farallel Road	<u> </u>			90%	I 70	1 76	170	1 70	076	IN	IVA			197000	
uth	To: From:	I-495	Capital Bel	ltway												
95)	Fairfax County	1.01	77000	G	97%	1%	1%	1%	1%	0%	F	NA			80000	
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	182000	G	98%	1%	1%	1%	1%	0%	F	NA			197000	
th	To: From:	29-	648 Edsall	Rd												
outh 95	Fairfax County	0.69	69000	G	97%	1%	1%	1%	1%	0%	F	NA			72000	
93)	Combined Traffic Estimates for 3 Parallel Road			G	98%	1%	1%	1%	1%	0%	F	NA			189000	
	Tooling Traine Estimates for o'r arailer frode					1 /0		1 /0	1 /0	0 70	•	1471			100000	
uth	From:	Turkeycock	Reversible	Lane Ra	•											
95)	Fairfax County	0.42	79000	G	97%	1%	1%	1%	1%	0%	С	0.08	В		82000	
	Combined Traffic Estimates for 3 Parallel Road			G	97%	1%	1%	1%	1%	0%	С	0.083	Α	0.612	187000	
uth	To:		CL Alexand fax County l													
outh 95	City of Alexandria (Mair		79000	G	97%	1%	1%	1%	1%	0%	С	0.08	В		82000	
93)	Combined Traffic Estimates for 3 Parallel Road	,		-	97%	1%	1%	1%	1%	0%	C	NA	_		187000	
	To				0.70	. , 0		. 70	. , 0	0,0	Ū				.0.000	
uth	From:		R 236 Duke								_					
95)	City of Alexandria (Mair	•	82000	G	97%	1%	1%	1%	1%	0%	F	NA			86000	
	Combined Traffic Estimates for 3 Parallel Road	dways on this Route:	181000	G	97%	1%	1%	1%	1%	0%	F	NA			196000	
uth	To: From:	5	Seminary Ro	i												
95)	City of Alexandria (Mair	nt: 29) 0.75	79000	G	97%	1%	1%	1%	1%	0%	F	NA			82000	
93)	Combined Traffic Estimates for 3 Parallel Road	•		G	98%	1%	1%	1%	1%	0%	F	NA			199000	
	Tox	SR 7 King S					Ť	.,.	.,.		-					
outh	From:		St, WCL A													
95)	Arlington County		84000	G	97%	1%	1%	1%	1%	0%	F	0.078	F		87000	
	Combined Traffic Estimates for 3 Parallel Road			G	97%	1%	1%	1%	1%	0%	F	NA			209000	
with	To: From:	Quaker La Quaker Lane	ane, WCL A													
outh 195)	City of Alexandria (Mair		84000	G County	97%	1%	1%	1%	1%	0%	F	0.078	F		87000	
990	Combined Traffic Estimates for 3 Parallel Road			G	98%	1%	1%	1%	1%	0%	F	NA	•		214000	
	Tanic Estimates for 3 Farallel Hoat		gton County		JU /0	1 /0	1 /0	1 /0	1 /0	0 /0	1	INA			214000	,

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

<u>,                                      </u>		Fillialy at						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		CL Alexand	Iria				217.000		3		. 40.01		. 40101		
395)	Arlington County	0.52	84000	G	97%	1%	1%	1%	1%	0%	F	0.078	F		87000	G
$\smile$	Combined Traffic Estimates for 3 Parallel Roadwa	•			98%	1%	1%	1%	1%	0%	F	NA			214000	G
South	To- From:	SR	120 Glebe	Rd												
395)	Arlington County	0.74	80000	G	97%	1%	1%	1%	1%	0%	F	0.080	F		83000	G
$\bigcirc$	Combined Traffic Estimates for 3 Parallel Roadwa	ays on this Route:	199000	G	98%	1%	1%	1%	1%	0%	F	NA			215000	G
South	To: From:	SR 27	Washingto	n Blvd												
395)	Arlington County	1.56	50000	G	97%	1%	1%	1%	1%	0%	F	0.085	F		51000	G
	Combined Traffic Estimates for 4 Parallel Roadwa	ays on this Route:	133000	G	98%	1%	1%	1%	1%	0%	F	NA			148000	G
0 "	To: From:		SR 110													
South (395) (1)	Arlington County	0.52	82000	G	97%	1%	1%	1%	1%	0%	F	0.075	F		85000	G
(393) (1)	Combined Traffic Estimates for 4 Parallel Roadwa				98%	1%	1%	1%	1%	0%	F	NA			195000	G
	Tα	•	t of Columb													
South	From:		S RAMP T	O 644												
395 Ramp	Fairfax County	0.15	NA									NA			NA	
South	T _G . From:	I-495-N058A FRO	M RT 495 l	NORTH	5 SOUTI	I										
(395) Ramp	Fairfax County	0.21	NA									NA			NA	
South	To:	I-495-S058C	FROM RT	495 SO	UTH		$\Box$ $\vdash$									
395 Ramp	Fairfax County	0.05	NA									NA			NA	
	Τα.	I-495-S058D FRO		TH TO	644 F A ST	r										
South (395) Ramp	Fairfax County	0.54	NA	711110	044 LA31							NA			NA	
395 Hallip	Famax County											INA			INA	
South	To: From:	I-395-S001D TO RT		T00- OL	D KEEN I	M										
395 Ramp	Fairfax County	0.17	NA									NA			NA	
South	To- From:	RAMP STUB	BEGIN LO	OP SEC	TION											
(395) Ramp	Fairfax County	0.10	NA									NA			NA	
$\overline{}$	Τα	29-644 FROM	RTS 95; 39	5; 495 S	OUTH											
South	From:	I-395-S TO		95 NOR	TH											
Ramp	Fairfax County	0.19	NA									NA			NA	
South	To- From:	I-395-S001	IC TO RT 9	95 NORT	H											
(395) Ramp	Fairfax County	0.48	NA									NA			NA	
$\overline{}$	Tα	I-395-N0011														
South	From:		IB TO RT 9	95 NORT	Н							NIA			NIA	
395 Ramp	Fairfax County	0.74	NA									NA			NA	
South	To. From:	29-644-W00	06B TO RT	95 NOR	TH											
395 Ramp	Fairfax County	0.16	NA									NA			NA	
$\overline{}$	To:	I-495-S FROM R	T 395 SOU	TH & 64	4 WEST											

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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	NC NK	Dir AAWDT QW ctor
South 395 Ramp	Fon: Fairfax County	I-395-S001A TO RT 644 WEST00- OLD KEEN M 0.16 NA 29-617; 29-644		NA	NA
South Ramp	For: Fairfax County	I-395-S TO RT 648 EAST00- EDSALL ROAD  0.12 NA  29-648 FROM RT 395 SOUTH		NA	NA
South Ramp	Fairfax County	I-395-S TO RT 648 WEST00- EDSALL ROAD  0.26 NA  29-648 FROM RT 395 SOUTH		NA	NA
South Ramp	From: Fairfax County	I-395-S TO REVERSIBLE LANES  0.05 NA  I-395-R FROM RT 395 SOUTH		NA	NA
South Ramp	City of Alexandria (Maint: 29	I-395-S TO RT 236 EAST00- DUKE ST		NA	NA
South Ramp	City of Alexandria (Maint: 29	I-395-S TO RT 236 WEST00- DUKE ST		NA	NA
South Ramp	From: City of Alexandria (Maint: 29	I-395-S TO RT 42000- SEMINARY ROAD		NA	NA
South Ramp	Fron: Arlington County Tr.	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		NA	NA
South Ramp	City of Alexandria (Maint: 00	I-395-S005A JB-100 TO RT 07-WEST&EAST-KI D) 0.13 NA I-395-S005A JB-100 TO RT 07-WEST&EAST-KI		NA	NA
South Ramp	City of Alexandria (Maint: 00	1-395-S007X TO SHIRLINGTON CIRCLE00- SOU  0) 0.15 NA  1SR 402-P; 00-1250 JB100 FROM RT		NA	NA
South Ramp	City of Alexandria (Maint: 00	I-395-S007X TO SHIRLINGTON CIRCLE00- NOR		NA	NA
South Ramp	Arlington County	I-395-S007X TO RT 120 NORTH00- GLEBE ROA  0.10 NA  SR 120 FROM RT 395 SOUTH		NA	NA
South (395) Ramp	From: Arlington County Tre	1-395-S BEGIN COLLECTOR ROAD  0.10 NA  1-395-S007A TO RT 120 NORTH00- GLEBE ROA		NA	NA

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

Route	Jurisdiction	Length AADT	<b>QA</b> 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW
South 395 Ramp	Arlington County	0.06 <b>NA</b>			NA	NA
South (395) Ramp	Arlington County	0.13 <b>NA</b>			NA	NA
South 395 Ramp	Arlington County	0.23 <b>NA</b>			NA	NA
South 395 Ramp	City of Alexandria (Maint: 00)	JB100 WCL ALEX 0.01 <b>NA</b>			NA	NA
South 395 Ramp	City of Alexandria (Maint: 00)	0.09 <b>NA</b>			NA	NA
South 395 Ramp	City of Alexandria (Maint: 00)	0.01 NA S END COLL ROAD FF			NA	NA
South 395 Ramp	Arlington County		G		0.094 F	20000 G
South (395) Ramp	Arlington County	-S008D TO PENTAGO! 0.18 <b>NA</b>			NA	NA
South 395 Ramp	Arlington County	0.30 NA SR 27-W FROM RT 3			NA	NA
South 395 Ramp	From: Arlington County Toe	I-395-S TO RT 110 0.09 <b>NA</b> SR 110 FROM RT 39	) NORTH		NA	NA
395 1 Ramp	Arlington County	I-395-SB 0.29 <b>20000</b> SR 110, US	<b>G</b> 97% 1%	1% 0% 0% 0%	F NA	21000 G
South Ramp	Arlington County	-S008A TO PENTAGON 0.11 <b>NA</b>			NA	NA
South Ramp	From: I-395 Arlington County	6-S TO CLARK ST VIA 0.08 <b>NA</b>			NA	NA
South 395 Ramp	From I.  Arlington County	-395-S I-395-S010D TO 0.08 <b>NA</b>			NA	NA
South 395 Ramp	From: I-395 Arlington County	I-S TO GEO WASH ME  0.08 NA  VASH MEM PKWY FR	EM PKWY SOUTH		NA	NA

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

		T Tilliary and					Tru	ıck			K		Dir		
Route	Jurisdiction		AADT			2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	Arlington County	I-395-S JB-DC TO GE 0.10	EO WASH M NA	EM PKWY	@ DC						NA			NA	
395 Ramp	Anington County	GEO WASH MEM P		1 RT 395 SO	UTH						IVA			INA	
South	From:	I-395-S I-395-S	010A TO BN	IDY CHAN											
(395) Ramp	Arlington County	0.03	NA								NA			NA	
	То:	I-395-S; 00-99015-	N000A RAM	IP HOV-3 La	ne										
Washington 01	From:	George Washington Me					00/	00/	00/	0	0.404	_	0.700	00000	0
400 90005 Washington St	City of Alexandria	0.91	28000	<b>G</b> 98%	1%	0%	0%	0%	0%	С	0.104	F	0.793	30000	G
Mark'arta a Ot	From		236 Duke St		10/		00/	00/	00/		0.000		0.040	00000	
400 90005 Washington St	City of Alexandria	0.32	30000	<b>G</b> 98%	1%	0%	0%	0%	0%	F	0.083	F	0.846	32000	G
	From		Queen St	• • • • • • • • • • • • • • • • • • • •	10/		00/	00/	00/		NIA			0.4000	
400 90005 Washington St	City of Alexandria	0.39	32000	<b>G</b> 98%	1%	0%	0%	0%	0%	F	NA			34000	G
Washington St	City of Alexandria		Madison St	000/	1%	00/	00/	0%	00/	F	0.007	F	0.604	25000	G
400 90005 Washington St	City of Alexandria	0.17 1st Street; George W	32000	G 98%		0%	0%	0%	0%	Г	0.087	Г	0.604	35000	G
	From:		L Alexandria		way										
401) Van Dorn St	City of Alexandria	0.62		<b>G</b> 97%	0%	1%	1%	0%	0%	F	0.078	F	0.546	52000	G
401)	To		Edsall Rd												
401 Van Dorn St	City of Alexandria	0.43	34000	<b>G</b> 97%	0%	1%	1%	0%	0%	С	0.076	F	0.520	36000	G
401)	To	SR	236 Duke St												
401 Van Dorn St	City of Alexandria	1.56		<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.095	F	0.684	24000	G
	To:	Se	eminary Ave												
	From:	SR 42	20 Seminary F	Rd											
(402) Quaker Lane	City of Alexandria	0.69	19000	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.086	F	0.534	21000	G
<u></u>	To- From	SI	R 7 King St			┰									
(402) Quaker Lane	City of Alexandria	0.96	20000	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.093	F	0.568	22000	G
<u> </u>	To:		I-395												
Dame.	From:		O RT 395 NO								0.400	_		10000	_
402 Ramp	City of Alexandria (Maint	: 00) 0.12 I-395-N FROM RT 40		G OLLAKED I	ANE						0.108	F		13000	G
	From		TO RT 395 S		JAINE	<u> </u>									
(402)Ramp	City of Alexandria (Maint		8000	G G							0.085	F		8000	G
402)	To:	I-395-S FROM RT 40			SHI										
North	From:	SR 402; 00-6714 T	O SHIRLING	GTON CIRC	LE										_
(402)Ramp	City of Alexandria (Maint	: 00) 0.04	NA								NA			NA	
$\overline{}$	Tα	00-1250 FROM SHII	RLINGTON (	CIRCLE NO	RTH										
	From:	1SR 402-P Gap		OR TO SHIR											
402 Ramp	City of Alexandria (Maint		NA	ramory av-							NA			NA	
	To:	SR 402 Gap FR	OM SHIRLIN	NGTON CIR											

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

Davida	1	1		- 01	4	D		Tru	ıck		00	K	01/	Dir	AAMADT	- 014
Route	Jurisdictio	n Le	ngth <b>AAD</b>		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Newtown Rd	From: City of Norfo	olk 0	SR 165 Kemp .31 <b>2700</b>		98%	0%	1%	0%	1%	0%	С	0.082	F	0.548	29000	G
Newtown Rd	True From: City of Norfe		64 Va Beach N .71 <b>3200</b>	0 G	98%	0%	1%	0%	1%	0%	F	0.077	F	0.563	34000	G
North 403 Ramp	From: City of Virginia Beach	n (Maint: 75) 0	US 58 Va Be SR 403 TO .20 <b>730</b> FROM RT 403	RT 264	IEWTOWN	N R						0.092	F		8100	F
North 403 Ramp Spur	City of Virginia Beach		SR 403 New 0.03 NA 0m SR 43 New		I-264 EB							NA			NA	
South 403 Ramp	City of Virginia Beach		SR 403 TO .04 <b>NA</b>									NA			NA	
South 403 Ramp	Freed City of Virginia Beach ™		.14 <b>560</b> 0 FROM RT 403	) G		R						0.096	F		5600	G
South 403 Ramp	Front: City of Virginia Beach Tx	n (Maint: 75) 0 I-264-W013X	SR 403 TO .17 <b>810</b> 0 FROM RT 403	) G	EWTOWN	N R						0.083	F		8100	G
Princess Anne Rd	$egin{array}{c} egin{array}{c} \egin{array}{c} \egin{array}{c} \egin{array}{c} \egin{array}{c} \egin{array}{c} \egin{array}$	olk 0	SR 168; Tide .53 <b>1500</b> SR 166 Par	0 G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.566	16000	G
Ballentine Blvd	From. City of Norf		I-264 1.64 <b>2000</b> US 58; 122	0 G	94%	1%	1%	2%	2%	0%	С	0.082	F	0.589	22000	G
105 Ramp	$egin{array}{c} {}^{ m From.} \\ { m City \ of \ Norfolk \ (M \ } \\ {}^{ m Trx} \end{array}$	aint: 64) 0 I-264-E FROM	SR 405; 122- 1.14 <b>480</b> 0 1 ROUTE 405-	) G	AC AVENU	Æ						0.089	F		4800	G
405) Ramp	City of Norfolk (M $$^{ m Tcc}$$		405 TO & FR 1.12 <b>760</b> M ROUTE 405	) G		UE						0.082	F		7600	G
International Blvd	City of Norfo Combined Traffic Estimates for 2 Parallel			0 F 0 G	94%	0%	0%	0%	5%	0%	С	0.102 NA	В	0.645	22000 40000	F G
Terminal Blvd	City of Norfolk (M	laint: 64) 0	.28 <b>2000</b> I-564	0 N	94%	0%	0%	0%	5%	0%	N	0.102	N	0.645	22000	N
East 406 Ramp	City of Norfolk (M	laint: 64) 0	SR 406 Eastbou .06 <b>720</b> 6 54 Westbound	) G								0.119	F		7200	G

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

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Dame	From:		Northbound								0.117	F		10000	
406 Ramp	City of Norfolk (Maint: 64)		19000 G								0.117	г		19000	G
	Combined Traffic Estimates for 2 Parallel Roadway		38000 G								NA			40000	G
			ninal Blvd West												
407 Indian River Rd	City of Norfolk		Campostella Ro		0%	1%	1%	1%	0%	С	0.094	F	0.62	16000	_
Indian River Rd	City of Norioik		Chesapeake	97%	0%	170	170	170	0%	C	0.094	Г	0.62	16000	G
	From:		CL Norfolk												
407 Indian River Rd	City of Chesapeake		19000 F	98%	0%	1%	1%	0%	0%	F	0.096	F	0.569	21000	F
	To	0.	aklette Ave												
407) Indian River Rd	City of Chesapeake		25000 F	98%	0%	1%	1%	0%	0%	С	0.092	F	0.611	27000	F
407	To:		Virginia Beach	0070	070		. , 0	0,0	0,70	Ū	0.002	•	0.0	_, 000	
	From:		US 460			i									
412 Prices Fork Rd	Town of Blacksburg	1.07	27000 G	97%	1%	0%	0%	0%	0%	С	0.082	F	0.521	28000	G
412	T							- , -		_					
412 Prices Fork Rd	Town of Placksburg		ns Creek Rd 19000 G	97%	1%	0%	0%	0%	0%	F	0.088	F	0.518	20000	G
412 Flices Folk nu	Town of Blacksburg		19000 G Main St	9176	1 70	0%	076	U 70	0%	Г	0.000	Г	0.516	20000	C
	E														
413 Memorial Dr	City of Danville		29 Central Blvd		1%	1%	0%	0%	0%	F	0.088	F	0.527	14000	
413 Niemonai Di	City of Dariville	0.10	13000 G	90%	1 70	1 70	076	U 70	0%	Г	0.000	Г	0.527	14000	Ċ
	To: From:		Court; Goode St												
413 Memorial Dr	City of Danville	0.64	8600 G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.625	9200	G
	To: From:		Poplar St												
(413) Memorial Dr	City of Danville	0.26	10000 G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.586	11000	G
$\overline{}$	To: From:		High St			$\vdash$									
413 Craghead St	City of Danville	0.23	7900 G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.655	8400	C
$\bigcirc$	To:		3 P; N Main St												
0	From:		93 P; Main St	000/	40/	10/	00/	00/	00/	_	0.005	_	0.505	7000	_
413 Craghead St	City of Danville	0.06	6500 G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.505	7000	C
	100		293 Patton St												
	From:		8 Mercury Blvd	000/	40/		00/	00/	00/	_	0.004	_	0.550	45000	,
415 Power Plant Pkwy	City of Hampton	0.72	14000 G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.552	15000	(
<u> </u>	To: From:	Pin	e Chapel Rd												
415 Power Plant Pkwy	City of Hampton	0.47	20000 G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.502	21000	(
$\overline{}$	To	Bı	riarfield Rd												
415 Queen St	City of Hampton	0.84	9800 G	97%	2%	1%	0%	0%	0%	С	0.091	F	0.507	10000	C
$\smile$	To	X.A	lichigan Dr												
(415) Settlers Landing Rd	City of Hampton	0.56	9300 G	97%	2%	1%	0%	0%	0%	F	0.094	F	0.52	9900	G
415) 301	To:		Pembroke Ave				0,0	0,0	0,0	•	5.001	•	0.0_	0000	·
	From														
419 Electric Rd	City of Roanoke (Maint: 80)		US 220 Frankl 43000 G		0%	0%	0%	0%	0%	F	0.083	F	0.555	47000	G
419 - 1000110 110	Oity of Hoarloke (Maint. 80)		ke County Line	J3 /0	J /6	0 /0	U /0	0 /0	0 /0		0.000	'	0.000	7,000	G

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

		Filliary and interste					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	WCL Roanol	ke				•								
419 Electric Rd	Roanoke County	0.77 <b>43000</b>	N	99%	0%	0%	0%	0%	0%	Ν	0.083	Ν	0.555	47000	Ν
<u> </u>	To: From:	80-904 Starkey	Rd												
419 Electric Rd	Roanoke County	1.44 <b>28000</b>	F	99%	0%	0%	0%	0%	0%	С	0.093	В	0.509	30000	F
	To- From:	US 221 Brambleto	on Ave												
(419) Electric Rd	Roanoke County	3.16 <b>25000</b>	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.525	27000	G
	To: From:	SCL Salem													
419 Electric Rd	City of Salem	0.69 <b>27000</b>	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 <b>24000</b>	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.501	26000	G
	To: From:	Roanoke Boule													
419 Electric Rd	City of Salem	0.89 <b>17000</b>	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.601	18000	G
ALT ALT	T _C . From:	ALT US 460 Tex	xas St												
(419)(460) (11) Electric Rd	City of Salem	0.53 <b>20000</b>	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.59	22000	G
	To- From:	US 460 East Ma	in St												
(419) Electric Rd	City of Salem	0.88 <b>16000</b>	G	96%	0%	1%	1%	2%	0%	F	0.100	F	0.612	18000	G
	To: From:	NCL Salem	1												
(419) Electric Rd	Roanoke County	0.95 <b>13000</b>	Α	96%	0%	1%	1%	2%	0%	С	0.119	Α	0.602	14000	Α
	To: From:	I-81													
(419) Electric Rd	Roanoke County	0.58 <b>9200</b>	G	96%	0%	1%	1%	2%	0%	F	0.099	F	0.647	10000	G
	To:	SR 311 Catawba V													
Domn	Populs County	SR 419 Electric									0.099	F		6000	0
419 Ramp	Roanoke County	0.23 <b>6200</b> I-81 North	G								0.099	Г		6200	G
	From:	SR 419													
(419) Ramp to I-81 S at Exit 128	Roanoke County	0.24 <b>3200</b>	G								0.092	F		3200	G
	To:	I-81 S													
	From:	I-395 Shirley Hwy, 1													
420 Seminary Rd	City of Alexandria	1.72 <b>15000</b>	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.62	16000	G
	To: From:	SR 402 Quaker													
420 Janneys Lane	City of Alexandria	1.03 <b>6500</b>	G	98%	1%	1%	0%	0%	0%	F	0.126	F	0.634	6900	G
	To:	SR 7 King S	it												
420 Ramp	City of Alexandria (Maint: 29)	SR 420 0.17 <b>2200</b>	G								0.131	F		2200	G
420)	Tor	I-395 R									3.101	•		2200	u
East	From: SR-0	0420-E000X(B)/SPLIT OF R	AMP FF	ROM RT	6706										
(420)Ramp	Arlington County	0.05 <b>16000</b>	G								0.12	F		16000	G
$\smile$	To: IS-	-00395-S004X(L)/RAMP FRO	OM RT	5706/SR42	20										

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

Jurisdiction	Length	AADT	QA 4T	ire B	Ruc				QC	K	QK	Dir	AAWDT	QW
From:			-W000X CO	1			io i i i a	ZIIGII				1 40101		
City of Alexandria (Maint: 29	9) 0.12	NA								NA			NA	
To- From:	I-395-S004X RT 39	95 S & RT 4	420 EAST C	OLL										
City of Alexandria (Maint: 29	9) 0.06	NA								NA			NA	
Tos From:	I-395-N004X RT 39	95 N & RT	420 EAST C	OLL		]								
City of Alexandria (Maint: 29	9) 0.10	NA								NA			NA	
To:	SR 420 SR 420-W0	000X COLL	ECTOR RO	ADS										
From:			ECTOR ROA	ADS										
City of Alexandria (Maint: 29	€ 0.08	NA				_				NA			NA	
To- From:	I-395-N004X RT 39	95 N & RT	420 WEST C	COLL										
City of Alexandria (Maint: 29	9) 0.03	NA								NA			NA	
To: From:	SR 420- A TO & F	ROM REV	ERSIBLE LA	ANE		]								
City of Alexandria (Maint: 29	9) 0.03	NA								NA			NA	
Tox	I-395-S004X RT 39	95 S & RT 4	120 WEST C	OLL		7								
City of Alexandria (Maint: 29										NA			NA	
To:			0-E000X CO											
From:	Kentu	ucky State L	ine											
Lee County		1700		% 1	1% 1	<u> </u>	3%	0%	F	0.082	F	0.531	1800	G
To: From:														
Lee County	2.18	4000		% 1	1% 1	_  % 2%	3%	0%	С	0.085	F	0.552	4200	C
To- Franc	NCL I	Pennington (	Gap			1								
Town of Pennington Gap (Main	nt: 52) 0.77	4000	<b>N</b> 94	% 1	1% 1	 I% 2%	3%	0%	Ν	0.085	Ν	0.552	4200	١
To- From:	AL	LT US 58 W	7			]								
Town of Pennington Gap (Main	nt: 52) 0.40	12000	<b>G</b> 96	% 0	)% 1	_  % 1%	2%	0%	F	0.087	F	0.521	12000	(
To:	AI													
Town of Pennington Gan (Main					10/_ 1		20/	<b>n</b> º/-	E	0.1	F	0.517	5500	
Town of Fernington dap (Main	,			/0 I	1 /0	70 270 <b>7</b>	2/0	0 /6	'	0.1	'	0.517	3300	
Lee County				% 1	1% 1	1% 2%	2%	0%	N	0.1	N	0.517	5500	Ν
To To				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	. 70	7	270	070	.,	0.1		0.017	0000	
Front: Lee County				% 1	1% 1	l% 2%	2%	0%	С	0.099	F	0.575	3700	(
Tor		Daniel Boone				]								
Front		US 58	<b>C</b> 04	0/ ^	20/	10/ 10/	40/	00/		0.00		0.51	4000	_
Lee County				70 C	J7⁄0	1% 1% <b>7</b>	4%	U%	C	0.09	F	0.51	4800	G
From			ne											
Scott County	4.55		<b>G</b> 94		)% 1				F		F	0.653	4400	
	City of Alexandria (Maint: 26    From:	SR 420; 100-6	City of Alexandria (Maint: 29)   0.12   NA	SR 420; 100-6706 SR 420-W000X CO	SR 420, 100-6706 SR 420-W000X CO	Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   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	Second County   Second County Line   Sustantial 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   Sec	SR 420; 100-6706 SR 420-W000X CO	SR 420: 100-6706 SR 420-W000X CO	Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second Second	SR 420; 100-6706 SR 420-W000X CO	SR 420: 100 6708 SR 420-W000X CO	Section   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Co	Second   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Control   Contr

4/20/2015

# 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	QV
~~~	From:	CL D		0.40/	00/	10/	10/	40/	00/	N.	0.100	NI	0.050	4400	N.
421) (58)	Town of Duffield (Maint: 84)	0.20 43		94%	0%	1%	1%	4%	0%	N	0.100	N	0.653	4400	N
421 (23) (58)	Scott County	US 23, 4.67 12 0		93%	0%	1%	1%	6%	0%	F	0.085	F	0.520	13000	G
421 (23) (30)	та.	SR													
421 (23) (58)	Scott County	3.56 13 0		93%	0%	1%	1%	6%	0%	F	0.085	F	0.509	13000	G
	To: From:	84-													
23 58 Daniel Boone Heritage Hwy	Scott County	5.99 120	000 G	93%	0%	1%	1%	6%	0%	F	0.086	F	0.588	13000	G
~~~	From:	BUS US 23 Bus V			00/		40/	00/	00/		0.400		0.50	10000	
421 (23) (58)	Scott County	1.70 <b>120</b>		93%	0%	1%	1%	6%	0%	N	0.102	N	0.52	12000	N
421 (23) (58)	Town of Gate City (Maint: 84)	NCL G 0.36 <b>12</b> 0		93%	0%	1%	1%	6%	0%	N	0.102	N	0.52	12000	N
421) (23) (36)	To.	SCL G					. , ,	0,0	0,0		00_	.,	0.02		
421 \ (23) (58)	Scott County	0.45 <b>12</b> 0		93%	0%	1%	1%	6%	0%	N	0.102	Ν	0.52	12000	Ν
	To: From:	NCL G	ate City												
421 23 58	Town of Gate City (Maint: 84)	0.16 <b>12</b> 0	000 A	93%	0%	1%	1%	6%	0%	С	0.102	Α	0.52	12000	Α
~~~	To: From:	Bus US 23 Ea													
421) (23) (58)	Town of Gate City (Maint: 84)	0.61 27 0		93%	0%	1%	1%	6%	0%	N	0.087	N	0.555	27000	N
	Scott County	SCL G 0.35 27 0		93%	0%	1%	10/	6%	0%	F	0.087	F	0.555	27000	G
421) [23] [58]	Scott County			93%	0%	1 70	1%	0%	0%	Г	0.067	Г	0.555	27000	G
421 \(23 \) \(58 \)	Town of Weber City (Maint: 84)	0.08 27 0		93%	0%	1%	1%	6%	0%	F	0.087	F	0.555	27000	G
421) (20) (30)	To.	,													
421 \ \(\) 58 \ Hilton Rd	Town of Weber City (Maint: 84)			98%	0%	1%	0%	1%	0%	F	0.088	F	0.526	12000	G
~ · ·	To: From:	, , , , , , , , , , , , , , , , , , ,	(
421 (58)	Town of Weber City (Maint: 84)	0.06 28		98%	0%	1%	0%	1%	0%	С	0.091	F	0.662	3000	G
	From:	SR													
421 (58)	Scott County	4.80 28		98%	0%	1%	0%	1%	0%	С	0.091	F	0.662	3000	G
~ · · ·	To- From:	84-													
421 58 Bristol Hwy	Scott County	3.27 7 1	10 G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.525	740	G
~~~~	From	84-		000/	00/		00/	10/	00/		0.440		0.010	440	
58 Bristol Hwy	Scott County	9.35 43 Washington		96%	0%	2%	0%	1%	0%	С	0.113	F	0.618	440	G
~~~	From:	Scott Co	anty Line												
(58) Gate City Hwy	Washington County	2.65 9 5	50 G	96%	0%	2%	0%	1%	0%	F	0.115	F	0.513	1000	C
~~~~	Toc From:	95-		000/	00/		00/	40/	00/	_	0.000		0.046	5005	
421 (58) Gate City Hwy	Washington County	3.59 <b>50</b>		96%	0%	2%	0%	1%	0%	F	0.092	F	0.618	5300	C

# 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:		/CL Bristol												
(421) (58) Gate City Hwy	City of Bristol (Maint: 95)	0.50	5000 G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.6	5300	G
	To: From:		JS 58; I-81 58; I-81 Exit 1												
421 Gate City Hwy	City of Bristol (Maint: 95)	0.21	8200 G	98%	0%	0%	0%	1%	0%	С	0.102	F	0.61	8700	G
421) state only my	The second secon				0,0		0,0	. , 0	0 / 0	Ū	002	•	0.0.	0.00	O .
421 Gate City Hwy	City of Bristol	0.80	Island Rd S500 G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.520	9000	G
421 Gate Oily Tiwy	To:		Euclid Ave; W Sta		0 /6	0 /8	0 /6	1 /0	0 /6	'	0.033	•	0.520	3000	u
	From:		W US 11	ite Bt											
421 11 Euclid Ave	City of Bristol	0.75	12000 G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.605	13000	G
	To		Vance St			— —									
421 11 Euclid Ave	City of Bristol		14000 G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.5	15000	G
	To	Pob I	Morrison Blvd												
421 (11) Euclid Ave	City of Bristol		15000 G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.534	16000	G
421) (11) 24014 7110	only of Effective				0 70		0 70	0 70	070	·	0.000	•	0.001	10000	ŭ
421 (381) (19) Commonwealth Ave	City of Bristol		ERT 11 G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.542	19000	G
(421) (381) (19) Commonwealth Ave	City of Briston	0.19	18000 G	90%	076	1 70	0%	∠70	0%	Г	0.000	г	0.542	19000	G
~~~	To: From:		Par Sycamore St												
421 (381) (19) Commonwealth Ave	City of Bristol	0.16	17000 G	96%	0%	1%	0%	2%	0%	F	0.087	F	0.529	18000	G
<del></del>	To: From:	SR 113	Cumberland Ave												
(421)(381)(19) Commonwealth Ave	City of Bristol		15000 G	92%	1%	1%	0%	6%	0%	F	0.085	F	0.521	16000	G
$\Leftrightarrow$ $\circ$ $\circ$	To:		Commonwealth Av												
421 (381) (19) Commonwealth Ave	City of Bristol		rennessee State Li 15000 N	92%	1%	1%	0%	6%	0%	N	0.085	N	0.521	16000	N
(421) (381) (19) Commonwealth Ave	To:		421 Goode St	JZ /6	1 /0	170	0 70	0 /0	0 70	14	0.005	14	0.521	10000	14
West	From:		US 421 W												
421 Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	0.07	1700 G								0.111	F		1700	G
421)	To:		58 E 96B; US 58	96B							0	•			·
Bus Bus Bus	From:		South of Gate City			<u> </u>									
421 (23) (58)	Town of Gate City (Maint: 84)		17000 G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.557	18000	G
421) (20) (30)	To														
Bus Bus Bus	From:		84-836												
[421] (23) (58)	Town of Gate City (Maint: 84)	0.47	10000 G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.528	11000	G
Pure Pure Pure	To: From:		SR 71												
Bus Bus Bus 421 23 58 W Jackson St	Town of Gate City (Maint: 84)	0.12	6700 G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.561	7200	G
421) (23) (36) 343(63) 31		0.12		0070	J /0	. 70	0 /0	0 /0	J /0	•	0.001	•	0.001	00	u
Bus Bus Bus	From:		84-665												
(421) (23) (58) W Jackson St	Town of Gate City (Maint: 84)	0.15	9400 G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.509	10000	G
$\bigcirc$	To		84-763			$\neg$ $\vdash$									
Bus Bus Bus A21 23 58 Daniel Boone Rd	Town of Coto City (Maint 94)	0.94		000/	0%	10/	00/	Λο/	09/	F	0.100	F	0.506	2000	_
421 (23) (58) Daniel Boone Rd	Town of Gate City (Maint: 84)	0.84	3500 G	99%	υ%	1%	0%	0%	0%	г	0.102	г	0.526	3800	G
	435		84-762												

# 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
Bus Bus Bus Bus Daniel Boo	ne Rd Town of Gate City	(Maint: 84) 0.80	84-762 <b>2800</b>	G	98%	0%	1%	0%	1%	0%	С	0.105	F	0.537	3000	G
Bus Bus Bus	To: From:		CL Gate Cit	у												
421 23 58	Scott Cour		2800 Bus US 23 V	N V	98%	0%	1%	0%	1%	0%	N	0.105	N	0.537	3000	N
	From:	•	US 220 Me		Blvd		<u> </u>									
(457) Church St	City of Martin		4900	G	98%	0%	0%	0%	1%	0%	F	0.093	F	0.542	5200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8800	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.554	9400	G
	To:		Moss St													
457 Market St	City of Martin	sville 0.20	Fayette St 9900	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.53	11000	G
457 Warker St	To:		nmonwealth		30 /6	0 /6	0 /8	0 /6	1 /0	0 /6	'	0.031	'	0.55	11000	G
	From:		Market St	Divu												
457 Commonwealth Blvd	City of Martin	nsville 0.56	13000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.513	14000	G
$\smile$	To		Northside D	r												
457 Commonwealth Blvd	City of Martin	nsville 0.36	18000	G	98%	0%	0%	0%	1%	0%	С	0.086	F	0.570	19000	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Ter	-	Fairy St				$\neg$ $\vdash$									
457) Commonwealth Blvd	City of Martin	nsville 0.48	5400	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.51	5800	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		Chatham Ro													
Object to a see Date	From:		nmonwealth		070/	00/	10/	40/	40/	00/	_	0.000	_	0.500	4400	_
457 Chatham Rd	City of Martin	nsville 0.99	4100	G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.580	4400	G
	Tor From:	:	CL Martinsv				_									
457 Old Chatham Rd	Henry Cou		3500	G	98%	1%	0%	1%	0%	0%	С	NA			3700	G
<u> </u>	10.		SR 57													
Favetta Ct	City of Martin		20 Memoria		98%	1%	10/	00/	00/	00/	0	0.000	г	0.50	4000	G
Fayette St	Combined Traffic Estimates for 2 Parallel		3900	G			1%	0% 0%	0%	0% 0%	С	0.089	F	0.58	4200	
	Combined Trainic Estimates for 2 Parallel		<b>8800</b> 8 457 Marke	G	98%	1%	1%	0%	0%	0%	Г	0.089	Г	0.554	9400	G
	From	•			1											
457) Fairy St	City of Martin		7400	G G	98%	1%	1%	0%	1%	0%	С	0.094	F	0.571	7900	G
457)1 ally or	Combined Traffic Estimates for Parallel		NA	G	30 78	1 /0	1 70	0 70	1 /0	0 70	J	NA		0.57 1	NA	ч
	To:		US 58 Chur	ch St			$\neg$					IVA			INA	
	From		ntucky State													
460	Buchanan Co		3200	G	95%	0%	1%	1%	3%	0%	F	0.096	F	0.511	3500	G
700	To	,									-					-
460	Buchanan Co	ounty 2.09	13-645 <b>3300</b>	G	95%	0%	1%	1%	3%	0%	F	0.091	F	0.506	3600	G
460	Duchanan Ot				90 /0	U /o	1 /0	1 /0	3 /0	U /0	'	0.031	'	0.500	3000	G
~~~	To: From:		0 Thomas N		050/	201		10/	00/	00/		0.005		0.07/	1000	
460)	Buchanan Co		3900	G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.674	4300	G
<u> </u>	Ter	13-	-609 Ball Cr	eek												

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

				4			Tru	ıck			K	01/	Dir	A A)4/DT	- 014
Route	Jurisdiction	Length AAD1		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
(400)	Buchanan County	13-609 Bull C 2.59 5600		95%	0%	1%	1%	3%	0%	F	0.106	F	0.622	6200	G
460	Buchanan County			33 /6	0 /6	1 /0	1 /0	J /6	0 /6		0.100	'	0.022	0200	ч
460	Buchanan County	13-656 Looney 1.56 5900		95%	0%	1%	1%	3%	0%	F	0.098	F	0.639	6400	G
400)	To	WCL Gru													
460	Town of Grundy (Maint: 13)	1.62 5900		95%	0%	1%	1%	3%	0%	Ν	0.098	Ν	0.639	6400	Ν
	To:	US 460 Par; 13-10		H											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Town of Grundy (Maint: 13)	US 460 Par; 13-1 1.96 <b>9800</b>		95%	0%	1%	1%	3%	0%	F	NA			11000	G
460 83	rown of Grundy (Maint: 10)			33 70	0 70	1 /0	1 /0	0 70	0 70		14/3			11000	ч
460 (00)	Buchanan County	SCL Grui 1.99 <b>1000</b> 0	_	95%	0%	1%	1%	3%	0%	F	NA			11000	G
460 83	To			0070	0 70		1 70	0 70	070	•				11000	
460	Buchanan County	SR 83 South In: 3.59 <b>8200</b>		95%	0%	1%	1%	3%	0%	F	0.088	F	0.536	9000	G
460	To	13-638 Dismal													
460	_{From:} Buchanan County	5.25 <b>7200</b>		95%	0%	1%	1%	3%	0%	F	0.091	F	0.525	7900	G
	To:	13-1101 Keen N													
	Puehenen County	13-1101 Keen M 2.21 <b>7300</b>		95%	0%	1%	1%	3%	0%	F	0.093	F	0.541	8000	G
460	Buchanan County			95%	0%	1%	170	3%	0%	Г	0.093	Г	0.541	8000	G
100	Buchanan County	13-680 Contrary 6.30 <b>6700</b>		95%	0%	1%	1%	3%	0%	F	0.082	F	0.609	7400	G
460	To:	Tazewell Cou		33 /6	0 /6	1/0	1 /0	3 /0	0 /0	•	0.002	'	0.009	7400	G
~~~	From:	Buchanan Cou													
460	Tazewell County	3.99 6800	F	95%	0%	1%	1%	3%	0%	F	0.085	F	0.611	7600	F
	To- From:	92-804 Red Ash				\Box \vdash									
460	Tazewell County	1.83 7800	F	95%	0%	1%	1%	3%	0%	F	0.085	F	0.59	8700	F
	To: From:	WCL Rich				<u> </u>									
460	Town of Richlands (Maint: 92)	0.23 7800	N	95%	0%	1%	1%	3%	0%	N	0.085	N	0.59	8700	N
	Too From:	SR 67		050/	00/		40/	201	00/			_	0.500	45000	
460 67	Town of Richlands (Maint: 92)	1.38 1300 0		95%	0%	1%	1%	3%	0%	F	0.083	F	0.503	15000	F
	Town of Dialog (Maint, 00)	Bus US 4		050/	00/		10/	00/	00/		0.000		0.550	10000	
460	Town of Richlands (Maint: 92)	1.32 11000		95%	0%	1%	1%	3%	0%	F	0.082	F	0.558	12000	F
	Town of Richlands (Maint: 92)	0.38 1300 0		95%	0%	1%	1%	3%	0%	С	0.104	Α	0.514	15000	Α
460	Town of Alchiands (Maint. 92)			95%	0%	1 70	1 70	3%	076	C	0.104	А	0.514	13000	A
	Tazewell County	ECL Richl 0.87 1300 0		95%	0%	1%	1%	3%	0%	N	0.104	N	0.514	15000	N
460	razewen county			33 /6	0 78	1 /6	1 /0	J /6	0 /6	IN	0.104	IN	0.514	13000	IN
	Town of Cedar Bluff (Maint: 92)	WCL Cedar 0.44 1300 0		95%	0%	1%	1%	3%	0%	N	0.104	N	0.514	15000	N
460	Town or Ocaar Blair (Wallit. 32)	·			0 /0	- 70	1 /0	0 /0	0 /0	. 4	0.107	. 4	0.017	10000	14
460	Town of Cedar Bluff (Maint: 92)	Bus US 460 Near Wo		95%	0%	1%	1%	3%	0%	F	0.084	F	0.514	17000	F
460	To:	Bus US 460 Near EC			0 /0		1 /0	0 /0	0 /0		5.004	•	3.01-₹	17000	•

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

5 .				4.T'		Tı	uck		-00	K	01/	Dir	A A)A/DT	. 014
Route	Jurisdiction	Length AADT		4Tire E	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	QV
460	Town of Cedar Bluff (Maint: 92)	Bus US 460 Near ECL C 0.09 19000			0%	1% 1%	3%	0%	F	0.083	F	0.516	21000	F
460)	To To	ECL Cedar Blu		0070	0 70	170 170	070	0 70		0.000	'	0.010	21000	
460	Tazewell County	1.16 19000		95%	0%	1% 1%	3%	0%	Ν	0.083	N	0.516	21000	N
	To	US 19 West Interse	ection											
460 (19)	Tazewell County	5.73 11000		94%	1%	1% 1%	3%	0%	F	0.089	F	0.514	12000	F
~~~	To- From:	92-639 Earls Branc	h Rd											
460 (19)	Tazewell County	5.13 11000	F 9	94%	1%	1% 1%	3%	0%	F	0.089	F	0.538	12000	F
~ ~ ~ ~	To: From:	US 19, Bus US 4									_			_
460 (19)	Tazewell County	1.72 10000	F S	94%	1%	1% 1%	3%	0%	F	0.089	F	0.554	11000	F
~~	From:	WCL Tazewel		0.40/	10/	10′ 10′	00/	00/			_	0.504	10000	
460) (19)	Town of Tazewell (Maint: 92)	1.43 9500	F S	94%	1%	1% 1% 	3%	0%	F	0.089	F	0.521	10000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Town of Tazewell (Maint: 92)	SR 61 0.82 <b>7500</b>	F S	94%	1%	1% 1%	3%	0%	F	0.084	F	0.536	8100	F
460 (19)	Town of Tazewell (Maint. 92)			34 /o	1 /0	1/0 1/0	3 /0	0 /0	'	0.004	'	0.550	8100	'
460 \ (19)	Tazewell County	ECL Tazewell		94%	1%	1% 1%	3%	0%	N	0.084	N	0.536	8100	N
460) (19)	Tazowon Godiny	Bus US 460	•••	0 1 70	170		070	070	.,	0.001		0.000	0100	.,
460 (19)	Tazewell County	5.75 <b>10000</b>	F 9	94%	1%	1% 1%	3%	0%	F	0.087	F	0.524	11000	F
	Tal	92-680												
460 (19)	Tazewell County	4.86 12000	Α 9	94%	1%	1% 1%	3%	0%	С	0.105	Α	0.567	13000	Α
~~~	To- From	92-720 W												
460 (19)	Tazewell County	0.10 12000	G 9	94%	1%	1% 1%	3%	0%	F	NA			13000	G
\	To: From:	US 19 East Interse	ction											
460	Tazewell County	1.91 10000	F 9	92%	1%	1% 1%	5%	0%	С	0.089	F	0.574	12000	F
	To: From:	WCL Bluefield												
460	Town of Bluefield (Maint: 92)	1.86 10000			1%	1% 1%	5%	0%	С	0.089	F	0.574	12000	F
	From:	92-720 Hockman Pike; Fin 92-720	ncastle In	pK										
460	Town of Bluefield (Maint: 92)	1.26 16000	F 9	95%	0%	1% 1%	3%	0%	F	0.086	F	0.522	18000	F
	T _O . From:	FR-868												
460	Town of Bluefield (Maint: 92)	0.09 17000	F 9	94%	0%	1% 1%	4%	0%	С	0.092	F	0.535	19000	F
	To: From:	West Virginia State												
Virginia Ave	Town of Glen Lyn (Maint: 35)	0.81 9700	F 8	89%	1%	1% 1%	8%	0%	F	0.077	F	0.507	10000	F
~~~	From:	35-1308 Houston I					<b></b>							
Virginia Ave	Town of Glen Lyn (Maint: 35)	0.59 <b>8900</b>		89%	1%	1% 1%	8%	0%	F	0.082	F	0.524	9500	F
~~ <u>`</u>	To:	WCL Glen Lyı		000/	10/		00/	00/		0.000	N.	0.504	0500	
460	Giles County	1.24 <b>8900</b> WCL Rich Cree		89%	1%	1% 1%	8%	0%	N	0.082	N	0.524	9500	N

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

					_		Tru	ck		_	K	_	Dir		
Route	Jurisdiction	Length AAD	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	WCL Rich	h Creek												
460	Town of Rich Creek (Maint: 3	,		89%	1%	1%	1%	8%	0%	Ν	0.082	Ν	0.524	9500	Ν
<del>~</del>	To:	US 219 Ric													
460 Virginia Ave	Town of Rich Creek (Maint: 3	US 219 Rich Cr 5) 0.73 <b>710</b>		89%	1%	1%	1%	8%	0%	F	0.076	F	0.517	7600	F
460) Virginia Ave	TOWIT OF FICH CIEEK (Maint. 3	,		09 /6	1 /0	1 /0	1 /0	0 /0	0 /6	•	0.076	•	0.517	7000	•
~~	From:	35-712 Rive													
460)	Town of Rich Creek (Maint: 3	5) 0.18 <b>110</b> 0	00 N	89%	1%	1%	1%	8%	0%	N	0.081	N	0.570	12000	N
	To: From:	ECL Rich	n Creek												
460)	Giles County	2.01 <b>110</b> 0	00 N	89%	1%	1%	1%	8%	0%	N	0.081	Ν	0.570	12000	N
<del>~</del>	To-	NCL Na	irrows												
460 Virginia Ave	Town of Narrows (Maint: 35)	) 0.76 <b>110</b> 0	00 F	89%	1%	1%	1%	8%	0%	F	0.081	F	0.570	12000	F
	To	SR 61 Fles	hman St												
Virginia Ave	Town of Narrows (Maint: 35			89%	1%	1%	1%	8%	0%	F	0.078	F	0.608	14000	F
460		<u> </u>			. , 0		. , ,	0,0	0 / 0	•	0.07.0	•	0.000		•
Vincinia A	From From From From From From From From	ECL Na		000/	10/	10/	10/	00/	00/	F	0.005	F	0.500	1 1000	F
Virginia Ave	Giles County	3.00 1300	00 F	89%	1%	1%	1%	8%	0%	г	0.085	г	0.593	14000	г
	To: From:	WCL Pea													
460 Virginia Ave	Town of Pearisburg (Maint: 3	5) 0.60 <b>740</b>	00 F	89%	1%	1%	1%	8%	0%	F	0.086	F	0.548	7900	F
<del>~</del>	To- From:	ECL Pear	risburg			$\vdash$									
460 }	Giles County	0.73 <b>120</b> 0	00 N	89%	1%	1%	1%	8%	0%	Ν	NA			13000	Ν
<del></del>	To	WCL Pea	richura												
460	Town of Pearisburg (Maint: 3:			89%	1%	1%	1%	8%	0%	N	NA			13000	Ν
400)	T-	<u> </u>					.,.	- , -							
Virginia Ave	Giles County	5.01 <b>120</b> 0		89%	1%	1%	1%	8%	0%	F	NA			13000	G
460) Virginia Ave	Giles County	5.01 1200	00 G	09%	1 70	1 70	170	070	0%	Г	INA			13000	G
~~	To: From:	WCL Per				<u> </u>									
460 W Main St	Town of Pembroke (Maint: 35	5) 0.86 <b>120</b> 6	00 G	89%	1%	1%	1%	8%	1%	С	0.089	F	0.567	13000	G
<del>~</del>	To: From:	35-626 Ca	stle Ave												
460 Virginia Ave	Town of Pembroke (Maint: 35	5) 0.73 <b>120</b> 0	00 F	89%	1%	1%	1%	8%	0%	F	0.089	F	0.626	13000	F
~ <i>)</i>	To	ECL Pen	nbroke												
460 Virginia Ave	Giles County	1.27 110		89%	1%	1%	1%	8%	0%	F	0.094	F	0.568	12000	F
400)	T-1														
	Giles County	35-613 Doe 2.82 <b>100</b> 0		89%	1%	1%	1%	8%	0%	С	0.111	Α	0.582	11000	Α
460)	Giles County	2.02 1000	00 A	09%	1 70	1 70	170	070	0%	C	0.111	А	0.362	11000	А
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	35-730 Egg													
460 (42) Virginia Ave	Giles County	2.35 1100	00 F	89%	1%	1%	1%	8%	0%	F	0.099	F	0.603	12000	F
~ ~	To: From:	35-700 Mount	ain Lake Rd												
460 (42) Virginia Ave	Giles County	1.66 110 0	00 F	89%	1%	1%	1%	8%	0%	F	0.096	F	0.641	11000	F
\smile	To:	SR 42 Blue	Grass trail												
Virginia Ave	Giles County	1.16 120		89%	1%	1%	1%	8%	0%	F	0.089	F	0.662	12000	F
400)9	To:	Montgomery (00 /0	1 /3		. /0	0,0	0 / 0	•	5.000	•	3.002	.2000	•

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

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length /	AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~	From:		County Line												
Pandapas Pond Rd	Montgomery County	3.46 1	15000 F	91%	1%	1%	1%	7%	0%	С	0.096	F	0.679	16000	F
~	To: From:		Blacksburg												
460	Town of Blacksburg (Maint: 60)		15000 F	91%	1%	1%	1%	7%	0%	С	0.096	F	0.679	16000	F
~	To:		s US 460												
100	Town of Blacksburg (Maint: 60)		460, N Main St 1 5000 F	90%	1%	1%	1%	7%	0%	С	0.096	F	0.676	15000	F
460)	Town or blacksburg (Maint. 00)			30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	O	0.030	'	0.070	13000	'
~~	Towns of Discharge (Mainta CO)		Prices Fork Rd	050/	00/	10/	40/	00/	00/	_	0.404	_	0.550	0.4000	
460	Town of Blacksburg (Maint: 60)		32000 G	95%	0%	1%	1%	3%	0%	С	0.101	F	0.550	34000	G
•	From:		thgate Dr S US 460												
460	Town of Blacksburg (Maint: 60)		37000 G	95%	0%	1%	1%	3%	0%	F	0.1	F	0.628	39000	G
460	To														
100	Montgomery County		Blacksburg 37000 G	95%	0%	1%	1%	3%	0%	F	0.1	F	0.628	39000	G
460	To:		SR 114	33 /6	0 76	1 /0	1 /0	3 /6	0 /6	•	0.1	'	0.020	33000	ч
	From:		eppers Ferry Rd												
460	Montgomery County		26000 G	95%	0%	1%	1%	3%	0%	F	0.102	F	0.617	27000	G
***	To:	Bus US 46	60 N Franklin St												
~~~	From:		s US 460												
460 }	Montgomery County		32000 G	94%	1%	1%	1%	4%	0%	С	0.102	F	0.595	34000	G
	To:	US 11 JS 460 PARKWAY	Roanoke St	1 NODTI	ĭ										
Aco Ramp toward I-81 N (to CD B	Road) at Ex <b>īloWr8</b> of Christiansburg (Maint: 60		DRIVE TO KI &			Ω for di	rectional	l traffic v	و مسامر	actima	ates for th	nie ea	ament		
460 ( A60 ) Ramp toward I-81 N (to CD R		1-N118X FROM RT	7 46000- PARKW			101 011	Collona	i tranic '	volunic (	23(11116	2103 101 11	113 30	gillelli.		
		460-E124B FROM R													
460 (81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60	0.14		S	ee I-81	for dire	ctional ti	raffic vo	lume es	timate	es for this	segr	ment.		
	To:	I-81-N1	18C TO RT 11									_			
~~~		-81-N118B TO RT 4	16000- PARKWA												
460 (81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60	0.15		S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	segr	ment.		
~ ~	To: From:	60-99027-N000A FF	ROM PARKWA	Y DRIVE		\neg \vdash									
460 (81) I-81 N Collector Rd	Town of Christiansburg (Maint: 60	0.58		S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	segr	ment.		
\smile	To:		1-N118C												
~~~ <u>-</u>	From:		18X TO RT 11												
460) (81) Ramp	Town of Christiansburg (Maint: 60	,			ee I-81	for dire	ctional ti	rattic vo	lume es	timate	es for this	segr	nent.		
<del>*</del> •	From:		M RT 81 NORTI	1											
460 (11) Roanoke St	Town of Christiansburg (Maint: 60		8900 N	96%	0%	1%	2%	1%	0%	Ν	0.1	N	0.558	9400	N
400 (11)	- The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the 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	J / J	. , ,	_ / 0	. /0	0,0	• •	J.,	••	0.000	3 100	. •
Peanelya Ct	Town of Obside and American		d, Hampton Rd	060/	00/	10/	00/	10/	00/		0.1	Г	0.550	0400	^
460 (11) Roanoke St	Town of Christiansburg	2.01	8900 G	96%	0%	1%	2%	1%	0%	F	0.1	F	0.558	9400	G
· · ·	To: From:	ECL C	hristiansburg												
460 (11) Roanoke Rd	Montgomery County	5.11	7200 G	93%	0%	1%	4%	2%	0%	F	0.1	F	0.521	7500	G
~ ~	Too	60-753	Old Town Rd			$\neg$ $\vdash$									
460 (11) Roanoke Rd	Montgomery County		7700 G	93%	0%	1%	4%	2%	0%	F	0.101	F	0.626	8100	G
	Tor		31 Brake Rd												

# 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'
O Decrete Dd	From:	60-63		000/	00/	10/	40/	00/	00/		0.115	-	0.010	7000	_
460 (11) Roanoke Rd	Montgomery County	2.43 <b>750</b>		93%	0%	1%	4%	2%	0%	С	0.115	F	0.618	7900	C
	From:	Roanoke Co 80-639 West													
460 (11) West Main St	Roanoke County	1.26 <b>940</b>		93%	0%	1%	4%	2%	0%	F	0.112	F	0.963	9700	(
460) (11) 17 901 1114111 91	To:	80-647 Dow I		0070	0,0		.,0	_,,	0,0	•	0	•	0.000	0.00	
	From:	Montgomery C													
460 (11) West Main St	Roanoke County	0.60 940	0 N	93%	0%	1%	4%	2%	0%	Ν	0.112	Ν	0.963	9700	-
	To:	80-639 West	River Rd												
	From:	80-647 Dow I													
460 (11) West Main St	Roanoke County	2.93 1000	0 G	93%	0%	1%	4%	2%	0%	F	NA			11000	(
	To	80-64	2												
160 (11) West Main St	Roanoke County	0.39 <b>140</b> 0		93%	0%	1%	4%	2%	0%	F	NA			14000	(
460) (11) West Main St	Hoalloke County	0.39 1400	u u	33 /0	0 /6	1 /0	4 /0	2/0	0 /6	'	INA			14000	,
	To- From:	80-64	2												
460 (11) West Main St	Roanoke County	0.64 <b>1700</b>	0 G	93%	0%	1%	4%	2%	0%	F	NA			18000	(
$\rightarrow$	To:	WCL S	lam												
460 111 West Main St	City of Salem	1.12 1800		93%	0%	1%	4%	2%	0%	F	NA			20000	(
160 (11) West Main St	Oity of Salem	1.12 1000	0 G	30 /6	0 76	1 /0	4 /0	2 /0	0 /6	'	INA			20000	,
	To: From:	SR 11													
160 (11) West Main St	City of Salem	1.31 <b>270</b> 0	0 G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.507	30000	(
~~~ <u>~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~</u>	To- From:	ALT US 46	) 4th St												
460 (11) West Main St	City of Salem	0.60 1400		98%	0%	1%	0%	0%	0%	F	0.090	F	0.564	16000	(
100 (11)				0070	0,0	. , , ,	0 / 0	0 / 0	0,0		0.000	·	0.00		
~~~	From:	Academ													
460 (11) West Main St	City of Salem	0.35 <b>130</b> 0	0 G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.528	15000	(
<del>**</del>	To	US 11 Coll	ege Ave												
460 Main St	City of Salem	0.11 <b>120</b> 0		96%	1%	1%	1%	2%	0%	F	0.084	F	0.523	13000	(
400)															
~~	From:	SR 311 Thompson			40/		40/	00/	00/	_	0.005	_	0.540	45000	
E Main St	City of Salem	0.29 <b>1300</b>	0 G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.519	15000	(
<del>~</del>	To: From:	Lynchburg	g Tpke												
460 E Main St	City of Salem	0.93 <b>1200</b>	0 G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.548	13000	(
	To	77 1 3	CIL D. I												
T Main Ct	City of Colom	Kessler M		069/	1%	10/	10/	2%	00/	F	0.000	F	0.550	15000	(
E Main St	City of Salem	0.24 <b>1300</b>	0 G	96%	170	1%	1%	2%	0%	Г	0.088	Г	0.558	15000	,
ALT	To- From:	SR 419 Ele	ctric Rd												
460 (11) E Main St	City of Salem	0.44 <b>1500</b>	0 G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.524	17000	(
160) (11) L Main St	Oity of Salem			30 /6	1 /0	1 /0	1 /0	2/0	0 /6	'	0.002	'	0.524	17000	,
ALT	From:	WCL Ro													
460 (11) Melrose Ave	City of Roanoke	0.65 <b>160</b> 0		96%	1%	1%	1%	2%	0%	F	0.084	F	0.516	17000	(
400) (11) Well USE AVE	Oity of Hoarloke	0.03 1000	<u></u>	30 /6	1 /0	1 /0	1 /0	<b>L</b> /0	U /0	'	0.004	'	0.510	17000	,
ALT	To- From:	SR 117 Peters	Creek Rd												
460 (11) Melrose Ave	City of Roanoke	1.75 <b>130</b> 0	0 G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.508	14000	(
400 \ /     \ 110000 / 140	City of Flouriono	1.70 1300	- u	00/0	. /0	. /0	. /0	_ /0	0 /0	•	0.000		0.000	. 1000	•

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

				4	_		Trι	ıck		00	K	01/	Dir	AANAIDT	0144
Route	Jurisdiction	Length AAD	OT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	24th													
(460) (11) (116) Melrose Ave	City of Roanoke	0.41 <b>120</b>	00 G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.506	13000	G
ALT	To: From:	Salem '	Tpke												
(460) (11) (116) Orange Ave	City of Roanoke	1.00 <b>140</b>	00 G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.52	15000	G
ALT	To: From:	10th St, Gair	nsboro Rd												
(460) (11) (116) Orange Ave	City of Roanoke	0.90 <b>180</b>	00 A	96%	1%	1%	1%	2%	0%	С	0.094	Α	0.501	19000	Α
ALT ALT	To: From:	I-581, US 220,	ALT SR 22	0											
(460) (11) (116) (220) Orange Ave	City of Roanoke	0.24 <b>360</b>	00 G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.618	39000	G
ALT	To: From:	US 11 Willi	amson Rd			$\Box$ $\vdash$									
ALT (221) Orange Ave	City of Roanoke	0.49 <b>410</b>	00 G	96%	1%	1%	1%	2%	0%	F	0.078	F	0.575	45000	G
ALT	To: From:	SR 115 Ho	ollins Rd			$\Box$ $\vdash$									
ALT (460)(221)(220) Orange Ave	City of Roanoke	1.14 <b>400</b>	00 G	94%	0%	1%	1%	4%	0%	F	0.076	F	0.569	42000	G
ALT	To: From:	24th	St												
ALT (460)(221)(220) Orange Ave	City of Roanoke	1.17 <b>320</b>	00 G	94%	0%	1%	1%	4%	0%	F	0.075	F	0.530	33000	G
ALT	To: From:	128-8055	King St												
(460)(221)(220) Orange Ave	City of Roanoke	0.38 <b>380</b>		94%	0%	1%	1%	4%	0%	F	0.078	F	0.529	40000	G
ALT	To: From:	Roanoke Co													
ALT (221) Challenger Ave	Roanoke County	1.63 <b>340</b>		94%	0%	1%	1%	4%	0%	С	0.094	Α	0.558	36000	Α
	To:	Alt US 220 Cl	overdale Rd												
(460)(221) Challenger Ave	Roanoke County	0.34 300		88%	1%	1%	1%	9%	0%	F	0.085	F	0.632	32000	G
	To:	Botetourt Co	_												
Plus Pidge Plud	Potetourt County	Roanoke Co		000/	10/	10/	10/	00/	00/	F	0.000	F	0.504	05000	_
460 221 Blue Ridge Blvd	Botetourt County	2.55 <b>240</b>		88%	1%	1%	1%	9%	0%	Г	0.082	Г	0.594	25000	G
Place Plates Plat	From:	Blue Ridge		000/	40/		40/	00/	00/		0.4	_	0.504	04000	_
460 221 Blue Ridge Blvd	Botetourt County	2.94 <b>200</b> 0 Bedford Co		88%	1%	1%	1%	9%	0%	С	0.1	Α	0.594	21000	Α
	From:	Botetourt Co													
(460)(221) W Lynchburg Salem Tpke	Bedford County	4.18 <b>190</b>		88%	1%	1%	1%	9%	0%	F	0.081	F	0.595	19000	G
<u> </u>	To	09-695 Goose Cı	reek Valley	Rd											
460 221 W Lynchburg Salem Tpke	Bedford County	7.69 <b>160</b>	00 G	88%	1%	1%	1%	9%	0%	F	0.081	F	0.539	17000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:	09-831 Thaxto													
(460)(221) W Lynchburg Salem Tpke	Bedford County	2.75 170		88%	1%	1%	1%	9%	0%	F	0.083	F	0.509	18000	G
(460)(221)	City of Bedford (Maint: 09)	0.67 200		88%	1%	1%	1%	9%	0%	F	0.089	F	0.517	21000	G
	To:	US 2	21												
(460)	City of Bedford (Maint: 09)	0.18 160 0	00 G	84%	1%	1%	1%	11%	0%	С	0.09	F	0.511	17000	G
<u> </u>	To:	ECL Be	dford												

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

					_		Trı	uck			K	<u> </u>	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	ECL Bed										_			
460)	Bedford County	0.24 <b>1600</b>	0 G	84%	1%	1%	1%	11%	0%	С	0.09	F	0.511	17000	G
	To: From:	WCL Bee				<u> </u>									
460	City of Bedford (Maint: 09)	0.90 <b>1600</b>	0 G	84%	1%	1%	1%	11%	0%	С	0.09	F	0.511	17000	G
	From:	ECL Bed		0.40/	40/		40/	110/	00/	_	0.00	_	0.544	17000	
460	Bedford County	0.06 <b>1600</b>	0 G	84%	1%	1%	1%	11%	0%	С	0.09	F	0.511	17000	G
	From:	SR 122 F													
460 122	Bedford County	0.50 <b>2100</b>	0 G	88%	1%	1%	1%	9%	0%	F	0.081	F	0.559	22000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	SCL Bed				$\neg$						_			
460 (122)	City of Bedford (Maint: 09)	0.94 2100	0 G	88%	1%	1%	1%	9%	0%	F	0.081	F	0.559	22000	G
~ 0	To: From:	SR 122, US 221,													
(460)	City of Bedford (Maint: 09)	0.28 1900	0 G	88%	1%	1%	1%	9%	0%	F	0.084	N	0.532	20000	G
	To: From:	ECL Bed													
(460) E Lynchburg Salem Tpke	Bedford County	4.40 1600	0 G	88%	1%	1%	1%	9%	0%	F	0.084	F	0.532	17000	G
~~	To: From:	09-803 Timber				\Box \vdash									
460 E Lynchburg Salem Tpke	Bedford County	7.88 1700		90%	1%	1%	1%	7%	0%	С	0.104	Α	0.538	17000	Α
<u> </u>	To: From:	Campbell Co Bedford Cou	_												
460 Lynchburg Hwy	Campbell County	1.37 3000		88%	1%	1%	1%	9%	0%	F	0.095	F	0.620	32000	G
	To	Bus US	460												
460 Lynchburg Hwy	Campbell County	3.91 2300		88%	1%	1%	1%	9%	0%	F	0.101	F	0.634	24000	G
400), 0 ,	Too	15-678 Air													
460 Lynchburg Hwy	From: L Campbell County	1.36 4100		88%	1%	1%	1%	9%	0%	F	0.097	F	0.632	43000	G
400) , 1 1 3 ,	To:	US 29; Bus US 2													
~~~	From:	Bus US 29 W		000/	00/		40/	<b>5</b> 0/	201	_	0.404	_	0.004	47000	_
[460][29][29]	Campbell County	0.03 <b>4500</b>	0 G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	47000	G
~~~	To: From:	SCL Lync		2221		$\Box$		/				_		.=	
(460) (29) (29)	City of Lynchburg (Maint: 15)	1.38 4500	0 G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	47000	G
~~~~	To: From:	Candler Mou													
[460] [29] [29]	City of Lynchburg (Maint: 15)	0.49 <b>3600</b>	0 G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
~~~~	To: From:	US 50													
(460)(29)(29)(501)	City of Lynchburg (Maint: 15)	1.91 3600		93%	0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
* * * *	From:	Bus US 501; US 50 Functional Cla		Ave											
460 29 Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 3300		93%	0%	1%	1%	5%	0%	F	0.089	F	0.501	34000	G
	то-	US 2													
460 Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 2500		93%	0%	1%	1%	4%	0%	Ν	0.090	N	0.526	26000	Ν
,	To	ECL Lync													
460 Richmond Hwy	Campbell County	1.78 2500	•	93%	0%	1%	1%	4%	0%	F	0.090	F	0.526	26000	G
400	To:	15-726 Mount				i i						•			-

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4/20/2015

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

						Tru	ıck			K		Dir		
Jurisdiction	Length AAD	T QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QV
From:														_
Campbell County	2.88 200 0	00 G	93%	0%	1%	1%	4%	0%	F	0.09	F	0.660	21000	G
To: From:			000/	00/		40/	40/	00/		0.000	N.	0.000	40000	
Campbell County	1.21 1800)U N	93%	0%	1%	1%	4%	0%	N	0.088	IN	0.628	18000	N
To- From:			000/	00/	10/	40/	40/	00/		0.000		0.000	10000	
Campbell County			93%	0%	1%	1%	4%	0%	F	0.088	F	0.628	18000	G
To- From:			000/	00/		40/	40/	201		0.005		0.010	10000	
Campbell County			93%	0%	1%	1%	4%	0%	N	0.085	N	0.612	18000	N
From:					+									
Appomattox County			93%	0%	1%	1%	4%	0%	F	0.085	F	0.612	18000	F
To	06-689 Spout	Spring Rd												
Appomattox County			93%	0%	1%	1%	4%	0%	F	0.083	F	0.583	17000	F
то	WCI Appe	omattov												
Town of Appomattox (Maint: 06)			93%	0%	1%	1%	4%	0%	Ν	0.083	Ν	0.583	17000	Ν
To														
Town of Appomattox (Maint: 06)			93%	0%	1%	1%	4%	0%	F	0.085	F	0.581	10000	F
To:		-		0,0	Ť	. , 0	.,0	0,0	•	0.000	•	0.00.		•
From:	SR 24, S	R 131												
Town of Appomattox (Maint: 06)	1.87 940	0 F	93%	0%	1%	1%	4%	0%	F	0.082	F	0.555	9800	F
To: From:		460												
Town of Appomattox (Maint: 06)	0.26 130 0	00 G	93%	0%	1%	1%	4%	0%	F	0.082	Ν	0.555	13000	G
To: From:	ECL Appo	mattox												
Appomattox County	0.27 940	0 N	93%	0%	1%	1%	4%	0%	Ν	0.082	Ν	0.555	9800	Ν
To- From:	06-707 Pe	each St			<u> </u>									
Appomattox County			87%	1%	1%	1%	10%	0%	F	0.079	F	0.545	10000	F
To:	06-630 Old Ev	ergreen Rd			\neg \vdash									
Appomattox County	5.28 850	0 A	87%	1%	1%	1%	9%	1%	С	0.111	Α	0.504	8300	A
To:														
Annomattey County			070/	10/	10/	10/	100/	00/	_	0.077	_	0.540	6600	F
Appomatiox County		•		1%	1%	1%	10%	0%	Г	0.077	F	0.543	6600	-
From:														
Prince Edward County	1.07 610	0 F	87%	1%	1%	1%	10%	0%	F	0.084	F	0.524	6100	F
Tα														
Prince Edward County			070/	10/	10/	10/	100/	Λο/	_	0.004	Е	0 E00	7400	F
Finice Edward County			0/%	170	1 70	1 70	10%	U%	Г	0.064	Г	0.598	7400	г
Prince Edward County	73-626 Pe 5.73 880			1%	}		10%		F	0.085	F	0.649	8800	F
		0 F	87%		1%	1%		0%						
	Campbell County Top Campbell County Top From: Campbell County Top From: Campbell County Top From: Appomattox County Top From: Town of Appomattox (Maint: 06) Town of Appomattox (Maint: 06) Town of Appomattox (Maint: 06) Town of Appomattox (Maint: 06) Town of Appomattox (Maint: 06) From: Town of Appomattox (Maint: 06) From: Appomattox County Top From: Appomattox County Top From: Appomattox County Top From: Appomattox County Top From: Appomattox County Top From: Appomattox County Top From: Appomattox County Top From: Appomattox County Top From: Appomattox County Top From: Appomattox County Top From: Appomattox County Top From: Appomattox County Top From: Appomattox County Top From: Appomattox County	Campbell County 2.88 2000	Town of Appomattox (Maint: 06) 1.87 9400 Free Town of Appomattox (Maint: 06) 1.87 9400 Free Town of Appomattox (Maint: 06) 1.87 9400 Free Town of Appomattox (Maint: 06) 1.87 9400 Free Town of Appomattox (Maint: 06) 0.26 13000 G Free Town of Appomattox (Maint: 06) 0.26 13000 G Free Town of Appomattox (Maint: 06) 0.26 13000 G Free Town of Appomattox (Maint: 06) 0.26 13000 F Free Town of Appomatiox (Maint: 06) 0.26 13000 F Free Town of Appomatiox (Maint: 06) 0.26 13000 F Town o	Campbell County 2.88 20000 G 93%	Town of Appomattox (Maint: 06) Town of Appomattox (Maint: 06)	Campbell County 2.88 20000 G 93% 0% 1%	Campbell County 2.88 20000 G 93% 0% 1% 1%	Length AADI QA 4116 BUS 2Axle 3+Axle 1Trail	Second S	Section Campbell County 15-726 Mount Ashes Rd 17-720 17-	Secretary Secr	Second S	Section Campbell County 2.88 20000 G 93% 0% 1% 1% 4% 0% F 0.09 F 0.660	Section Complete County 2.88 20000 G 93% 0% 1% 1% 4% 0% F 0.09 F 0.660 21000

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

Double	to the all all a	1	DT 0:	4	D		Tru	ıck		00	K	01/	Dir	A A \ A \ C T	011
Route	Jurisdiction	Length AA	UI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Ų۷
~~~	From:	US 15 West								_					
460) (15) Prince Edward Hwy	Prince Edward County		200 A	88%	1%	1%	1%	9%	1%	С	0.110	Α	0.538	9000	Α
<del>*</del> *	From:	US 15 South	of Farmville 15												
460 Prince Edward Hwy	Prince Edward County		600 F	87%	1%	1%	1%	10%	0%	F	0.089	F	0.521	7600	F
460	- Image Zawara Godiny				1 / 0		. 70	1070	070	•	0.000	•	0.021	7000	
Oringa Edward Llaur	From:	Bus US 460 Ea			10/	10/	10/	100/	00/	г	0.000	F	0.554	10000	F
Prince Edward Hwy	Prince Edward County	4.28 <b>13</b> 0	000 F	87%	1%	1%	1%	10%	0%	F	0.088	г	0.551	13000	r
~~~	To: From:		ly Farms Rd												
Prince Edward Hwy	Prince Edward County		00 F	87%	1%	1%	1%	10%	0%	F	0.092	F	0.514	6900	I
~	To:	Nottoway C													
W Colonial Trail I have	Nottoway County	Prince Edward			10/	10/	10/	100/	00/	_	0.006	F	0.505	6000	F
W Colonial Trail Hwy	Nottoway County	3.05 63		87%	1%	1%	1%	10%	0%	F	0.096	Г	0.535	6300	Г
	From:	US 360 Patric	360												
460 (360)	Nottoway County	0.19 110		84%	1%	1%	2%	12%	0%	С	0.086	F	0.569	10000	F
400 (300)	T-1														
~~~~	Town of Durkoville (Mainte C7)	CL But		0.40/	10/	10/	20/	100/	00/	N	0.086	N	0.500	10000	-
460 (360)	Town of Burkeville (Maint: 67)	1.06 <b>110</b>	000 N	84%	1%	1%	2%	12%	0%	IN	0.086	IN	0.569	10000	1
~~~	To: From:	Bus U													
460 }(360 }	Town of Burkeville (Maint: 67)	0.08 130	000 F	86%	1%	1%	2%	11%	0%	F	0.087	F	0.525	12000	ı
~	To:	CL But	rkeville			\neg \vdash									
460 (360)	Nottoway County	0.35 13 0	000 N	86%	1%	1%	2%	11%	0%	Ν	0.087	Ν	0.525	12000	1
	To:	Bus U	JS 360												
~~	From:	US 360 Patric								_		_			
Colonial Trail Hwy	Nottoway County	0.19 84	100 F	87%	1%	1%	1%	10%	0%	F	0.08	F	0.517	8400	I
	To: From:	67-723 Lewis	ston Plank Rd												
460 Colonial Trail Hwy	Nottoway County	1.29 85	00 F	87%	1%	1%	1%	10%	0%	F	0.082	F	0.520	8600	F
<i></i>	To	WCI	Crewe												
460 Virginia Ave	Town of Crewe (Maint: 67)		600 N	87%	1%	1%	1%	10%	0%	Ν	0.082	N	0.520	8600	1
400)							.,.								-
Virginia Ava	Town of Crows (Mainty 67)	SR 49 Watso		87%	10/	10/	10/	100/	0%	F	0.000	F	0 E10	10000	
460 49 Virginia Ave	Town of Crewe (Maint: 67)	1.80 10 0	000 F	0/%	1%	1%	1%	10%	0%	Г	0.086	Г	0.519	10000	I
~~~	T _O . From:	SR 49 Earl Dav													
460 Virginia Ave	Town of Crewe (Maint: 67)	0.70 <b>96</b>	600 F	87%	1%	1%	1%	10%	0%	F	0.085	F	0.554	9600	
<del>~</del>	To:	ECL (	Crewe			$\neg$ $\vdash$									
460 Colonial Trail Hwy	Nottoway County	1.35 <b>96</b>	00 N	87%	1%	1%	1%	10%	0%	Ν	0.085	Ν	0.554	9600	ı
· · · · · · · · · · · · · · · · · · ·	Tα	67-1006	CCC P4												
460 Colonial Trail Hwy	Nottoway County		200 F	87%	1%	1%	1%	10%	0%	F	0.088	F	0.546	8200	
400) Colonial Hall Hwy	Notioway County				1 /0	1 /0	1 /0	10/0	0 /0	'	0.000	•	0.540	0200	1
~~	To: From:	Bus US 460 Ol					16:		•					46	
460)	Nottoway County	5.30 <b>49</b>	000 F	87%	1%	1%	1%	10%	0%	F	0.087	F	0.564	4900	ı
<del></del>	To- From:	67-606 C	ottage Rd			$ egin{array}{cccccccccccccccccccccccccccccccccccc$									
460 Colonial Trail Hwy	Nottoway County	2.23 <b>42</b>	200 F	87%	1%	1%	1%	10%	0%	F	0.083	F	0.532	4200	F
	To	67-609 Yel	llowbird Rd												

4/20/2015

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

Devite	Lord and Salt and	l	4407 04	4.T.	D		Trι	ıck		-00	K	01/	Dir	AAVAADT	01
Route	Jurisdiction	Length	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~ <u></u>	From:		9 Yellowbird Rd												
460 }	Nottoway County	3.71	7600 F	87%	1%	1%	1%	10%	0%	F	0.092	F	0.518	7600	F
~	To:		ddie County Line												
	Dinwiddie County	6.80	way County Line 5100 F	87%	1%	1%	1%	10%	0%	F	0.082	F	0.537	5100	F
460	Biriwiddle County	0.00	5100 F	07 /6	1 /0	1 /0	1 /0	10 /6	0 /6	'	0.002	'	0.557	3100	'
	Te- From:		625 Wells Rd												_
460	Dinwiddie County	2.99	5300 F	87%	1%	1%	1%	10%	0%	F	0.088	F	0.605	5300	I
~	To: From:	26-62	22 Baltimore Rd												
460	Dinwiddie County	2.32	6300 A	87%	1%	1%	1%	10%	0%	С	0.105	Α	0.563	6300	-
	To	26-611	Trinity Church R	d											
460	Dinwiddie County	3.29	6600 F	87%	1%	1%	1%	10%	0%	F	0.086	F	0.558	6600	-
+00)							.,.					-			
~~New Cent Dd	From:		7 Courthouse Rd	070/	10/	10/	10/	100/	00/	F	0.000	F	0.011	7000	
New Cox Rd	Dinwiddie County	2.36	7000 F	87%	1%	1%	1%	10%	0%	Г	0.086	Г	0.611	7000	-
<u></u>	To: From:		3 Tranquility Lane												
Cox Rd	Dinwiddie County	2.12	9300 F	87%	1%	1%	1%	10%	0%	F	0.091	F	0.634	9400	ı
~	To	26-63	31 Claiborne Rd												
Gox Rd	Dinwiddie County	0.25	13000 F	87%	1%	1%	1%	10%	0%	F	0.091	F	0.630	13000	
<del>\(\times\)</del>	τα	26	-743 Hart Rd												
Gox Rd	From: L Dinwiddie County	2.00	12000 F	87%	1%	1%	1%	10%	0%	F	0.091	F	0.653	12000	
+60 ) GOX 110	z =			0, 70	1 70		1 70	1070	070	•	0.001	•	0.000	12000	
~	From		6-632 Olgers Rd	070/	40/		40/	4.00/	00/	_	0.000	_	0.000	45000	
Cox Rd	Dinwiddie County	0.61	15000 F	87%	1%	1%	1%	10%	0%	F	0.086	F	0.639	15000	F
~~	To- From:	E 26-6	32 Buttewood Ro												
Cox Rd	Dinwiddie County	0.18	15000 F	87%	1%	1%	1%	10%	0%	F	0.086	F	0.651	16000	F
<del>~</del>	To	SR	R 226 Cox Rd			$ \vdash$									
460 Airport St	Dinwiddie County	1.21	16000 F	87%	1%	1%	1%	10%	0%	F	0.085	F	0.599	16000	F
.00)	To:	I-85	5; Bus US 460												
Bus	From:		X												
160 (460) Ramp	Dinwiddie County	0.19		See E	Bus US	460 for	direction	nal traffi	c volum	e esti	mates fo	r this	segment.		
~~~	To:		X												
	Dinwiddie County	1.77	I 85 N		Coo LOE	for dire	ational tu	offic vo	luma aa	tim at	aa far thi		mant		
160 85	,		00000								es for this	·		07000	
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	38000 A	85%	1%	1%	1%	12%	1%	F	0.099	А	0.523	37000	1
~ ~	To- From		US 1												
160 (85)	Dinwiddie County	1.18		S	See I-85	for dire	ctional tr	affic vo	lume es	timate	es for this	s seg	ment.		
~ ~	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	48000 B	87%	1%	1%	1%	10%	1%	С	NA			47000	E
	_ To:	SC	L Petersburg			— L									
160 (85)	City of Petersburg (Maint:			S	See I-85	for dire	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
100 000	Combined Traffic Estimates for 2 Parallel Roadw		48000 B	87%	1%	1%	1%	10%	1%	С	0.095	Α	0.529	47000	Е
	Tor		rrel Level Road	0.70	.,,		. , •	, ,	. , ,	•	5.555		3.023		-

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~	From:		rel Level F	Road												
460 (85)	City of Petersburg (Ma	,			S	ee I-85	for dire	ctional t	traffic vo	lume es	timate	es for this	segr	ment.		
Combir	ned Traffic Estimates for 2 Parallel Roa	adways on this Route:	53000	Α	87%	1%	1%	1%	10%	1%	F	0.093	Α	0.534	52000	Α
~~~	To- From:		I-85 S													
460 (85) Ramp	City of Petersburg (Ma	aint: 26) 0.10			S	ee I-85	for dire	ctional t	traffic vo	lume es	timate	es for this	segr	ment.		
\smile	To:		I-95 SB													
~~~ F	City of Datavalance (Ma	-it- 74) 0.00	I-85		-	05	£			l	4:					
460 95 Ramp	City of Petersburg (Ma				30	ee 1-95	ior dire	cuonari	traffic vo	iume es	imai	es for this	segi	nent.		
Down from LOE N to LOE	City of Deterology (Ma		Graham Rd		<u>C.</u>	00 L OF	for dire	otional t	troffic vo	luma aa	timat	a for this		mant		
460 95 Ramp from I-85 N to I-95 S	City of Petersburg (Ma	,	0.011	D	50	ee 1-95	ior dire	ctional	traffic vo	iume es	umate	es for this	segr	nent.		
Bus	From:		Collector													
460 (95) (460) Ramp from I-85 N to	I-95 S City of Petersburg (Ma			100441	S	ee I-95	for dire	ctional t	traffic vo	lume es	timate	es for this	sear	ment.		
400) (93) (400)	To:		rom US 30	1North									3			
Bus	From:	•	p from US													
460 (95) (460) Ramp from I-85 N to	I-95 S City of Petersburg (Ma	aint: 74) 0.27			S	ee I-95	for dire	ctional t	traffic vo	lume es	timate	es for this	segr	ment.		
~~~	To:		US 460													
~~~	From:	2.22	I-95		000/	40/	10/	40/	201	00/	_	0.004	_	0.004	10000	_
County Dr	City of Petersbur	rg 0.60	18000	F	89%	1%	1%	1%	8%	0%	F	0.091	F	0.661	19000	F
~~~	To- From:	SR 109	Hickory F	Iill Rd												
460 County Dr	City of Petersbur	rg 2.16	9600	Α	89%	1%	1%	1%	8%	0%	С	0.105	Α	0.521	10000	Α
<u> </u>	To	SR 100	6 Courthou	se Rd												
460 County Dr	City of Petersbur	rg 0.34	13000	F	89%	1%	1%	1%	8%	0%	F	0.082	F	0.528	13000	F
	To:	EC	L Petersbu	ırg												
~ ~ -	From:		die Count								_		_			_
Gounty Dr	Prince George Cou	unty 0.40	13000	F	89%	1%	1%	1%	8%	0%	F	0.082	F	0.528	13000	F
	To: From:		I-295													
460 County Dr	Prince George Cou	unty 0.74	14000	N	83%	1%	1%	1%	14%	0%	Ν	0.088	Ν	0.514	13000	Ν
<i></i>	To:		West Qual													
~~~	From:	74-629 Riv		_							_		_			_
Gounty Dr	Prince George Cou	unty 3.07	14000	F	83%	1%	1%	1%	14%	0%	F	0.088	F	0.514	13000	F
	To: From:	SR 156	Prince Geo	orge Dr												
460 County Dr	Prince George Cou	unty 6.20	13000	F	83%	1%	1%	1%	14%	0%	F	0.09	F	0.548	12000	F
<del>~</del>	To:		ex County 1													
460 General Mahone Hwy	Sussex County		eorge Cour	nty Line <b>F</b>	83%	1%	1%	1%	14%	0%	F	0.085	F	0.545	9400	F
460 General Manone Hwy	Sussex County	0.24	10000	Г	63%	170	170	170	14%	0%	Г	0.065	Г	0.545	9400	Г
<u> </u>	To: From:		CL Waver	_												
460 }	Town of Waverly (Mai	int: 91) 0.66	10000	N	83%	1%	1%	1%	14%	0%	Ν	0.085	Ν	0.545	9400	Ν
<u>~</u>	To	SR -	40 W Mair	ı St												
460	Town of Waverly (Mai	int: 91) 0.72	10000	N	83%	1%	1%	1%	14%	0%	Ν	0.079	Ν	0.506	9300	Ν
<i></i>	Too		CL Waverl	v												
460	Sussex County		10000	N N	83%	1%	1%	1%	14%	0%	N	0.079	Ν	0.506	9300	Ν
400)	To:		CL Wakefie		30 / 3	. 70	~~	1 /3	, 0	0 /0		3.070	• •	3.000	0000	

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4/20/2015

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

Davita	le colo all'atte co	Lameth AADT	~ .	4T:	D		Trι	ıck		00	K	ΟK	Dir	A A \ A \ D T	01
Route	Jurisdiction			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
	Town of Wakefield (Maint: 91)	WCL Wakefiel 1.06 <b>10000</b>		83%	1%	1%	1%	14%	0%	N	0.079	N	0.506	9300	Ν
460)	Town of Wakeneid (Maint. 91)			03 /0	1 /0	1 /0	1 /0	14 /0	0 /6	IN	0.079	IN	0.500	9300	1
General Mahone Hwy	Sussex County	ECL Wakefield 1.80 <b>10000</b>		83%	1%	1%	1%	14%	0%	F	0.079	F	0.506	9300	
460 General Manone Tiwy	To:	Southampton Count		03 /6	1 /0	1 /0	1 /0	14 /0	0 /6	•	0.079	'	0.500	9300	
	From:	Sussex County L	ine												
General Mahone Blvd	Southampton County	3.72 <b>9600</b>	Α	83%	1%	1%	1%	14%	0%	С	0.133	Α	0.579	8900	
<del>~</del>	To: From:	WCL Ivor													
General Mahone Blvd	Town of Ivor (Maint: 87)	0.65 <b>9600</b>	N	83%	1%	1%	1%	14%	0%	Ν	0.133	Ν	0.579	8900	
<del>~</del>	To: From:	87-616 Main S	t			<u> </u>									
460 General Mahone Blvd	Town of Ivor (Maint: 87)	0.64 <b>10000</b>	G	83%	1%	1%	1%	14%	0%	F	0.082	F	0.524	9400	
<del>~</del>	To.	ECL Ivor				$\neg$									
460 General Mahone Blvd	Southampton County	3.59 <b>10000</b>	N	83%	1%	1%	1%	14%	0%	Ν	0.082	Ν	0.524	9400	
<i></i>	To:	Isle of Wight Count	_												
Window Dlvd	From:	Southampton County	_	000/	10/	10/	10/	1.40/	00/	_	0.007	_	0.507	0000	
Windsor Blvd	Isle of Wight County	6.10 <b>10000</b>	F	83%	1%	1%	1%	14%	0%	F	0.087	F	0.527	9600	
<u></u>	To- From:	WCL Windson		2221											
460)	Town of Windsor (Maint: 46)	0.07 <b>10000</b>	F	83%	1%	1%	1%	14%	0%	F	0.087	F	0.527	9600	
	To: From:	US 258 Prince Blvd N; Pr													
Windsor Blvd	Town of Windsor (Maint: 46)	0.45 16000		83%	1%	1%	1%	14%	0%	F	0.089	F	0.551	15000	
	From:	46-610 Court Street North; 46-610 Court S		treet											
460	Town of Windsor (Maint: 46)	0.74 <b>16000</b>		83%	1%	1%	1%	14%	0%	Ν	0.089	Ν	0.566	15000	
	To: From:	ECL Windsor													
Windsor Blvd	Isle of Wight County	2.59 <b>16000</b>		83%	1%	1%	1%	14%	0%	F	0.089	F	0.566	15000	
~	To:	WCL Suffolk				_									
460 Pruden Blvd	City of Suffolk	3.08 <b>16000</b>	~	83%	1%	1%	1%	14%	0%	F	0.091	F	0.635	15000	
<del>~</del>	То	133-604 Lake Prince Dr; Pr	rovidence	e Rd											
460 Pruden Blvd	City of Suffolk	0.54 <b>18000</b>		83%	1%	1%	1%	14%	0%	F	0.09	F	0.620	17000	
400)	To														
460 Pruden Blvd	City of Suffolk	133-634 Kings For 1.47 <b>24000</b>		83%	1%	1%	1%	14%	0%	F	0.091	F	0.589	22000	
460)1 146611 2114	To:	US 58, BUS US 460; Suf			170		1 /0	1170	0 70	·	0.001	•	0.000	22000	
	From:	US 58, BUS US 460, Pu													
460 (58) (13) Suffolk Bypass	City of Suffolk	0.93 <b>47000</b>	G	92%	0%	1%	1%	6%	0%	F	NA			49000	
~ ~ ~	To: From:	SR 10 SR 32 Godwi	n Blvd			$\Box$ $\vdash$									
460 (58) (13) Suffolk Bypass	City of Suffolk	1.87 <b>56000</b>		92%	0%	1%	1%	6%	0%	F	0.085	F	0.597	58000	
~~~	Tox	61-642 Wilroy F	Rd			<u> </u>									
460 (58) (13) Suffolk Bypass	City of Suffolk	2.30 47000		92%	0%	1%	1%	6%	0%	F	0.084	F	0.618	49000	
	To	Bus US 13,Bus US 58 M													

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

-			,	iu iiileisia					Tru	ıck			K		Dir		
Route	Jurisdictio	on L	.ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~ ~~	From:			13,Bus US 5													
(460) (58) (13) Military Highway	City of Suff	olk	3.46	68000	F	92%	0%	1%	1%	6%	0%	F	0.086	F	0.621	71000	F
<del>**</del>	To: From:			CL Chesapea ECL Suffolk													
(460) (58) (13) Military Highway	City of Chesapeake	(Maint: 64)	2.94	69000	Α	92%	0%	1%	1%	6%	0%	С	0.097	Α	0.576	71000	Α
(460) (38) (13)	only of official care	(Mainte 01)				0270	0 70		170	070	0 70	Ū	0.007	,,	0.070	71000	,,
	City of Chesapeake	(Maint: 64)	0.11	I-664 10000	G	92%	0%	1%	1%	6%	0%	F	0.101	F	0.533	11000	G
[460] [58] [13]	Oity of Offesapeake	(Mairit. 04)				3Z /0	0 /0	1 /0	1 /0	0 /0	0 /6	'	0.101	•	0.555	11000	G
$\sim$	To: From:	1		JS 58; SR 19		040/	40/		00/	40/	00/	_	0.407		0.700	7400	
(460) (13) (191 <i>)</i>	City of Chesap	oeake	0.18	6700	F	91%	1%	2%	2%	4%	0%	F	0.137	F	0.723	7100	F
<del></del>	To: From:			1, S Military													
460 (13) Military Highway	City of Chesap		0.45	5300	F	91%	1%	2%	2%	4%	0%	F	0.151	F	0.726	5600	F
Coi	mbined Traffic Estimates for 2 Parallel	Roadways on this F	Route:	5300	F								NA			NA	
	To:		S	Military Hw	vy			<u> </u>									
460 13 Military Highway	City of Chesap	oeake	2.44	8000	F	91%	1%	2%	2%	4%	0%	С	0.150	F	0.523	8500	F
	Tor			I-64													
460 13 Military Highway	From: City of Chesap	neake	1.37	16000	F	97%	0%	1%	1%	1%	0%	F	0.105	F	0.527	17000	F
400) (13)	T-1								. , 0	. , 0	0,0	·	01.00	•	0.02	.,,,,,	•
460 (13) Military Highway	From: City of Chesap		S 17 Ge 1.01	orge Washin 16000	ngton Hw	97%	0%	1%	1%	1%	0%	F	0.105	F	0.53	17000	F
460 (13) Military Highway	Oity of Chesap	Jeane				31 /0	0 /0	1 /0	1 /0	1 /0	0 /6	'	0.103	'	0.55	17000	'
~~~	To: From:	L		R 196 Canal 1													
460 (13) Military Highway	City of Chesap	oeake :	2.20	27000	Α	97%	0%	1%	1%	1%	0%	С	0.135	Α	0.569	29000	Α
~ ~	From:			Military Hwy 13 Military I	_												
460 (166) Bainbridge Blvd	City of Chesap	oeake	0.74	11000	F	96%	1%	1%	0%	2%	0%	F	0.097	F	0.596	12000	F
400 (100)	Tel			F 1													
460 (166) Bainbridge Blvd	From: City of Chesap	neake	1.25	Freeman Ave	<u>е</u> F	96%	1%	1%	0%	2%	0%	F	0.090	F	0.509	11000	F
460 166 Bainbridge Blvd	Only of Official					0070	1 /0		0 70	270	0 70	•	0.000	•	0.000	11000	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:			hesapeake A		000/	40/		00/	00/	00/	_	0.000	_	0.575	0000	
460 166 Bainbridge Blvd	City of Chesap	реаке	0.81	8700	F	96%	1%	1%	0%	2%	0%	С	0.088	F	0.575	9200	F
•	From:			337 Poindext ainbridge Blv													
460 (166) Poindexter St	City of Chesap	oeake	0.56	6900	F	98%	0%	1%	0%	0%	0%	С	0.098	F	0.558	7400	F
400 100	Tel																
460 (166) 22nd St	From: City of Chesap	neake	0.39	Liberty St 5500	F	98%	0%	1%	0%	0%	0%	F	0.121	F	0.584	5800	F
460 166 22nd St	To:	Jeane		SCL Norfolk		30 /0	0 70		0 /0	0 /0	0 70	'	0.121	•	0.504	3000	
	From:			CL Chesapea													
460 (166) Wilson Rd	City of Norf	olk	0.65	7800	G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.739	8300	G
$\sim$	Tor		Са	ampostella A	ve												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From		0.70	Wilson Rd		05-1	4-1		4	061	051	_	0.655	_	0.000	00000	_
(460) (166) (168) Campostella Rd	City of Norf	OIK	0.73	34000	G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.688	36000	G
	To: Fron:			Kimball Terr	r												
460 (166) (168) Brambleton Ave	City of Norf		0.30	40000	G	95%	1%	1%	1%	2%	0%	С	0.094	F	0.659	43000	G
\sim	To:			Park Ave													

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		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~~~	From:		Park Ave													
460 (168) Brambleton Ave	City of Norfolk	0.40	29000	G	95%	1%	1%	1%	2%	0%	С	0.086	F	0.58	31000	(
<del>~</del> ~	To:	Tid	lewater Dr				$\neg$ $\vdash$									
460 (337) Brambleton Ave	City of Norfolk	0.10	24000	G	95%	1%	1%	1%	2%	0%	F	0.084	F	0.602	26000	
	To	C	Church St													
460 (337) Brambleton Ave	City of Norfolk		17000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.594	18000	
460)(337) = 1	To:		460 St Pauls		0070	. , 0		. , 0	_,,	0 / 0	•	0.000	•	0.00	.0000	
ALT	From:	ALT US 46			2											
460 (460 St Pauls Blvd	City of Norfolk	0.24	20000	G	95%	2%	2%	0%	1%	0%	F	0.078	F	0.516	22000	
	Tα	ALT US 460	Par Montic	cello A	VA.											
St Pauls Blvd	City of Norfolk		24000	G	95%	2%	2%	0%	1%	0%	F	0.078	F	0.525	25000	
460) 617 date 2774					0070	_,,		0,0	. , 0	0 / 0	•	0.0.0	•	0.020		
A A a self-a ella A a se	From		rginia Beach		050/	00/		00/	40/	00/	_	0.070		0.540	0.4000	
Monticello Ave	City of Norfolk	0.66	22000	G	95%	2%	2%	0%	1%	0%	С	0.078	F	0.543	24000	
	To: From:		21st St													
Monticello Ave	City of Norfolk	0.49	16000	G	95%	2%	2%	0%	1%	0%	F	0.115	F	0.558	18000	
~ <u></u>	To	С	Church St													
Granby St	City of Norfolk			G	95%	2%	2%	0%	1%	0%	F	0.081	F	0.587	26000	
400)	T-								.,.		•		-			
Cranby Ct	City of Norfolk		wellyn Ave 36000	G	95%	2%	2%	0%	1%	0%	F	NA			20000	
Granby St	City of Norfolk	0.45	36000	G	95%	2%	2%	0%	170	0%	Г	INA			38000	
~~~	To: From:		ow Wood Di													
Granby St	City of Norfolk	1.30	33000	G	98%	1%	1%	0%	0%	0%	С	0.084	F	0.559	35000	
~	To	7	Thole St													
Granby St	City of Norfolk			G	95%	2%	2%	0%	1%	0%	F	0.085	F	0.535	33000	
	To	CD 1651	Little Creek	D.A												
460 Granby St	City of Norfolk			G	95%	2%	2%	0%	1%	0%	F	0.091	F	0.504	23000	
460 Charley Ct	Oity of Norioik			<u> </u>	33 /6	<i>L</i> /0		0 70	1 /0	0 70	'	0.031	•	0.504	20000	
~~	To: From:		64; I-564													
Granby St	City of Norfolk	0.69	23000	N	98%	1%	1%	0%	0%	0%	N	NA			25000	
~	To: From:	I-	-64 East													
Granby St	City of Norfolk	0.30	23000	G	98%	1%	1%	0%	0%	0%	F	NA			25000	
~ <i>_</i>	To:	Ray	View Blvd													
460 Granby St	City of Norfolk			G	98%	1%	1%	0%	0%	0%	С	0.122	F	0.765	13000	
400) 61 41 10)	-				0070	. , 0		0,0	0 / 0	0 / 0	Ū	0	•	000	.0000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Prom-		Tidewater		000/	40/		00/	00/	00/		0.000		0.074	40000	
Granby St	City of Norfolk		12000	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.674	13000	
	To:		Cean View													
	From	Ramps from US 460			estbound											
A60 Ramp	Dinwiddie County	0.20	940	G								NA			940	
~	To	I-85	Southbound	i												

# 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	$\cap$ k	Dir AAWDT	QW
(460) Ramp	City of Norfolk (Maint: 64)	US 460 TO I-64 WEST 0.07 <b>4300 G</b> I-64-W FROM US 460-GRANBY STREET	0.100	F	4300	G
East 460 Ramp	Montgomery County  Tec U	US 460 TO RT 81 SOUTH 0.21 <b>4000 G</b> S 11- 120A FROM RT 11 AND PARKWAY DRIV	0.15	F	4000	G
East 460 Ramp toward I-81 N (to CD Ro	pad) at Exit 118Town of Christiansburg (Maint: 6	US 460; Parkway Drive 0) 0.14 <b>4600 G</b> I-81-N118X Collector Distributor Rd	0.086	F	4600	G
East 460 Ramp	City of Roanoke (Maint: 80)	US 460 TO RT 581 SOUTH 0.14 <b>3400 G</b> 581-S FROM RT 460 EAST00- ORANGE AVENU	0.105	F	3400	G
East 460 Ramp	City of Roanoke (Maint: 80)	US 460 TO RT 581 NORTH 0.11 <b>3000 G</b> 881-N FROM RT 460 EAST00- ORANGE AVENU	0.147	F	3000	G
East 460 Ramp	From:  Campbell County  Tc:	US 460 TO RT 29 SOUTH 0.33 NA US 29 FROM RT 460 EAST	NA NA		NA	-
East 460 Ramp	Campbell County	US 460 TO RTE 29 BUS 0.39 NA C5US 29 FROM RT 460 EAST	NA NA		NA	
East Bus 460 460 Ramp	Prince Edward County Tec	US 460 TO RT 15 North 0.35 <b>1800 G</b> US 15-S064A TO & FROM RT	NA NA		1800	G
East 460 Ramp	Prince Edward County  Tro	US 15 US 460 TO RTE 15 0.19 <b>2200 G</b> US 15 FROM & TO RTE 4	NA NA		2200	G
East 460 Ramp	Dinwiddie County  Tr: Rar	US 460 Airport St Eastbound 0.03 <b>450 G</b> np from US 460 Westbound toward I-85 Southbound	NA		450	G
East 460 Ramp	Prince George County	US 460 TO RT 295 SOUTHE  0.50 <b>520 G</b> I-295-E FROM RT 460 EAST	NA NA		520	G
East 460 Ramp	Prince George County	US 460 I-295-W003B FROM RT 295 NOR 0.33 1100 G I-295-W FROM RT 460 EAST	NA NA		1100	G
East 460 Ramp	City of Norfolk (Maint: 64)	US 460 TO ROUTE 264 EAST 0.14 4400 G 264-E FROM ROUTE 460 EAST-BRAMBLETON	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

4/20/2015

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

		Timary and interstate Houtes					
Route	Jurisdiction		Truck Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Facto	AAWDT	QW
West 460 Ramp	From:  Town of Christiansburg (Maint: 60  To:  To:  To:	US 460 TO RT 11 b) 0.12 <b>2100 G</b> -81-S118D FROM PARKWAY DRIVE WEST	]	0.112	F	2100	G
West 460 Ramp	From:  Town of Christiansburg (Maint: 60  To:  I	US 460 TO RT 81 SOUTH  0) 0.18 <b>460 G</b> -81-S118X FROM PARKWAY DRIVEWEST	]	0.149	F	460	G
West 460 Ramp	City of Roanoke (Maint: 80)  To: I-58	US 460 TO RT 581 SOUTH 0.09 <b>8200 G</b> 01-S FROM RT 460 WEST00- ORANGE AVENU		0.091	F	8200	G
West 460 Ramp	City of Roanoke (Maint: 80)  To: I-58	US 460 TO RT 581 NORTH  0.14 <b>12000 G</b> 1-N FROM RT 460 WEST00- ORANGE AVENU	]	0.094	F	12000	G
West 460 29 Ramp	From:  Campbell County  To:	US 460 TO RT 29 & 29 BUS  0.31 NA  C5US 29 FROM RT 460 WEST	]	NA		NA	
West 460 Ramp	Campbell County	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 <b>1600 G</b> US 15 Sheppards Rd	]	NA		1600	G
West 460 Ramp	Prince Edward County	US 460 TO RT 15 & 15 BUS 0.23 <b>1900 G</b> US 15 C5US 15 J		NA		1900	G
West 460 Ramp to I-85 at Exit 61	Dinwiddie County  Te: Ram	US 460 Airport St Westbound  0.02 NA up 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		NA		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		0.122	А	2400	Α
West 460 Ramp	City of Norfolk (Maint: 64)	US 460 TO ROUTE 264 EAST 0.19 <b>8000 G</b> 4-E FROM ROUTE 460 WEST00- BRAMBLETO		0.099	F	8000	G
ALT 460 58 Airline Blvd	City of Chesapeake	Joliff Rd 1.72 <b>6900 F</b> 97% 2% WCL Portsmouth	1% 0% 1% 0% 1	C 0.088	F 0.52	7300	F
ALT 460 58 Airline Blvd	City of Portsmouth	ECL Chesapeake		F 0.082	F 0.529	12000	G

# 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
ALT	City of Portsn		15000	Or <b>G</b>	97%	2%	1%	0%	1%	0%		0.079	F	0.602	15000	
60 58 Airline Blvd	City of Portsh				97%	270	1%	0%	170	0%	Г	0.079	Г	0.602	15000	(
ALT	To: From:		Elmhurst Lan													
Airline Blvd	City of Portsn	nouth 1.30	8700	G	97%	2%	1%	0%	1%	0%	F	0.079	F	0.571	9200	(
LT	To:	VI	CTORY BL	VD												
60 58 Airline Blvd	City of Portsn	nouth 0.28	11000	G	97%	2%	1%	0%	1%	0%	F	0.078	F	0.587	11000	(
<del></del>	To: From	Ţ	JS 58, SR 33	37			$\Box$ $\vdash$									
LT 60 (337) Portsmouth Blvd	City of Portsn	nouth 0.10	14000	G	99%	0%	0%	0%	0%	0%	F	0.080	F	0.581	14000	
	To		R 337 Turnp													
(337) Portsmouth Blvd	City of Portsn			G	99%	0%	0%	0%	0%	0%	_	0.083	F	0.616	12000	
Portsmouth Blvd	d City of Portsi	0.16	11000	G	99%	076	0%	0%	0%	0%	г	0.063	Г	0.616	12000	
LT	To: From:	1	I-264													
90) (337) Portsmouth Blvd	d City of Portsn		11000	N	99%	0%	0%	0%	0%	0%	N	0.083	N	0.616	12000	
	To:		T 337 & I-20 337 TO RT													
337 Ramp	City of Portsmouth				See	VA 33	7 for dir	ectional	traffic v	olume e	estima	ates for th	nis se	gment.		
	To:		-E FROM R													
_T 60 (264)	City of Portsmouth		T 337 & I-20	64	Se	e I-264	for dire	ectional t	raffic vo	olume es	stimat	es for thi	s sen	ıment		
50 (264)	Combined Traffic Estimates for 2 Parallel	'	48000	G	96%	0%	1%	1%	2%	0%	F	0.08		0.679	51000	
	To:	-	17 Frederick	Blvd												
_T	City of Portsmouth		17 Trederick	Diva	90	na I-264	for dire	octional t	raffic v	oluma as	etimat	es for thi	e e o o	ıment		
60 264	Combined Traffic Estimates for 2 Parallel	•	60000	G	96%	0%	1%	1%	2%	0%	F	0.090	_	0.591	64000	
	To				0070	0 70		1 70	270	0 / 0	•	0.000	•	0.001	04000	
_T	From:		eep Creek Bl	Iva		1.004			"							
50 264	City of Portsmouth	•	50000	_								es for thi		,	F0000	
	Combined Traffic Estimates for 2 Parallel	·		G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.577	59000	
_T	To: From:		141 Effingha	ım St												
Elizabeth River		,									stimat	es for thi	_			
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	Α	96%	0%	1%	1%	2%	0%	F	0.099	Α	0.502	74000	
	To: From:		WCL Norfoll	k												
Elizabeth River					Se	e I-264	for dire	ctional t	raffic vo	olume es	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000	Α	96%	0%	1%	1%	2%	0%	F	NA			74000	
LT	Tec From:		I-464													
60 (264) (337) Berkley B	ridge City of Norfolk (N	Maint: 64) 0.41			Se	e I-264	for dire	ctional t	raffic vo	olume es	stimat	es for thi	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	•	98000	G	96%	0%	1%	1%	2%	0%	F	NA			106000	
	To		337 Main St				_									

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

Route	Jurisdictic	n Length	AADT	ΟΛ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	. OV
	Carrodiotic	- 9-			71110		2Axle	3+Axle	1Trail	2Trail	<b>Q</b> 0	Factor	QIV	Factor	7011101	۵.
ALT	City of Norfolk (N		337 Main S	treet	Se	ا م <u>د</u>	4 for dire	ctional t	raffic v	nluma as	etimat	es for th	ie ea	rment		
60 (264) (337)	Combined Traffic Estimates for 2 Parallel	,	94000	G	96%	0%	1%	1%	2%	0%	F	NA	113 30(	gillolli.	102000	
	To To To To To To To To To To To To To T	rioddwdyd o'r triid riodto.				0 70		1 /0	270	070	•	1471			102000	`
ALT	From:		I-264													
60 337	City of Norfolk (N	Maint: 64) 0.22	28000	N	98%	1%	1%	0%	0%	0%	N	0.086	N	0.757	30000	1
LT	To:	SR 33	37 Tidewater	r Drive												
60 )	City of Norfolk (N	Maint: 64) 0.24	28000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.757	30000	(
~ <i>)</i>	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	29000	G								NA			NA	
	To:		St Pauls Blv													
ALT 60 St Pauls Blvd	City of Norfolk (N		Fenchurch S 40000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.596	43000	(
.60 Str dale 2170	City of North (19	,				1 70		070	0 70	0,0	•	0.001	•	0.000	10000	`
ALT ~~~	From:		60 Brambleto													
60 (460) St Pauls Blvd	City of Nort		20000	G	95%	2%	2%	0%	1%	0%	F	0.078	F	0.516	22000	(
~ ~	10		60 Par; Mon													
LT	From:	A1US-00460(B Vaint: 64) 0.17		HALL A	VENUE							NA			NIA	
Ramp	City of Norfolk (N	IS-00264-W010B(B)/I	NA EDOM DTE	264 EA	ST VIA A	IT4	1					NA			NA	
IT	From		4-W TO RT		31 VI/(/)	L1 T										
Ramp	City of Portsmouth		94-W 10 K1	. 331	Se	e I-26	4 for dire	ctional t	raffic v	olume es	stimat	es for th	is sed	ament.		
80 504	To:		37 FROM R	T 264										,		
LT	Prom.		7 Portsmout	th Blvd	0 -	- 1.00	4 fan allina		(('							
160 264	City of Portsmouth	,	40000	_							stimat	es for th			F1000	,
	Combined Traffic Estimates for 2 Parallel			G	96%	0%	1%	1%	2%	0%	г	0.08	F	0.679	51000	(
LT	To: From:	US	17 Frederick	Blvd												
60 264	City of Portsmouth	,			Se	e I-264	4 for dire	ctional t	raffic v	olume es	stimat	es for th	is se	gment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	G	96%	0%	1%	1%	2%	0%	F	NA			64000	(
LT	To: From:	D	eep Creek B	lvd												
60 (264)	City of Portsmouth	(Maint: 64) 1.17			Se	e I-264	4 for dire	ctional t	raffic v	olume es	stimat	es for th	is sed	ament.		
190 (204)	Combined Traffic Estimates for 2 Parallel	,	56000	G	96%	0%	1%	1%	2%	0%	F	NA	•	,	59000	(
	To		141 Effingha	ım St												
LT	From:		141 Emilgia	iii St	0-	- 1.00		-4:14	tt:		_4:4	4 4				
60 264 Elizabeth River I		,	CEOOC								sumat	es for th			74000	
	Combined Traffic Estimates for 2 Parallel	-		Α	96%	0%	1%	1%	2%	0%	Г	0.099	А	0.502	74000	/
LT	To: From:		WCL Norfol	k												
160 (264) Elizabeth River I		,			Se	e I-26	4 for dire	ctional t	raffic v	olume es	stimat	es for th	is se	gment.		
$\leftarrow$	Combined Traffic Estimates for 2 Parallel			Α	96%	0%	1%	1%	2%	0%	F	NA			74000	/
	To:		I-464, SR 33	7												

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

						_		Tru	ck			K		Dir		_
ute	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		in St US 11;		000/	00/	10/	40/	40/	00/	_	0.007	_	0.540	10000	
1) 4th St	City of Salem	0.40	17000	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.546	18000	(
	To: From:		Elm St													_
1) 4th St	City of Salem	0.37	18000	G	96%	0%	1%	1%	1%	0%	С	0.09	F	0.528	20000	(
	To: From:		Union St													
1 4th St	City of Salem	0.29	16000	G	96%	0%	1%	1%	1%	0%	F	NA			17000	
رے T	To: From:	C	Colorado St													
1 4th St	City of Salem	0.28	9400	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.589	10000	
J	Too	Ro	oanoke Blvd	ĺ												
_T 1 Texas St	City of Salem		11000	G	97%	0%	1%	0%	1%	0%	С	0.099	F	0.604	11000	
1) 10,220 01	To To	0.01	Idaho St		01 /0	0 70		070	170	0 70	0	0.000		0.004	11000	
_T	From:	0.01			070/	00/	40/	40/	40/	00/	_	0.007	_	0.504	0500	
1 Texas St	City of Salem	0.61	6100	G	97%	0%	1%	1%	1%	0%	С	0.097	F	0.564	6500	
Ţ	From:	Lyr	nchburg Tpk	e												_
Texas St	City of Salem	0.24	2700	G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.965	2800	
	From:		Electric Rd Texas St													_
1) (419) Electric Rd	City of Salem		20000	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.59	22000	
	To:		E Main St													
us g ( Crab Orchard Rd	From:		19, US 460	) <b>F</b>	97%	0%	1%	00/	10/	00/	F	0.004	F	0.628	1700	
9 Crab Orchard Rd	Tazewell County	1.58	1600	Г	97%	0%	170	2%	1%	0%	Г	0.094	Г	0.628	1700	
TE	From:		SR 91													_
9 Crab Orchard Rd	Tazewell County	0.27	1400	F	97%	0%	1%	2%	1%	0%	С	0.091	F	0.522	1500	
Js	To: From:		SR 16													_
9) (16)	Tazewell County	1.11	2100	F	97%	1%	1%	0%	0%	0%	F	0.091	F	0.628	2200	
JS .	To: From:	Wo	CL Tazewell	1												_
9) (16)	Tazewell County	0.44	2300	N	97%	1%	1%	0%	0%	0%	Ν	0.089	Ν	0.755	2400	
<i>2</i>	To:		SR 16													
9 (16) Main St	Town of Tazewell	0.20	CL Tazewell 2300	F	97%	1%	1%	0%	0%	0%	С	0.089	F	0.755	2400	
9) (18) 51	To				01.70	170		070	0 70	070	•	0.000		0.700	2100	
JS Main St	Town of Town		16 Fairgrou		000/	00/		00/	00/	00/	г	0.000	г	0.575	0500	
9 16 Main St	Town of Tazewell	0.81	3300	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.575	3500	
us	To: From:		Church Ave													_
9) (16) Fincastle Trpk	Town of Tazewell	0.44	4100	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.526	4300	
<i>y</i>	To	Ta	azewell 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	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus Bus	From:	Tazewell A		000/	00/	20/	00/	00/	00/	_	0.00	_	0.504	0000	-
160 (19) Fincastle Trpk	Town of Tazewell	1.65 <b>5700</b>	F	99%	0%	0%	0%	0%	0%	С	0.09	F	0.524	6000	F
Bus Bus	To: From:	SR 61 Ben Bo	lt Blvd												
.60 (19) Fincastle Trpk	Town of Tazewell	0.65 <b>4500</b>	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.550	4700	F
Sus Bus	To: From:	ECL Tazev	well												
60 (19)	Tazewell County	0.93 3300	F	99%	0%	0%	0%	0%	0%	F	0.095	F	0.52	3500	ı
	Tox	US 19 & US	S 460												
JS.	From:	US 460 Colonial													
Old Nottoway Rd	Nottoway County	1.39 <b>3900</b>	F	94%	1%	1%	1%	4%	0%	F	0.127	F	0.611	4000	
us	To: From:	67-9457 Nottoway	High Scho	ol											
Old Nottoway Rd	Nottoway County	4.10 <b>3400</b>	F	94%	1%	1%	1%	4%	0%	С	0.109	F	0.505	3500	
~ <u></u>	To: From:	WCL Black	stone												
us 60 Church St	Town of Blackstone	0.44 <b>3400</b>	F	94%	1%	1%	2%	2%	0%	F	0.103	F	0.568	3500	
30)	Tα	Amelia A							* / *	-					
us ou location	From:			0.40/	40/	40/	00/	201	00/	_				F700	
Church St	Town of Blackstone	0.74 <b>5400</b> SR 40 South M	G Join St	94%	1%	1%	2%	2%	0%	С	NA			5700	
JS	From:	Elm St													
Morth Main St	Town of Blackstone	0.59 <b>5900</b>	F	94%	1%	1%	1%	3%	0%	С	0.087	F	0.520	6100	
12	To: From:	Dinwiddie SR 40 Dinwid													
us 60 North Main St	Town of Blackstone	0.14 <b>5700</b>		94%	1%	1%	1%	3%	0%	F	0.091	F	0.502	5900	
<del>"</del>	To:	Division	St												
US North Main Ct	Town of Blackstone		F F	0.40/	1%	10/	10/	20/	00/	F	0.000	F	0.514	E000	
North Main St	Town of Blackstone	0.37 <b>5600</b>		94%	170	1%	1%	3%	0%	Г	0.092	Г	0.514	5800	
us	From:	Barco R	d												
North Main St	Town of Blackstone	0.56 <b>3800</b>	F	94%	1%	1%	1%	3%	0%	F	0.095	F	0.51	3900	
us	To: From:	ECL Blacks	stone												
Cox Rd	Nottoway County	2.10 <b>3800</b>	F	94%	1%	1%	1%	3%	0%	F	0.096	F	0.551	3900	
	Tα	US 460 East of E	Blackstone												
us Bus	From:	US 460	)												
60 (360)	Nottoway County	0.18 <b>820</b>	F	95%	1%	1%	2%	1%	0%	С	0.107	F	0.526	840	
us Bus	To: From:	CL Burkey	ille												
60 (360)	Town of Burkeville (Maint: 67)	0.30 <b>820</b>	N	95%	1%	1%	2%	1%	0%	Ν	0.107	Ν	0.526	840	1
<i></i>	Tor	67-T724	4												
us Bus	Town of Burkeville (Maint: 67)	0.21 <b>1800</b>	F	95%	1%	1%	2%	1%	0%	F	0.095	F	0.561	1800	
60 (360)	Town of Burkeville (Maint. 67)	67-628		90%	I 70	I 70	∠ 70	I 70	U 70	Г	0.095	Г	0.001	1000	-

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

_					_		Truck				K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4	4 Tire	Bus			rail 2Tr		QC	Factor	QK	Factor	AAWDT	Q۱
Bus Bus	From:	67-628	- /	050/	40/		00/	0/ 00	,	_ ا	0.404	F	0.5	0400	F
460 (360)	Town of Burkeville (Maint: 67)	0.44 <b>2100</b> US 460 East of Burke		95%	1%	1%	2% 1	% 0%	0	F	0.104	F	0.5	2100	r
Dua.	From:	US 58, US 460	ville												_
Bus 460	City of Suffolk		F 9	99%	0%	0%	0% (	0%	,	F	0.092	F	0.630	11000	
	To-	SR 10, SR 32				<u> </u>									
8us 60 (10) (32)	City of Suffolk	1.49 <b>25000</b>	A 9	99%	0%	0%	0% (	0%	, 0	С	0.100	Α	0.509	26000	
$\sim$ $\sim$	To- From:	Old NCL Suffolk	(												
8us 60 (32) (10) Main St	City of Suffolk	0.09 <b>27000</b>	G 9	99%	0%	1%	0% (	0%	, 0	F	NA			29000	
	To	US 13,BUS US 58,SI	R 32												
60 58 13 Constance Rd	City of Suffolk			97%	0%	1%	0% 2	2% 0%	, 0	F	0.08	F	0.566	17000	
$\rightarrow \bigcirc \bigcirc$	Too	Pinner St													
us Bus Bus 60 (58) (13) Portsmouth Blvd	City of Suffolk		F 9	97%	0%	1%	0% 2	2% 0%	<u>,</u>	С	0.084	F	0.525	17000	
60 (58) (13) Portsmouth Blvd	Tro			01 70	0 70		070 2	.70 07	O	J	0.004		0.020	17000	
us Bus Bus	From:	SR 337 Washington		2001	201		10/		,	_	0.004	_	0.570	0.4000	
60 (58) (13) Portsmouth Blvd	City of Suffolk	1.22 <b>23000</b> US 58	F 9	96%	0%	1%	1% 2	2% 0%	0	С	0.081	F	0.579	24000	
us	From:	US 460 West of Pearis	sburg												
60}	Giles County			94%	1%	1%	1% 4	l% 0%	, 0	F	0.086	Ν	0.532	8300	
<i>~</i>	To- From:	NCL Pearisburg													
us 60 Main St	Town of Pearisburg (Maint: 35)	0.26 <b>6600</b>	F 9	94%	1%	1%	1% 4	l% 0%	, 0	С	0.086	F	0.532	6900	
~	To:	SR 100 North													
us 60 (100) Main St	Town of Pearisburg (Maint: 35)	SR 100 N, North Mai 0.38 <b>9900</b>		95%	0%	1%	1% 2	2% 0%	,	С	NA			10000	
60 (100) Main St	Town of Fearisburg (Maint. 55)			95 /6	0 /6	1 /0	1/0 2	. /6 0 /	0	U	INA			10000	
JS	From:	SR 100 S, South Main													
Wenonah Ave	Town of Pearisburg (Maint: 35)	1.09 <b>7200</b>	F 9	98%	1%	0%	1% (	0%	0	F	0.092	F	0.536	7600	
us	To- From:	ECL Pearisburg													
Wenonah Ave	Town of Pearisburg (Maint: 35)	1.39 <b>7400</b>	F 9	98%	1%	0%	1% (	0%	, 0	С	0.098	F	0.553	7800	
<i></i>	To:	US 460 East of Pearis	sburg												
JS ~~~	From:	US 460 Old Tnpk F													
60)(221)	City of Bedford (Maint: 09)	0.33 <b>6500</b>	N S	98%	1%	1%	0% 1	% 0%	0	N	0.094	N	0.506	6900	
us .	To: From:	Oakcrest St													
60)(221) Blue Ridge Ave	City of Bedford	0.68 <b>6500</b>	G 9	98%	1%	1%	0% 1	% 0%	, 0	С	0.094	F	0.506	6900	
	Tra- From:	4th St													
ous 60 (221) W Main St	City of Bedford	0.07 <b>4800</b>	G 9	98%	1%	1%	0% 1	% 0%	, 0	F	0.092	F	0.51	5100	
221)	Tor	Crenshaw St	- '			i i		. 3,							

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

5 .				4			Tru	ıck			K	211	Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q\ 
Bus Bus Ct	From:		nshaw St	000/	10/	10/	00/	10/	00/	_	0.007	F	0.500	6400	_
460 221 122 W Main St	City of Bedford		6100 G	98%	1%	1%	0%	1%	0%	F	0.097	Г	0.533	6400	G
Bus	To- From:	N B	Bridge St												
(43) E Main St	City of Bedford	0.08 5	5700 G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.588	6100	C
Bus	To: From:	Sc	outh St												
60 (43) E Main St	City of Bedford	0.07	5700 G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.524	6100	(
$\sim$	To- Econo	SR 4	3 Otey St			<u> </u>									
Bus 60 E Main St	City of Bedford	1.11 6	6500 G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.605	6900	(
80) =	To:		60, SR 122	0070	0,0		0,70	0,0	0,70		0.00.	•	0.000		
lus	From:	US 460; S	CL Blacksbur	g											
60 Main St	Town of Blacksburg	0.29 <b>1</b>	5000 N	98%	0%	0%	0%	0%	0%	Ν	0.102	Ν	0.588	16000	
Bus	To- From:	SCL I	Blacksburg												
Main St	Montgomery County	0.76 <b>1</b>	5000 G	98%	0%	0%	0%	0%	0%	F	0.102	F	0.588	16000	
~ <i></i>	То	NCL CI	hristiansburg												
on N Franklin St	Town of Christiansburg (Maint: 60)		1000 G	98%	0%	0%	0%	0%	0%	С	0.102	N	0.588	21000	
60 N Trankiin St	Town of Christiansburg (Maint. 60)				0 /6	0 /8	0 /0	0 /6	0 /0	C	0.102	IN	0.566	21000	
lus	From:		eppers Ferry R												
60 N Franklin St	Town of Christiansburg (Maint: 60)		3000 G	98%	0%	0%	0%	0%	0%	С	0.089	F	0.526	24000	
Bus	From:	SR 111 Camb	Rd; Bus 460 P ria St; Bus 460												_
60 N Franklin St	Town of Christiansburg	1.38 <b>2</b>	6000 G	98%	0%	0%	0%	0%	0%	С	0.091	F	0.515	28000	
~ <i></i>	To- From:	De	epot St			<b>—</b>									
on N Franklin St	Town of Christiansburg	0.28	9900 G	98%	0%	0%	0%	0%	0%	F	0.087	F	0.539	11000	
00)	To:		SR 8 Main St	0070	0,70		0,70	0,0	0,70	-	0.00.	•	0.000		
us F Main Ot	From:		1 Main St	000/	00/	10/	40/	00/	00/	_	NIA			7000	
E Main St	Town of Christiansburg		7400 G anoke St	98%	0%	1%	1%	0%	0%	F	NA			7900	
Bus	From:		Main St												
60 (11) Roanoke St	Town of Christiansburg	0.11 <b>1</b>	1000 G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.57	12000	
ius	To: From:	C	raig St												
60 11 Roanoke St	Town of Christiansburg	0.98 1	2000 G	98%	0%	1%	1%	0%	0%	F	0.103	F	0.577	12000	
	To:		1 Depot St												
us 60 (11) Roanoke St	Town of Christiansburg		6000 G	98%	0%	1%	0%	0%	0%	С	0.104	F	0.602	17000	
60 (11) Roanoke St	Town of Office lands		JS 460	30 /0	0 /0	1 /0	U /0	U /0	U /0	J	0.104	'	0.002	17000	
Bus	From:		JS 460												_
Main St	Town of Blacksburg		4700 F	98%	0%	1%	1%	0%	0%	С	0.104	F	0.651	5000	
~ <i>/</i>	To:	Mount	t Tabor Rd												

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

								Tru	ıck			K	011	Dir		
Route	Jurisdiction I	_ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
Bus Main St	Town of Plankoburg	0.87	ount Tabor F 6800		98%	1%	0%	00/	0%	0%	0	0.098	F	0.681	7300	G
Main St	Town of Blacksburg			G	90%	1%	0%	0%	0%	0%	С	0.098	Г	0.001	7300	Ċ
Bus	To- From:		trick Henry l													
Main St	Town of Blacksburg	0.44	12000	G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.545	13000	G
Bus	To: From:		Broce Dr													
Main St	Town of Blacksburg	0.26	13000	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.510	14000	G
	To- Fron:		Progress St													
Main St	Town of Blacksburg	0.17	16000	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.505	17000	C
<i>→</i>	To: Prove	P	rices Fork R	d			$\neg$ $\vdash$									
Bus 60 Main St	Town of Blacksburg	0.53	17000	G	98%	1%	0%	0%	0%	0%	F	0.082	F	0.523	18000	
~			Roanoke St													
Bus 460 Main St	Town of Blacksburg	0.19	17000	G	98%	1%	0%	0%	0%	0%	F	0.083	F	0.504	18000	C
160 Wall St	Town or Diacksburg	0.13		<u> </u>	30 /6	1 /0	U /0	0 /6	0 /6	0 /6	'	0.003	'	0.304	10000	
Bus	From:		Clay St													
Main St	Town of Blacksburg	0.53	18000	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.522	19000	(
Bus	To: From:		Upland Rd													
60 Main St	Town of Blacksburg	1.00	19000	G	98%	1%	0%	0%	0%	0%	F	0.094	F	0.522	20000	(
Bus	To- From:		Ellett Rd													
.60 Main St	Town of Blacksburg	1.43	21000	G	98%	1%	0%	0%	0%	0%	С	0.1	F	0.504	22000	(
~	Tα	US 46	0; SCL Blac	kburg												
Bus Front Ct	From:	0.07	US 460	F	000/	00/	00/	10/	10/	00/	0	0.000	_	0.510	10000	
60 67 Front St	Town of Richlands	0.27	13000	-	98%	0%	0%	1%	1%	0%	С	0.082	F	0.518	13000	F
Bus	From:		US 460 P, 21													
67) Front St	Town of Richlands	0.58	6200	F	98%	0%	0%	1%	1%	0%	F	0.082	F	0.539	6600	F
~ ~	Combined Traffic Estimates for 2 Parallel Roadways on this			F	98%	0%	1%	1%	1%	0%	F	0.084	F	0.786	14000	F
Bus	Tro. From:		7 P Railroad													
60 (67) Front St	Town of Richlands	0.04	5500	F	99%	0%	1%	0%	0%	0%	F	0.089	F		5800	F
~ ~	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	9300	N	98%	0%	1%	1%	0%	0%	N	NA			9900	١
us	To- From:	SR	67 Norfolk	St												
Front St	Town of Richlands	0.18	3600	F	99%	0%	1%	0%	0%	0%	F	0.088	F		3900	F
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	6600	F	99%	0%	1%	0%	0%	0%	F	NA			7100	F
Bus	To: From:	Bus	US 460 P 2n	nd St												
Front St	Town of Richlands	0.92	6200	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.54	6600	F
~ <u></u>	To:	W	CL Cedar Bl	uff												

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

_							Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT Q	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		CL Richlands												
E Cedar Valley Rd	Town of Cedar Bluff (M	Maint: 92) 2.25	4100 F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.523	4300	F
	100		US 460												
Bus 2nd St	From:		US 460 Front St	000/	00/	10/	00/	00/	00/	_	0.007	F		7000	F
460 67 2nd St	Town of Richlan		6800 F		0% 0%	1%	0%	0%	0%	F	0.087 0.084	F	0.706	7200	F
	Combined Traffic Estimates for 2 Parallel Ro	<u> </u>	13000 F	98%	0%	1%	1%	1%	0%	Г	0.084	Г	0.786	14000	г
Bus	To: From:	SR 6	7 Railroad Ave												
4β0 67 67 2nd St	Town of Richlan	nds 0.05	3800 N	96%	0%	1%	3%	1%	0%	Ν	0.095	Ν	0.664	4100	Ν
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	9300 N	98%	0%	1%	1%	0%	0%	Ν	NA			9900	Ν
	To	SR	67 Norfolk St			<u> </u>									
Bus 2nd St	Town of Richlan	nds 0.25	3000 F	99%	0%	1%	0%	0%	0%	С	0.090	F		3200	F
2nd St	Combined Traffic Estimates for 2 Parallel Ro		6600 F	99%	0%	1%	0%	0%	0%	F	NA	'		7100	F
	To:		US 460 Front St	99 /0	0 /6	1 /0	0 /6	0 /0	0 /0	1	INA			7100	'
Que.	From:		) West of Pampli	2											
Bus 160 Pamplin Rd	Appomattox Cou		2100 F		0%	1%	1%	6%	0%	С	0.096	F	0.596	2200	F
100)	. ppomatter out	-		0.70	0,0		. , 0	0 70	0,0	Ū	0.000	•	0.000		
Bus	From:		L Pamplin City												
Pamplin Rd	Town of Pamplin City (N	Maint: 06) 0.46	2100 N	91%	0%	1%	1%	6%	0%	Ν	0.096	Ν	0.596	2200	١
	To: From:	SR 47 Th	omas Jefferson F	lwy											
Bus 460 Pamplin Rd	Town of Pamplin City (N	Maint: 06) 0.25	1600 F	91%	0%	1%	1%	6%	0%	F	0.102	F	0.508	1600	F
160)	To:	•	dward County Li		0 70		170	070	0 70	•	0.102	•	0.000	1000	•
Bus	From:	Appom	attox County Lin												
Pamplin Rd	Town of Pamplin City (N	Maint: 73) 0.21	1400 F	93%	0%	1%	1%	4%	0%	С	0.089	F	0.504	1400	F
~	To: From:	ECI	L Pamplin City												
Bus 460 }	Prince Edward Co	ountv 1.43	1400 N	93%	0%	1%	1%	4%	0%	N	0.089	N	0.504	1400	Ν
160	To:		0 East of Pamplin		0 70	170	1 /0	7/0	0 70	14	0.000	14	0.504	1400	
Bus	From:		West of Lynchbu			1									_
Timberlake Rd	Campbell Coun		15000 A		0%	0%	0%	1%	0%	С	0.102	Α	0.561	16000	F
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To						-,-		- , -	-					
Bus	From:		22 Waterlick Rd												
160 Timberlake Rd	Campbell Coun	nty 1.24	27000 G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.549	28000	G
	Too From:	15-73	9 Greenview Dr												
Bus 160 Timberlake Rd	Campbell Coun	nty 0.14	30000 G	98%	0%	0%	0%	1%	0%	F	0.080	F	0.525	32000	G
100							0,0	. , •	0,0	•	2.000	•	3.023	02000	Ì
Bus	To: From:		520 Laxton Rd												
Timberlake Rd	Campbell Coun	nty 0.04	30000 N	98%	0%	0%	0%	1%	0%	Ν	0.084	Ν	0.526	31000	١
~~~	To:	WO	CL Lynchburg												
Bus 460 Timberlake Rd	City of Lynchbu	ırg 0.62	30000 G	98%	0%	0%	0%	1%	0%	F	0.084	F	0.526	31000	G
460) Hillbellake Nu	City of Lynchbu	-	Graves Mill Rd	30 /o	U /o	0 /0	U /o	1 /0	U /o	1	0.004	'	0.520	31000	G

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

Б			4			Tru	ıck		-00	K	01/	Dir	A A14/DT	
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QI
Bus	From:	Old Graves Mill Rd	2221					221						
Timberlake Rd	City of Lynchburg	1.14 24000 G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.521	26000	G
Bus	To: From:	Leesville Rd												—
Timberlake Rd	City of Lynchburg	0.37 32000 G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.577	34000	G
~	To	US 501 Lynchburg Expressw	av											
ous 60 Fort Ave	City of Lynchburg	1.15 17000 G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.557	18000	(
50 1 OIT AVE	Tax	Bus US 29 Wards Rd	30 /6	0 /6		0 /6	1 /0	0 /6	•	0.007	'	0.557	10000	
us	From:	Wards Rd												_
60 (163) Fort Ave	City of Lynchburg	1.19 21000 G	98%	0%	1%	0%	0%	0%	С	0.083	F	0.536	22000	
<i></i>	To:	Memorial Ave												
JS	From:	Bus US 29 Memorial Ave		20/		201	40/	00/	_	0.000	_	0.540	0000	
Fort Ave	City of Lynchburg	0.57 7900 G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.549	8300	
us	To- From:	US 221 Oakley Ave												_
50 (221) Fort Ave	City of Lynchburg	0.42 9100 G	97%	1%	1%	1%	1%	0%	С	0.082	F	0.506	9600	
	To	118-6029 Fort Ave												
JS ~~~	From:													
60 (221) 12th St	City of Lynchburg	0.25 9000 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.504	9500	
is Bus	To- From:	Bus US 501 Campbell Ave	:											_
Bus 50 (221) (501) 12th St	City of Lynchburg	0.18 8500 G	96%	1%	1%	1%	1%	0%	F	NA			9100	
30)(221)(301) 12.11 31	To:	Kemper St	0070	1 /0	—i~	1 70	1 /0	070	•				0.00	
us Bus	From:	12th Street												_
50 (221 (501 Kemper St	City of Lynchburg	0.41 9700 G	96%	1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	
	To:	Bus US 29 Lynchburg Express												
Bus Ct	Prom:	US 29 Lynchburg Expresswa	_	00/	10/	10/	10/	00/	F	0.000	F	0.500	0400	
0 501 Kemper St	City of Lynchburg	0.34 8500 G Campbell Ave	97%	0%	1%	1%	1%	0%	Г	0.096	Г	0.589	9100	
s Bus	From:	Kemper St												_
Campbell Ave	City of Lynchburg	0.88 17000 G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.629	18000	
	To	Mayflower Dr			<u> </u>									
us Bus	From:	•	070/	00/	40/	40/	40/	00/	_	0.000	_	0.040	47000	
Campbell Ave	City of Lynchburg	0.48 16000 G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	
us Bus	Trom:	Florida Ave												_
60 (501) Campbell Ave	City of Lynchburg	0.14 19000 G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	
	To:	US 460, US 501 Richmond H												
JS ~~~	From:	Bus US 501												
(501) Campbell Ave	City of Lynchburg	0.15 11000 N	97%	0%	1%	0%	2%	0%	N	0.106	N	0.685	13000	
	To:	US 29, US 460												
JS	From	US 460 Prince Edward Hw												
60 (460 Ramp	Prince Edward County	0.35	See	US 46	60 for dir	ectional	traffic v	olume o	estima	ates for th	nis se	gment.		
~~~	To	US 15 Par												

# 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	QV
US Channeyda Dd	From:	0.14	х	000/	10/	10/	10/	00/	10/	_	0.000	_	0.017	FC00	F
Sheppards Rd	Prince Edward County		5500 F	88%	1%	1%	1%	9%	1%	F	0.088	F	0.617	5600	F
us Bus	From:		Bus US 15												
60 (15)	Prince Edward County		300 A	97%	0%	1%	0%	1%	0%	С	0.111	Α	0.583	6800	A
	To:		3-695												
us Bus 60 (15) Third St	Town of Farmville		VCL Farmville 6900 F	97%	0%	1%	0%	1%	0%	F	0.084	F	0.612	7400	
00 (13) 01	то			0.70	0 70		0,0	. , 0	0,0	•	0.00	•	0.0.2		
us Bus	From:		ial Park Rd							_		_			
(15) Third St	Town of Farmville		200 F	97%	0%	1%	0%	1%	0%	С	0.092	F	0.531	10000	
us .	From:		15 BUS S 15; Oak St												
Third St	Town of Farmville		600 F	97%	1%	1%	1%	1%	0%	F	0.088	F	0.503	7100	
<i>~</i>	To	SR 45	5; Main St												
us 60 3rd St	Town of Farmville		3700 F	97%	0%	1%	1%	1%	0%	С	0.083	F	0.517	9300	
30 314 31	Town of Lamiville			31 /6	0 /6	1 /0	1 /0	1 /0	0 /6	O	0.003	•	0.517	3300	
JS	From:		ginia St												
3rd St	Town of Farmville	1.22 <b>7</b>	7900 F	97%	0%	1%	1%	1%	0%	F	0.089	F	0.54	8400	
us	To- From:	Miln	wood Rd												
3rd St	Town of Farmville	0.89 <b>7</b>	′500 F	97%	0%	1%	0%	1%	0%	F	0.097	F	0.558	8000	
~ <u></u>	Too	FCL.	Farmville												
us 60 E 3rd St	Prince Edward County		′100 F	97%	0%	10/	0%	1%	0%	С	0.094	F	0.583	7300	
50 E 31d 31	Tax		S 460	9770	076	1%	0%	170	0%	C	0.094	Г	0.363	7300	
IS	From:		; US 460												
Airport St	Dinwiddie County		7500 F	98%	0%	1%	1%	1%	0%	F	0.094	F	0.562	8000	
	To:		dton Plank Rd												
JS Paydra Plant Pd	From:		Plank Rd	050/	10/	10/	00/	10/	00/	_	0.007	F	0.000	10000	
Boydton Plank Rd	Dinwiddie County		2000 F	95%	1%	1%	2%	1%	0%	F	0.087	г	0.603	13000	
us	To- From:	I-85 SW	of Petersburg												
Boydton Plank Rd	Dinwiddie County	1.23 <b>1</b> 4	4000 F	98%	0%	1%	1%	1%	0%	F	0.092	F	0.528	15000	
	To: From:	SR 22	26 Cox Rd												
us 60 (1)	Dinwiddie County	0.45 12	2000 A	98%	0%	1%	1%	1%	0%	С	0.105	Α	0.534	12000	
	To				- 7.			.,-							
us	Prom:		Petersburg							_		_			
Washington St	City of Petersburg	0.40 13	3000 F	98%	0%	1%	1%	1%	0%	F	0.093	F	0.537	13000	
us	To: From:	Sur	mmit St												
60 1 Washington St	City of Petersburg	0.18 <b>1</b> :	3000 F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.518	13000	- 1
~~~	To	Е	Elm St												

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

_				4.00				Т				1/		D:-		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		Trι	-		QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus	From	<u> </u>	Elm St								_		_			_
(460) (1) Washington St	City of Peters		15000	F	97%	1%	1%	1%	1%	0%	F	0.08	F	0.548	16000	F
\$\\	To		1 Par; Wytl													
Bus	Prom	US 1 Par, Was				10/		40/	40/	00/	_	0.000	_		7500	_
(460) (1) Wythe St	City of Peters	-	7000	F	97%	1%	1%	1%	1%	0%	С	0.090	F		7500	F
\hookrightarrow	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	17000	F
	Ta		Perry St													
Bus	From										_		_			_
460 1 Wythe St	City of Peters	-	9800	F	97%	1%	1%	1%	1%	0%	F	0.093	F		10000	F
\hookrightarrow	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	F	97%	1%	1%	1%	1%	0%	F	NA			20000	F
	To	er er	R 36 Market	+ C+												
Bus	From	SF	SO Marke	ısı												
(460) (1) (36) Wythe St	City of Peters	sburg 0.20	9600	F	97%	1%	1%	1%	1%	0%	F	0.095	F		10000	F
\bigcirc	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	т-		~ ~ ~ ~													
Bus ALT	From	ALTU	S 301 Syca	more St												
(460) (1) (301) (36) Wyth	ne St City of Peters	sburg 0.20	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	F
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Combined Traine Learnage for Farance	-														
Bus	To From	US	1 Jefferson	n St												
(460) (36) Wythe St	City of Peters	sburg 0.20	16000	F	98%	1%	1%	0%	1%	0%	С	0.085	F		17000	F
400 (30) 117410 31	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	34000	_
	Combined Trainic Estimates for 2 Faraner	Hoadways off this houte.	32000	Г	90 /6	1 /0	1 /0	1 /0	1 /0	0 /6		0.001		0.303	34000	•
Bus	To From		I-85, I-95													
$\sim\sim$	City of Peters	sburg 0.30	11000	F	98%	1%	1%	0%	1%	0%	F	0.076	F		11000	F
460 36 Wythe St	· · · · · · · · · · · · · · · · · · ·	· ·									F		F	0.044		
	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	1%	1%	0%	Г	0.088	Г	0.641	25000	Г
	From		US 301 Cr													
Bus Crotor Dd	City of Peters		US 301 W	ytne St F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.524	11000	F
(460) (301) Crater Rd		-	10000	г	99%	0%	170	0%	0%	0%	C		Г	0.524		Г
~	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To	Maintenan														
Bus	rrom	I-95; BUS U														
(460)(301) Crater Rd	City of Petersburg		10000	N	99%	0%	1%	0%	0%	0%	N	0.081	N	0.524	11000	N
\$	To	US	301 Crater	Rd												
Bus	rrom		US 301			110.00										
(460)(301) Ramp US 301 S	to I-95 S at Exit ??? City of Petersburg	<u></u>			See	e US 30	1 for dir	ectional	traffic v	olume e	estima	ates for th	ns se	gment.		
\$	To		-95 CD Roa													
Bus	From		from US 30	01South												
(460)(95)(460)Ramp from	1 I-85 N to I-95 S City of Petersburg	(Maint: 74) 0.18			S	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
	To	Ramp	from US 30	1North												
Bus	From		0000	J. ul												
(460) (95) (460) Ramp from	1 I-85 N to I-95 S City of Petersburg				S	ee I-95	tor dire	ctional tr	attic vo	lume es	timate	es for this	segr	ment.		
<u>~~~</u>	То		Bus US 460	0												
Bus	From	CE	US 460 Exi	t 6A												
460 Ramp	City of Petersburg		5900	G								NA			5900	G
400)	To		US 460 Exi													_
		CE	CO TOU EXI													

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

Route	Jurisdictio	ın Lenç	gth AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	- Q'
Bus	From:		CEUS 460 Ex	it 6C			2AXI	e 3+Axle	1 I rail	21rail		Factor		Factor		
Ramp	City of Petersburg			G								NA			4400	(
00) "	To:		I-95 South													
ıs	From:	CEUS 460-P	002B CEUS 4	60-E006	B FROM											
Ramp	City of Petersburg	,		G								NA			8600	
ر_	To:	I-95-N FROM F	RT 460 BUS00	- WASH	INGTON	&										
us _	From:		CEUS 460 Ex													
Ramp	City of Petersburg	(Maint: 26) 0.0		G								NA			3300	
	10.		I-85 South													
us 60 (460) Ramp	Dinwiddie Co		US 460 TO R' 9 7700	<u>Г 85 NB</u> G								NA			7700	
50)(460) Hamp	To:	,	85-N FROM U									14/3			7700	
us	From:		O RTS 85 & 9:		HROUND		1									
Ramp	City of Petersburg			G	Воспъ							NA			3500	
. ر <u>د</u>	Tα	CEUS 460-P002	A TO RTS 85	& 95 SO	UTHBOU	ND										
us	From:	CEUS	S 460 TO RT 9	5 NORT	Ή											
Ramp	City of Petersburg	(Maint: 74) 0.2	0 12000	G								NA			12000	
<u> </u>	Τα	CEUS 460-	P002B CEUS	460- 6B	FROM											
us	From:		Wythe St Batt													
Washington St	City of Peters	•		F	97%	1%	1%		1%	0%	F	0.096	F		9400	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 16000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	17000	
JS	To: From:		123-9025 We	st St												
₩ashington St	City of Peters	burg 0.4	0 8200	F	97%	1%	1%	1%	1%	0%	F	0.090	F		8800	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 15000	F	97%	1%	1%	1%	1%	0%	F	NA			16000	
	To: From:		123-9029 Sou	th St												
us 60 / 1 Washington St	City of Peters	sburg 0.2	7 8900	F	97%	1%	1%	1%	1%	0%	С	0.087	F		9500	
80) (1)	Combined Traffic Estimates for 2 Parallel	•		F	97%	1%	1%		1%	0%	F	NA			20000	
	To:	.,	Guarantee													
us	From:										_		_			
60 Washington St	City of Peters	•		F	97%	1%	1%		1%	0%	F _	0.094	F		11000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	North Marke	F	97%	1%	1%	1%	1%	0%	F	NA			21000	
JS	From:	US	1 Par; SR 36 N													
(36) Washington St	City of Peters			F	97%	1%	1%	1%	1%	0%	С	0.093	F		12000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 21000	F	97%	1%	1%	1%	1%	0%	F	NA			22000	
AL T	To:	ALT	US 301 Par, S	ycamore	St		<u> </u>									
60 (301 (36) Washington	n St City of Peters			F	97%	1%	1%	1%	1%	0%	F	0.089	F		17000	
60 301 36 Washington	Combined Traffic Estimates for 2 Parallel			F	97%	1%	1%		1%	0%	F	NA	'		31000	
	Combined Traine Estimates for 2 Faraller		US 301 Par,			1 /0	1 /0	1 /0	1 /0	0 /0	1	INA			31000	

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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus ALT	From		S 301 Par, A													
(301) (36) Washingtor		-	15000	F	97%	1%	1%	1%	1%	0%	F	0.079	F		16000	F -
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	F	97%	1%	1%	1%	1%	0%	F	NA			30000	F
Bus	To From		S 1 Jefferso	n St												
(36) Washington St	City of Peters	•	16000	F	95%	1%	1%	1%	2%	0%	F	0.079	F		18000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	34000	F
Bus			I-95													
60 (36) Washington St	City of Peters	sburg 0.24	13000	F	95%	1%	1%	1%	2%	0%	С	0.101	F		14000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	F	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	25000	ı
.	To	US	301 Crate	r Rd			\neg \vdash									
Bus 60 (301) Crater Rd	City of Peters	sburg 0.10	7200	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.541	7700	F
90 (301)	Combined Traffic Estimates for Parallel		NA	-								NA			NA	
	To		SUS US 460) Wythe S	St .											
Bus 60 (301) Crater Rd	City of Peters		10000	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.524	11000	
60 (301) Crater Rd	Combined Traffic Estimates for Parallel		NA	г	9970	0%	170	0%	070	0%	C	NA	Г	0.524	NA	
	To		nce Jurisdict	tion Chan	ge							INA			INA	
lus	From	US	301 Crate	r Rd												
β0 Winfield Rd	City of Peters	· ·	1300	F	96%	1%	1%	0%	1%	0%	С	0.094	F	0.959	1400	l
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	2000	G	97%	1%	1%	0%	1%	0%	F	NA			2100	(
us	To From	State M	aintenance !	Boundary	7											
β0 Winfield Rd	City of Petersburg	(Maint: 26) 0.09	1300	F	96%	1%	1%	0%	1%	0%	С	0.094	F	0.959	1400	I
}	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	1%	0%	F	NA			2100	(
	To	•	460 Count	-												
Sus Dames	From	CEUS 460-P TO			HBOUND)						NIA			4400	
β0 Ramp	City of Petersburg	(Maint: 26) 0.26 CEUS 460-E006A T	4400 ORTS 85 2	G	THROU	ND	_					NA			4400	(
Suc.	From	:	CEUS 460		ПВОС	, TD										
Bus 60 Ramp	City of Petersburg	(Maint: 74) 0.08	NA	,								NA			NA	
<u>ke)</u> .	To	CEUS 460-E0	06B CEUS	460- 6B	FROM											
Bus	From	:	M Bus 460	0												
60 Ramp	Dinwiddie Co	ounty 0.27	1500	G								NA			1500	(
~	To		I-85													_
Bus 60 (Confederate Blvd	Apparatta		S 460 Rich		98%	0%	10/	10/	10/	00/	_	0.000	_	0.52	12000	
Confederate Blvd	Appomattox C		12000	F	90%	υ%	1%	1%	1%	0%	С	0.089	Г	0.53	13000	1
Bus	To		CL Appoma	attox												
Pamplin Rd	Town of Appomatto		12000	N	98%	0%	1%	1%	1%	0%	Ν	0.089	Ν	0.53	13000	1
~	То	NCL A	appomattox,	, SR 131												

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'
JS B.	From:		ppomattox, S		000/	00/	10/	40/	40/	201		0.000		0.50	10000	
Pamplin Rd	Town of Appomattox	(Maint: 06) 0.07	12000	N	98%	0%	1%	1%	1%	0%	N	0.089	N	0.53	13000	1
us	To- From:		131; 06-101	12,												
Confederate Blvd	Town of Appomattox	(Maint: 06) 0.71	7900	F	99%	0%	1%	0%	1%	0%	F	0.091	F	0.502	8100	-
JS	To: From:	SR 131	Old Courtho	ouse Rd												
Confederate Blvd	Town of Appomattox	(Maint: 06) 0.47	3700	F	99%	0%	1%	0%	1%	0%	С	0.089	F	0.565	3800	
<u>ر</u>	To: From:	EC	L Appomatt	tox												
ıs 60 Pamplin Rd	Appomattox C	ounty 0.58	3700	N	99%	0%	1%	0%	1%	0%	Ν	0.089	Ν	0.565	3800	ı
9 .	Τα:		60 Richmond	l Hwy												
th	From:		I-64													
4	City of Chesapeake	,	28000	G	95%	0%	1%	1%	2%	0%	F	NA			32000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	G	95%	0%	1%	1%	2%	0%	F	NA			62000	
th	To: From:	US	13 Military I	Hwy												_
4)	City of Chesapeake	,	24000	G	95%	0%	1%	1%	2%	0%	F	NA			28000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	G	95%	0%	1%	1%	2%	0%	F	NA			54000	
h	To: From:]	Freeman Ave	e												
4)	City of Chesapeake	(Maint: 64) 1.89	23000	Α	95%	0%	1%	1%	2%	0%	С	0.158	Α		27000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	Α	95%	0%	1%	1%	2%	0%	С	0.111	Α	0.697	53000	
h	To: From:	SR 3	37 Poindext	er St												
4)	City of Chesapeake	(Maint: 64) 0.76	25000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	G	95%	0%	1%	1%	2%	0%	F	NA			55000	
h	To: From:	;	SCL Norfolk	ζ												
4)	City of Norfolk (M	aint: 64) 0.41	25000	G	95%	0%	1%	1%	2%	0%	F	NA			29000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	G	95%	0%	1%	1%	2%	0%	F	NA			55000	
th	To: Fron:		Main Street													
4)	City of Norfolk (M	aint: 64) 0.60	24000	G	95%	0%	1%	1%	2%	0%	F	NA			27000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	
h	To: From:		SR 337													
th 4)(337)	City of Norfolk (M	aint: 64) 0.16	24000	N	95%	0%	1%	1%	2%	0%	Ν	NA			27000	
9 65.7	Combined Traffic Estimates for 2 Parallel	•	46000	N	95%	0%	1%	1%	2%	0%	Ν	NA			52000	
	To:		I-264													
th	From:		-N TO I-64 I									0.400	-		0505	
(17) Ramp	City of Virginia Beach	n (Maint: 64) 0.20 I-64-E FR	9500	G								0.120	F		9500	

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

Route	Jurisdiction	I enath	AADT	ΩΔ	4Tire	Rue		Truck	(Q(K	QK	Dir	AAWDT	
	Guisaleton				71110	Dus	2Axle	3+Axle 1	Trail 2Tr	ail	Factor	QIV	Factor	AAWDI	
lorth 164)Ramp	City of Chesapeake (Maint: 6		64-N TO RT 5500	13 G							0.121	F		5500	G
	To:	US 13 US 13-			OM RT						0	•			
orth	From:) FREEMAN	I AVE	NUE										
64 Ramp	City of Chesapeake (Maint: 6		4500	G							0.099	F		4500	G
<u> </u>	Τα	131-8598; 131-			D TO R										
orth 64) Ramp	From: City of Chesapeake (Maint: 6		4-N TO RT	337 G							0.111	F		2100	(
64 Hamp	City of Chesapeake (Maint. 6		2100 37 FROM RT								0.111	Г		2100	
orth	From:		4-N TO RT												_
Ramp	City of Chesapeake (Maint: 6		720	G							0.184	F		720	(
<u> </u>	Τα	SR	337 TO RT 4	464											
orth	From:		I-464 North												
Ramp	City of Norfolk (Maint: 64)	0.12	1100	G	93%	0%	1%	3%	2% 0%	6 F	NA			1200	(
	To.		SR 337			_									
orth 64) Ramp	City of Norfolk (Maint: 64)	I-464-N TO ROUT 0.13	E 264 WEST	I & BE	ERKLEY S	T					NA			NA	
64) Tump	To:	SR 337-N025A		@ ROI	UTE 337						14/1			1471	
orth	From:	I-464-N006A	TO ROUTE	E 264 V	VEST										
64)Ramp	City of Norfolk (Maint: 64)	0.04	NA				_				NA			NA	
<i></i>	To: From:	SR 337-N0	25A FROM	STATI	E ST										
orth 164) Ramp	City of Norfolk (Maint: 64)	0.08	NA								NA			NA	
9	то	I-464-N006T INS		TATIC	N POAD										
orth	From:		NA	IAIR	ON KOAD						NIA			NIA	
Ramp	City of Norfolk (Maint: 64)	0.25 I-264-W FRO		464 NO	ORTH		1				NA			NA	
orth	From:	I-464-N006B INS													_
Ramp	City of Norfolk (Maint: 64)	0.07	NA NA	7171110	or Rolls						NA			NA	
	To:	ST	ATE STREE	ET											
outh	From:		I-64												
64)	City of Chesapeake (Maint: 6	•	27000	G	95%	0%	1%		2% 0%		NA			31000	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	55000	G	95%	0%	1%	1%	2% 0%	6 F	NA			62000	(
outh	Toe- From-	US	13 Military H	lwy											
64)	City of Chesapeake (Maint: 6	•	23000	G	95%	0%	1%	1%	2% 0%	6 F	NA			27000	(
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	47000	G	95%	0%	1%	1%	2% 0%	6 F	NA			54000	(
outh	To: From:	Fr	eeman Aven	ue											
outh 64	City of Chesapeake (Maint: 6	64) 2.01	22000	Α	95%	0%	1%	1%	2% 0%	6 С	0.158	Α		26000	,
	Combined Traffic Estimates for 2 Parallel Roadway	•		Α	95%	0%	1%	1%	2% 0%	6 C	0.111	Α	0.697	53000	,
	Tσ		Collector Roa	d			1								

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	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:			ollector Roa													
464)	City of Chesapeake	,	0.43	23000	G	95%	0%	1%	1%	2%	0%	F	NA			26000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	48000	G	95%	0%	1%	1%	2%	0%	F	NA			55000	G
South	To: From:		S	SCL Norfoll	(
464)	City of Norfolk (M	laint: 64)	0.36	23000	G	95%	0%	1%	1%	2%	0%	F	NA			26000	G
101)	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	48000	G	95%	0%	1%	1%	2%	0%	F	NA			55000	G
	To-	<u> </u>		Main Street													
South	From:	Initate CA)				050/	00/	10/	10/	00/	00/	_	NIA			05000	_
464	City of Norfolk (M		0.87	22000	G	95%	0%	1%	1%	2%	0%		NA			25000	G
	Combined Traffic Estimates for 2 Parallel $_{\scriptscriptstyle {\rm To}}$	Roadways on this	Route:	46000 I-264	G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
Courth	From:		SD 10	4 TO I-64 V	VECT												
South 464) Ramp	City of Chesapeake	(Maint: 64)	0.22	8200	G								0.095	F		8200	G
404)	To:			FROM RT		UTH											-
South	From:		I-464-	S TO I-64	EAST												
A64 Ramp	City of Chesapeake	(Maint: 64)	0.36	4300	G								0.177	F		4300	G
	Τα]	I-64-E FR	OM RT 46	4 SOUT	Н											
South	From:		I-46	64-S TO RT	`13												
Ramp	City of Chesapeake		0.14	2900	G								0.107	F		2900	G
$\overline{}$	То:	Ţ	US 13 TO	AND FRO	M RT 4	54											
South	From:			ΓΟ FREEM)											
Ramp	City of Chesapeake		0.13	3000	G								0.117	F		3000	G
<u> </u>	Τα			8598- A TC													-
South	From:			Γ 337 EAST	'00- POI	NDEXTE	R						NIA			NIA	
Ramp	City of Chesapeake		0.11	NA M ROUTE	464.00	TODAY.							NA			NA	
South 464) Ramp	City of Chesapeake	I-464-S BE	0.16	ECTOR RE NA	D-RT 337	POINDE	EX						NA			NA	
464 hallip	City of Chesapeake	· · · · · · · · · · · · · · · · · · ·						_					IVA			INA	
South	To: From:	SR 337-W02	23A FRO	M ROUTE :	337 WE	ST00- POI	IND										
Ramp	City of Chesapeake	(Maint: 64)	0.14	NA									NA			NA	
\bigcirc		I-464-S004	4A TO R	Γ 337 EAST	00- POI	NDEXTE	R										
South 464) Ramp	City of Chesapeake		0.09	NA				-					NA			NA	
464 Hallip	City of Chesapeake	· · · · · · · · · · · · · · · · · · ·						_					INA			INA	
South	To: From:	SR 337-E02	23A FRO	M RT 337 E	AST00-	POINDE	XT										
(464) Ramp	City of Chesapeake		0.14	NA									NA			NA	
\smile	To	I-464-S EN	ND COLL	ECTOR RE	000- RT	337 POIN	ID										
	From:			I-495-S0510	C TO FA	AIRVI											
A95 Ramp	Fairfax Cou	nty	0.08	NA									NA			NA	
$\overline{}$	To: From:	I-495- 51I	D TO FAI	RVIEW PA	RK DR	IVE SOU	Т										
A95 Ramp	Fairfax Cou	nty	0.04	NA									NA			NA	
\smile	Tα	29-6928-N	1000B FA	IRVIEW PA	ARK DR	IVE FRO	M										

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	O۱
	France						2Axle	3+Axle	1Trail	2Trail		Factor	<u> </u>	Factor		
Ramp	Fairfax Cou	I-495- 51C TO FAI nty 0.06	NA	KK DRIV	E SOUT							NA			NA	
195) Hamp	Tamax Ood	FAIRVIEW PARK I		O 50 EA	ST FRO	M						14/3			INA	
	From:		N058B Gap T													
Ramp	Fairfax Cou		NA									NA			NA	
	Tα	I-395-N Gap	FROM RT	495 & R	Т											
ExpN	From:	South I	End Express I													
1-495 Express Lanes			9500		97%	1%	1%	0%	0%	0%	С	0.264	Α		12000	,
	Combined Traffic Estimates for 4 Parallel				96%	1%	1%	1%	2%	0%	С	0.082	Α	0.558	237000	
	To:		20 Braddock													
195 I-495 Express Lanes	From:	South I	End Express I		000/	10/	10/	00/	0%	00/	0	0.040	Α		10000	
195 1-495 Express Lanes	Combined Traffic Estimates for 4 Parallel	Poodways on this Pouts:	8100		98% 96%	1% 1%	1% 1%	0% 1%	0% 2%	0% 0%	C	0.243 0.082	A	0.558	10000 237000	
	Tallet Trainic Estimates for 4 Faraner		20 Braddock		90 /6	1 /0	1 /0	1 /0	2/0	0 /6	C	0.002	^	0.556	237000	
orth	From:		I-95, I-395													
Capital Beltway	Fairfax Cou		98000	Α	96%	1%	1%	1%	2%	0%	С	0.077	Α		104000	
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	218000	Α	96%	1%	1%	1%	2%	0%	С	0.082	Α	0.558	237000	
	Toc	29-6	20 Braddock	Rd												
lorth 495) Capital Beltway	Fairfax Cou		85000		96%	1%	1%	1%	2%	0%	_	NA			91000	
195 Capital Bellway	Combined Traffic Estimates for 2 Parallel	,			96%	1%	1%	1%	2%	0%	F	NA			186000	
	Tollier Traine Estimates for 21 drainer				30 70	1 /0	1 /0	1 /0	270	0 70	•	14/3			100000	
lorth	From:		Little River													
Capital Beltway	Fairfax Cour	•	74000	-	96%	1%	1%	1%	2%	0%	F -	NA			79000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	165000	G	96%	1%	1%	1%	2%	0%	F	NA			177000	
lorth	To: From:	29-6	550 Gallows I	Rd												
Capital Beltway	Fairfax Coul	nty 1.34	70000	G	96%	1%	1%	1%	2%	0%	F	NA			75000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	167000	G	96%	1%	1%	1%	2%	0%	F	NA			178000	
	To: From:	US 50	0 Arlington B	Blvd												
lorth 495 Capital Beltway	Fairfax Cou	nty 0.76	102000	G	96%	1%	1%	1%	2%	0%	F	NA			109000	
495) Supilar 2011114)	Combined Traffic Estimates for 2 Parallel	,			96%	1%	1%	1%	2%	0%	F	NA			205000	
	To	,	I-66													
orth	From:			_	000/	40/	401	401	20/	00/	_				00000	
Capital Beltway	Fairfax Cour	,	83000		96%	1%	1%	1%	2%	0%	-	NA			88000	
	Combined Traffic Estimates for 2 Parallel				96%	1%	1%	1%	2%	0%	۲	NA			185000	
lorth	To: From:	SR 7	7 Leesburg Pi	ike												
495 Capital Beltway	Fairfax Cou	nty 0.42	83000	G	96%	1%	1%	1%	2%	0%	F	NA			89000	
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	167000	G	96%	1%	1%	1%	2%	0%	F	NA			179000	
	To:	SR 123	3 Chain Bridg	ge Rd												

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

		Fillially all														
Route	Jurisdiction	l enath	AADT	ΩΔ	4Tire	Rus		Tru	ck		QC	K	QK	Dir	AAWDT	ΟW
	Gansalction	. Longin	~~ <i>u</i>	<u>ح</u> د	+111C		2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	٠ı٠	Factor	/ (/ (V D I	Q 1 V
North	From:		3 Chain Brid													
(495) Capital Beltway	Fairfax Coun		74000	G	96%	1%	1%	1%	2%	0%	F	NA			79000	G
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	158000	G	96%	1%	1%	1%	2%	0%	F	NA			169000	G
North	To: From:	Dulles Access I	Rd; SR 267	Dulles 7	Toll Rd											
(495) Capital Beltway	Fairfax Coun	nty 1.60	93000	Α	96%	1%	1%	1%	2%	0%	F	0.092	Α		95000	Α
,	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	189000	Α	96%	1%	1%	1%	2%	0%	F	0.083	В	0.519	196000	Α
	To	SR 193	Georgetow	n Pike												
North (495) Capital Beltway	Fairfax Coun		93000	A	96%	1%	1%	1%	2%	0%	_	0.097	Α		96000	۸
495 Capital Beltway	Combined Traffic Estimates for 2 Parallel R			A	96%	1%	1%	1%	2%	0%	· -	0.097	A	0.551	200000	A
	Combined Trainic Estimates for 2 Faraller					1 /0	1 /0	1 /0	2/0	0 /6	•	0.004	^	0.551	200000	٨
North	Fron:	George Washi														
(495) Capital Beltway	Fairfax Coun		113000	Α	96%	1%	1%	1%	2%	0%	F	0.085	Α		116000	Α
	Combined Traffic Estimates for 2 Parallel R	·		Α	96%	1%	1%	1%	2%	0%	F	0.081	Α	0.500	241000	Α
	To:	Maryland Sta			iver											
North	From:		I-495 North									0.100	^		00000	^
495 Ramp	Fairfax Coun	ty 0.21 George Was	20000 hington Mor	A marial D	lawa							0.109	Α		20000	Α
	Brone	•			KWY		<u>_</u>									
North (495) I-495 Exit 44A	Fairfax Coun		I-495 North 4700	F								0.597	Α		4400	F
495)1 400 Exit 4471	Tarrax	7	Georgetow				-1					0.007	,,		4400	•
North	From:	I-495-N TO RT 267			S ACCES	2	<u> </u>									
(495) Ramp	Fairfax Coun		NA	DULLL	5 / ICCLS							NA			NA	
1	To:	SR 267-W FROM RT		'H00- C	APITAL E	3LT										
North	From:	I-495-N TO RT 123 I	NORTH00-	DOLLE	Y MADIS	SO										
(495) Ramp	Fairfax Coun		NA									NA			NA	
	To:	SR 123 FR	OM RT 495	5 NORT	Ή											
North	From:	I-495-N TO RT 123	SOUTH00-	DOLLE	Y MADIS	SO										
(495) Ramp	Fairfax Cou <u>n</u>	•	NA									NA			NA	
	To:	SR 123 FR	OM RT 495	5 NORT	ΉH											
North	From:	I-495 Capital		ner Loo _l	NB											
Ramp From I-495 N to S	SR 7 E Fairfax Coun		NA									NA			NA	
	Τα		Leesburg Pik													
North	From:	I-495 Capital		ner Loo	NB											
Ramp From I-495 N to S	SR 7 W Fairfax Coun	,	NA	W.								NA			NA	
	Τα	SR 7 L	eesburg Pik	ke WB												
North	From:	0.10	I-495 N									NIA			NIA	
495 I-495 N Exit 48	Fairfax Coun		NA									NA			NA	
North	To: From:	I-495 N	Exit 48 A to	SR 7 E		-										
495) I-495 N Exit 48	Fairfax Coun	nty 0.06	NA									NA			NA	
\smile	To:	Ran	np From SR	7 E												

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

		Filliary and interstate houtes		
Route	Jurisdiction	Length AADI QA 41 ire Bus 2	Truck QC K QK Dir PAxle 3+Axle 1Trail 2Trail Factor Factor	AAWDT QW
North (495) I-495 N Exit 48	Fairfax County	Ramp From SR 7 E 0.17 NA	NA	NA
495)1 400 N Exit 40			TVA	INA
North	To: From:	I-495 N Exit 48 B to SR 7 W		
495 I-495 N Exit 48	Fairfax County	0.08 NA	NA	NA
North	To: From:	Ramp From SR 7 W	<u> </u>	
(495) I-495 N Exit 48	Fairfax County	0.17 NA	NA NA	NA
$\overline{}$	To:	I-495 N		
North	From:	I-495-N TO RT 66 WEST		
Ramp	Fairfax County	0.48 NA	NA NA	NA
	From:	I-495-N TO RT 66 WEST		
North (495) Ramp	Fairfax County	I-495-N TO RT 66 EAST 0.24 NA	NA	NA
495) (411)	Tarrax County	I-66-E FROM RT 495 NORTH		INA
North	From:	I-495-N TO RT 66 WEST		
Ramp	Fairfax County	0.24 NA	NA NA	NA
	То:	I-66-W FROM RT 495 NORTH		
North	From:	I-495 To US 50 EB		
(495) Ramp	Fairfax County	0.16 NA	NA	NA
North	To: From:	I-495-N051C TO FAIRVIEW PARK DRIVE		
(495) Ramp	Fairfax County	0.40 NA	NA	NA
1.00	To	FROM FAIRVIEW PARK DRIVE		
North (495) Ramp	From:		NA.	NIA
495 Hamp	Fairfax County	0.07 NA US 50 FROM RT 495 NORTH	NA	NA
North	From:	I-495-N051X TO RT 50 WEST00- ARLINGTON B		
North (495) Ramp	Fairfax County	0.19 NA	NA NA	NA
400	To:	US 50 US 50-E076C TO & FROM RT 49	2	
North	From:	I-495-N051A TO FAIRVIEW PARK DRIVE		
(495) Ramp	Fairfax County	0.11 NA	NA	NA
	To:	I-495-S051C I-495- 51C TO FAIRVI		
North	From:	I-495-N BEGIN COLL RD TO RT 50-ARLINGTO		
A95 Ramp	Fairfax County	0.01 NA	NA	NA
North	To: From:	29-650- 2A FROM RT 65000- GALLOWS ROAD		
(495) Ramp	Fairfax County	0.50 NA	NA	NA
$\overline{}$	To: From:	I-495-N051A TO RT 50 EAST00- ARLINGTON B		
North (495) Ramp	Fairfax County	0.13 NA	NA	NA
490 1141114	r amax county		INA	ING
North	Tor- From:	US 50-E076C FROM RT 50 EAST00- ARLINGTON		
(495) Ramp	Fairfax County	0.14 NA	NA NA	NA
$\overline{}$	To	I-495-N051B TO RT 50 WEST00- ARLINGTON B		

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

Route	1			Truck	. K	D:*
	Jurisdiction	Length	AADT QA 4Tire Bu	s 2Axle 3+Axle 1Trail 2Trail		Dir AAWDT Q\
North	From:		50 WEST00- ARLINGTON B			
Ramp	Fairfax County	0.04	NA		NA	NA
<u> </u>	To:	I-495-N END COLL I	RD FROM RT 5000- ARLING			
North	From:		5000- GALLOWS ROAD			
495 Ramp	Fairfax County	0.19	NA		NA	NA
<u> </u>	To:	29-650; 29-650-	2A FROM & TO RT 49			
North	From:		236 EAST00- DUKE STREE			
Ramp	Fairfax County	0.21			NA	NA
<u> </u>	To:	SR 236 FRO	OM RT 495 NORTH			
lorth	From:	I-495-N053X TO RT	236 WEST00- DUKE STREE			
Ramp	Fairfax County	0.19			NA	NA
<u> </u>	To:	SR 236 FR	OM RT 495 NORTH			
lorth	From:	I-495-N BEGIN	COLL ROAD TO RT 236			
Ramp	Fairfax County	0.05	NA		NA	NA
<u> </u>	To: From:	I-495-N053A TO RT	236 EAST00- DUKE STREE	<u> </u>		
North				<u></u>	NIA	NA
North 495 Ramp	Fairfax County	0.10	NA		NA	NA
lorth	To: From:	SR 236-E006B FROM	RT 236 EAST00- DUKE STR			
Ramp	Fairfax County	0.10	NA		NA	NA
100)	•					
lorth	To: From:		236 WEST00- DUKE STREE			
Ramp	Fairfax County	0.07	NA		NA	NA
	Toc From:	SR 236-W006B FROM	I RT 236 WEST00- DUKE STR			
lorth 195) Ramp	Fairfax County	0.07	NA		NA	NA
195 Hamp	Taillax County		LL ROAD FROM RT 236		INA	NA .
	From:					
lorth Roma	Fairfax County	0.19	620 EAST00- BRADDOCK R		NA	NA
Ramp	Tairiax County	29-620 FRC			INA	NA .
	From:					
lorth 495) Ramp	Fairfax County	0.23	620 WEST00- BRADDOCK R		NA	NA
195 Hamp	Tairiax County	29-620 FRC			INA	NA .
	From:					
lorth 195) Ramp	Fairfax County	1-495-N BEGIN 0 0.19	COLL ROAD TO RT 620		NA	NA
195 hallp	,	0.19	NA		INA	NA
lorth	To: From:	I-495-N055A TO RT	620 EAST00- BRADDOCK R			
Ramp	Fairfax County	0.08	NA		NA	NA
	To:	20 620 E017D EDOM	DT 620 EASTOO DD ADDOOU			
lorth			RT 620 EAST00- BRADDOCK			
Ramp	Fairfax County	0.14	NA		NA	NA
<u> </u>	To: From:	I-495-N055B TO RT	620 WEST00- BRADDOCK R			
North 495 Ramp	Fairfax County	0.08			NA	NA
495/ ramp	ramax County		NA 3 FROM RT 620 WEST		IVA	IVA

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

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir AAWDT	ΓQV
North 495) Ramp	Fairfax Cour	29-620-W017 nty 0.11	B FROM R	RT 620 V	VEST							NA		NA	
195) 1 14111	To:	I-495-N FRO		OAD R	Γ 620							1471		1471	
orth	From:	I-49.	5-N TO RT	644											
Ramp	Fairfax Cour	,	NA									NA		NA	
	10:	I-395-S001A FROI				ł									
orth 95)Ramp	Fairfax Cour	I-495-N Ga ntv 0.24	p TO RT 39 NA	95 NOR	TH							NA		NA	
99)	To:	I-495-S058E		3 Gap T	ermi										
outh	From:		I-95, I-395												
95 Capital Beltway	Fairfax Cour	•	102000	Α	95%	1%	1%	1%	2%	0%	С	0.081	Α	110000) <i>P</i>
	Combined Traffic Estimates for 4 Parallel F	Roadways on this Route:	218000	Α	96%	1%	1%	1%	2%	0%	С	NA		237000) A
outh	To: From:	29-6	20 Braddoc	k Rd											
Capital Beltway	Fairfax Cour	nty 1.49	88000	G	95%	1%	1%	1%	2%	0%	F	NA		95000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	173000	G	96%	1%	1%	1%	2%	0%	F	NA		186000	(
outh	To: From:	SR 236	Little Rive	er Tpke											
95) Capital Beltway	Fairfax Cour	nty 1.30	91000	G	95%	1%	1%	1%	2%	0%	F	NA		98000	C
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	165000	G	96%	1%	1%	1%	2%	0%	F	NA		177000	(
outh	To From:	29-6	50 Gallows	s Rd											
Capital Beltway	Fairfax Cour	nty 0.90	96000	G	95%	1%	1%	1%	2%	0%	F	NA		103000	G
9	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	167000	G	96%	1%	1%	1%	2%	0%	F	NA		178000	G
suth.	T _O . From:	US 5	0 Arlington	Blvd											
outh 195 Capital Beltway	Fairfax Cour	nty 1.24	89000	G	95%	1%	1%	1%	2%	0%	F	NA		96000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	191000	G	96%	1%	1%	1%	2%	0%	F	NA		205000	G
	To: From:		I-66												
outh 195 Capital Beltway	Fairfax Cour	nty 1.95	90000	G	95%	1%	1%	1%	2%	0%	F	NA		96000	G
,	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	172000	G	96%	1%	1%	1%	2%	0%	F	NA		185000	G
	To-	SR ´	Leesburg 1	Pike			-								
outh 195 Capital Beltway	Fairfax Cour	ntv 0.65	85000	G	95%	1%	1%	1%	2%	0%	F	NA		91000	G
99) Supital Zollina)	Combined Traffic Estimates for 2 Parallel F	,		G	96%	1%	1%	1%	2%	0%	F	NA		179000	_
	To:		3 Chain Brid	dge Rd											
outh 95)Capital Beltway	From: L Fairfax Cour		84000	G	95%	1%	1%	1%	2%	0%	F	NA		89000	G
95) Capital Bollway	Combined Traffic Estimates for 2 Parallel F	•		G	96%	1%	1%	1%	2%	0%	F	NA		169000	
	To	Dulles Access									•				
outh	From: L			_	95%	1%	1%	1%	20/	00/	_	0.085	٨	101000	
Capital Beltway	Fairfax Cour Combined Traffic Estimates for 2 Parallel F	•	96000	A A	95% 96%	1% 1%	1% 1%	1% 1%	2% 2%	0% 0%	F	0.085 NA	Α	101000 196000	
	To:	•	Georgetov		<i>3</i> 0 /0	1 /0	1 /0	1 /0	∠ /0	U /0	'	INA		130000	

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
South	From:		3 Georgetov													
495 Capital Beltway	Fairfax County		100000	Α	95%	1%	1%	1%	2%	0%	F	0.081	Α		104000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	193000	Α	96%	1%	1%	1%	2%	0%	F	0.084	Α	0.551	200000	Α
South	To: From:	George Wash	ington Men	orial Par	kway											
495 Capital Beltway	Fairfax County		118000		95%	1%	1%	1%	2%	0%	F	0.079	Α		124000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	231000	Α	96%	1%	1%	1%	2%	0%	F	0.081	Α	0.500	241000	Α
	To:	Maryland St	ate Line, Po	otomac R	iver											
South	From:	I-495-S043X TO GEO		HINGTO	ON MEM	ORI										
Ramp	Fairfax County	0.42	NA									NA			NA	
<u> </u>	Тос	I-495-N043A GEORG														
South Pamp	Form: Fairfax County	I-495-S BEGIN COL 0.22	L RD00- G NA	W MEM	PKWY 8	& 1						NA			NA	
Ramp	Tamax County											INA			INA	
South	From:	I-495-S043A TO GEO		HINGTO	ON MEM	ORI										
Ramp	Fairfax County	0.13	9800	Α								0.134	Α		11000	Α
South_	To- From:	29-99018-N000B FROM	GEORGE	WASHI	NGTON N	MEMO										
Ramp	Fairfax County	0.42	NA									NA			NA	
100	To	I-495-S044A TO RT	10200 GE	DCET	WW DE	WV										
South	From:			JKULI	JWNTK	VV 1										
Ramp	Fairfax County	0.01 I-495-S END COLL	NA	ACITINI	TON M	EM.						NA			NA	
2 11	From				JION MI	EIVI										
South 495) Ramp	Fairfax County		I-495 South	Α								0.129	Α		12000	Α
495/1141119	To:		3 Georgetov									0.123			12000	
South	From:	I-495-S YO RT 26			S ACCES	S										
Ramp	Fairfax County	0.24	NA									NA			NA	
	Tα:	SR 267-E FROM RT	495 SOUT	H00- CA	APITAL B	LT										
South	From:		I-495 South	l												
495)Ramp	Fairfax County	0.19	NA									NA			NA	
\smile	To:		SR 267 Wes													
South	From:	I-495-S TO RT 123		DOLLE	Y MADIS	SO										
Ramp	Fairfax County	0.17	NA ROM RT 49	S COLIT	T I		i					NA			NA	
Pauth	From:	I-495-S TO RT 123				20										
South 495) Ramp	Fairfax County	0.34	NA	DOLLE	1 MADIS	3U						NA			NA	
433)	To:		ROM RT 49	5 SOUT	Ή											
South	From:	I-495-S048X TO R				K	Ī									
495)Ramp	Fairfax County	0.20	NA									NA			NA	
\smile	Τα	SR 7	Fr Rt 495 S	South												

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	Dir Factor AAWDT QW
South	From:	I-495-S048X TO RT 7 WEST00- LEESBURG PIK			
495 Ramp	Fairfax County	0.18 NA		NA	NA
<u> </u>	To:	SR 7 Fr Rt 495 South			
South	From:	I-495-S BEGIN COLL RD00- RT 07-LEESBURG P			
Ramp	Fairfax County	0.06 NA		NA	NA
South	To: From:	I-495-S048B TO RT 7 WEST00- LEESBURG PIK			
Ramp	Fairfax County	0.10 NA		NA	NA
South	To: From:	SR 07-W060A FROM RT 7 WEST00- LEESBURG P			
Ramp	Fairfax County	0.15 NA		NA	NA
outh	To: From:	I-495-S048A TO RT 7 EAST00- LEESBURG PIK			
Ramp	Fairfax County	0.12 NA		NA	NA
South	To: From:	SR 07-E060A FROM RT 7 EAST00- LEESBURG P			
Ramp	Fairfax County	0.02 NA		NA	NA
	To:	I-495-S END COLL RD00- RT 07-LEESBURG PIK			
outh	From:	I-495-S I-66-W064A FROM & TO RT			
Ramp	Fairfax County	0.19 NA		NA	NA
<u> </u>	To:	I-66-W FROM RT 495 SOUTH			
outh	From:	I-495-S051X TO RT 50 EAST00- ARLINGTON B			
Ramp	Fairfax County	0.41 NA		NA	NA
	To. From:	I-495-S051C TO RT FAIRVIEW PK DR6928			
outh 495 Ramp		0.07 NA		NA	NA
195)	To:	US 50 FROM RT 495 SOUTH		14/1	14/1
outh	From:	I-495-S051X TO TR 50 WEST00- ARLINGTON B	1		
Ramp	Fairfax County	0.28 NA		NA	NA
193)	•	I-495-S051F TO RT 65000- GALLOWS ROAD			
outh					
Ramp	Fairfax County	0.02 NA		NA	NA
<u> </u>	To:	US 50 FROM GALLOWS RD			
outh	From:	I-495-S051A TO RT FAIRVIEW PK DR6928			
Ramp	Fairfax County	0.07 NA		NA	NA
		I-495-N051C I-495- 51C TO FAIRVI			
outh	From:	I-495-S051B TO RT 65000- GALLOWS ROAD		NIA	N. A.
Ramp	Fairfax County	0.03 NA		NA	NA
South	To: From:	US 50-W076A FROM RT 50 WEST			
Ramp	Fairfax County	0.12 NA		NA	NA
South	To: From:	I-495-S051G TO RT 650 NORTH00- GALLOWS R			
495) Ramp	Fairfax County	0.02 NA		NA	NA
\smile	To:	29-650 TO RT 50 WEST TO & FROM RT 50			

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	מני מע	Dir AAWDT QW
South	From:	I-495-S051F TO RT 650 NORTH00- GALLOWS R			
Ramp	Fairfax County	0.02 NA		NA	NA
\smile	To:	29-650 TO RT 50 WEST FROM 495 SOOUTH			
South	From:	I-495-S BEGIN COLL RD TO RT 5000- ARLING			
495 Ramp	Fairfax County	0.07 NA		NA	NA
\smile	To:	I-495-S051B TO TR 50 WEST00- ARLINGTON B			
South 495 Ramp	Fairfax County	0.13 NA		NA	NA
South	To: From:	US 50-W076B FROM RT 50 WEST-ARLINGTON B			
Ramp	Fairfax County	0.14 NA		NA	NA
South	To: From:	I-495-S051A TO RT 50 EAST00- ARLINGTON B			
495 Ramp	Fairfax County	0.14 NA		NA	NA
South	To- From:	US 50-E076B FROM RT 50 EAST-ARLINGTON B			
A95) Ramp	Fairfax County	0.11 NA		NA	NA
100)	To:	I-495-S END COLL RD FROM RT 5000- ARLING			
South	From:	I-495-S TO RT 650 NORTH00- GALLOWS ROAD			
495 Ramp	Fairfax County	0.18 NA		NA	NA
South	To: From:	I-495-S052B TO RT 650 SOUTH00- GALLOWS R			
495) Ramp	Fairfax County	0.09 NA		NA	NA
	To:	29-650 FROM RT 495 SOUTH			
South	From:	I-495-S052A TO RT 650 SOUTH00- GALLOWS R			
Ramp	Fairfax County	0.03 NA		NA	NA
400)	To:	29-650; 29-709 FROM RT 495 SOUTH			
South	From:	I-495-S053X TO RT 236 EAST00- DUKE STREE			
495) Ramp	Fairfax County	0.22 NA		NA	NA
493)	To:	SR 236 FROM RT 495 SOUTH			
South	From:	I-495-S053X TO RT 236 WEST00- DUKE STREE			
495) Ramp	Fairfax County	0.21 NA		NA	NA
495)	To:	SR 236 FROM RT 495 SOUTH		10.	100
No. 14b	From	I-495-S BEGIN COLL ROAD TO RT 236			
South Ramp	Fairfax County	0.04 NA		NA	NA
Ramp				IVA	IVA
South	To: From:	I-495-S053B TO RT 236 WEST00- DUKE STREE			
Ramp	Fairfax County	0.11 NA		NA	NA
South	To: From:	SR 236-W006A FROM RT 236 WEST00- DUKE STR			
Ramp	Fairfax County	0.14 NA		NA	NA
South	To: From:	I-495-S053A TO RT 236 EAST00- DUKE STREE			
Ramp	Fairfax County	0.09 NA		NA	NA
\sim	To:	SR 236-E006A FROM RT 236 EAST00- DUKE STR			

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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 Dir 2Axle 3+Axle 1Trail 2Trail Factor Factor	
South	From:	SR 236-E006A FROM RT 236 EAST00- DUKE STR		
A95) Ramp	Fairfax County	0.03 NA	NA NA	NA
\smile	Το:	I-495-S END COLL ROAD FROM RT 236		
South	From:	I-495-S055X TO RT 620 EAST00- BRADDOCK R		
A95 Ramp	Fairfax County	0.19 NA	NA	NA
\smile	To:	29-620 FROM RT 495 SOUTH		
South	From:	I-495-S055X TO RT 620 WEST00- BRADDOCK R		
A95 Ramp	Fairfax County	0.21 NA	NA NA	NA
\smile	Το:	29-620 FROM RT 495 SOUTH		
South	From:	I-495-S BEGIN COLL ROAD TO RT 620		
Ramp	Fairfax County	0.24 NA	NA	NA
	Ter	I-495-S055B TO RT 620 WEST00- BRADDOCK R		
South	Fairfax County		NA NA	NA
Ag5 Ramp	•		IVA	INA
South	To: From:	29-620-W017A FROM RT 620 WEST00- BRADDOCK		
495 Ramp	Fairfax County	0.09 NA	NA	NA
	To:	I-495-S055A TO RT 620 EAST00- BRADDOCK R		
South	11011.			
South 495 Ramp	Fairfax County	0.07 NA	NA	NA
South	To: From:	29-620-E017A FROM RT 620 EAST00- BRADDOCK		
A95 Ramp	Fairfax County	0.19 NA	NA	NA
493)	To:	I-495-S END COLL ROAD FROM RT 620		
South	From:	I-495-S RAMPS TO 95 SOUTH & 644		
A95 Ramp	Fairfax County	0.47 NA	NA	NA
493)				
South		I-495-S058C TO RT 644 WEST		
A95 Ramp	Fairfax County	0.24 NA	NA	NA
<u> </u>	To:	I-495-S058D TO RT 644 EAST		
South 495) Ramp	Fairfax County	0.19 NA	NA	NA
495 (1411)	Taillax County	I-395-S RAMP FROM 495 SOUTH	IVA	INA
0 1	From			
South 495) Ramp	Fairfax County	I-495-S TO RT 395 NORTH 0.55 NA	NA	NA
495) 1 (411)	Tairiax County	I-95-S170B FROM RT 495 SOUTH	INO	INA
Courth	From:		I I	
South 495) Ramp	Fairfax County	I-495-S058A TO RT 644 WEST 0.32 NA	NA	NA
495) 1 (411)	Taillax County	1-395-S001A FROM RT 495 SOUTH	INO	INA
On the	From:		<u> </u>	
South 495) Ramp	Fairfax County	I-495-S058A TO RT 644 EAST 0.17 NA	NA	NA
495 / namp	Famax County	U.17 NA I-395-S001A FROM 495 SOUTH TO 644 EAST	IVA	INA
		1-373-3001A FROW 473 3001H 10 044 EAST	<u> </u>	

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

						_		Tru	ck			K	Q : -	Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~	From:		Carolina Sta		000/	40/	10/	00/	00/	00/	_	0.004	_	0.010	0000	_
Huell Matthews Hwy	Halifax Cou	enty 2.46	3500	F	86%	1%	1%	3%	9%	0%	F	0.091	F	0.612	3600	F
~~	From:		96 Virgilina		200/	40/		00/	00/	00/		0.000	_	0.570	4000	
501 Huell Matthews Hwy	Halifax Cou	inty 3.84	4500	F	86%	1%	1%	3%	9%	0%	С	0.088	F	0.572	4600	F
~~	To:		Cluster Spri		000/	40/		201	00/	00/		0.007	_	0.550	5000	
501 Huell Matthews Hwy	Halifax Cou	inty 4.64	5400	F	86%	1%	1%	3%	9%	0%	F	0.087	F	0.553	5600	F
~~	To:	US 58, US 3					\Box \vdash									
Main St	Town of South		18000	G	97%	0%	0%	0%	2%	0%	С	NA			19000	(
	From:		501 P; Broa 501 P Mair													
501 Broad St	Town of South		8600	F	97%	0%	1%	0%	2%	0%	F	0.091	F	0.539	9200	ı
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	97%	1%	1%	0%	2%	0%	F	0.091	F	0.767	17000	ı
	To:	SR 3	304 Seymou	ır Dr												
501 Broad St	Town of South		8100	F	97%	0%	1%	0%	2%	0%	С	0.099	F		8700	-
501)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	97%	1%	1%	0%	2%	0%	С	0.089	F	0.518	17000	
	To:	SD 12	29 North Ma	ain St												
501 Broad St	Town of South		6400	F	97%	0%	1%	0%	2%	0%	F	0.086	F		6800	
2.000	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	0%	2%	0%	F	0.09	F	0.511	15000	
	To:		Third St													
501 Broad Street	From: Town of South	Boston 0.18	6100	F	96%	1%	1%	1%	2%	0%	С	0.088	F		6500	
201	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	0%	2%	0%	F	0.085	F	0.52	17000	
	To				0070	1 70		070	_,,0	0 70	·	0.000	•	0.02	17000	
501 Broad Street	From: Town of South		Edmunds St 6100	F	96%	1%	1%	1%	2%	0%	F	0.087	F		6500	
501) Broad Gireer	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	0%	2%	0%	F	0.084	F	0.518	17000	
	To:		1 P Wilborn		0070	1 /0		070	270	0 70	•	0.004	•	0.010	17000	
	From:	US:	501 P; Broa													
501 Wilborn Ave	Town of South	Boston 0.51	14000	F	96%	1%	1%	1%	2%	0%	F	0.093	F	0.502	15000	
~	To: From:	Н	amilton Blv	/d												
501 Halifax Rd	Town of South	Boston 0.69	16000	F	96%	1%	1%	1%	2%	0%	F	0.092	F	0.523	17000	
~	To	Old N	CL South B	Boston												
501 Halifax Rd	Town of South	Boston 0.79	17000	F	96%	1%	1%	1%	2%	0%	F	0.090	F	0.554	18000	
~ <i>_</i>	To	SR 129	N, Old Hal	lifax Rd												
501 Halifax Rd	Town of South		19000	F	96%	1%	1%	1%	2%	0%	F	0.089	F	0.54	20000	
30.)	To:	NC	L South Bos	eton												
501 Halifax Rd	Halifax Cou	·	12000	F	96%	0%	1%	1%	2%	0%	С	0.084	F	0.544	12000	
301)	To										-					
501 Halifax St	Town of Halifax (M		SCL Halifax 11000	F	96%	0%	1%	1%	3%	0%	С	0.083	F	0.528	11000	
501) Hallian St	Town of Halliax (F	,			JU /0	0 /0	1 /0	1 /0	J /0	0 /0	J	0.000	•	0.020	11000	
501 (360) Main St	Town of Hallfan /A		0 S, Mounta	ain Rd F	069/	10/	10/	10/	20/	00/		0.000	_	0.500	0.400	
501 (\ 360 / Main St	Town of Halifax (N	Maint: 41) 0.78	8800	г	96%	1%	1%	1%	2%	0%	F	0.080	F	0.593	9400	I

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Devile	London all and a co	Lananth	4457		4.7.	D		Tru	ck		-00	K	01/	Dir	4 4 1 4 / D.T.	01/
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
- D Dellas Managial I las	From:		0 N, Bethe		000/	40/		40/	00/	00/	_	0.000	_	0.000	5000	_
501 L P Bailey Memorial Hwy	Town of Halifax (Maint: 41)	0.67	4900	F	88%	1%	2%	1%	8%	0%	F	0.086	F	0.606	5300	F
~~	To: From:		CL Halifax													
501 L P Bailey Memorial Hwy	Halifax County	6.56	4400	F	88%	1%	2%	1%	8%	0%	F	0.088	F	0.575	4500	F
~~~	To: From:	41-642 Mea					— <del> </del> −									
501 L P Bailey Memorial Hwy	Halifax County	5.85	3300	F	88%	1%	2%	1%	8%	0%	С	0.088	F	0.591	3400	F
	From:		603 Cody R 03 Volens l													
501 L P Bailey Memorial Hwy	Halifax County	2.57	2700	F	88%	1%	2%	1%	8%	0%	F	0.087	F	0.507	2800	-
301)	To		5 State Shee													
501 L P Bailey Memorial Hwy	Halifax County	4.90	3000	F	88%	1%	2%	1%	8%	0%	F	0.080	F	0.538	3000	
501)=- = = = = = = = = = = = = = = = = = =	Tall and County					. , ,		. , ,	0,0	0,70	•	0.000	•	0.000	0000	
501 (40) L P Bailey Memorial Hwy	Halifax County	0.97	Stage Coac 4600	h Rd F	91%	0%	1%	1%	7%	0%	С	0.085	F	0.576	4700	
501 (40) L P Bailey Memorial Hwy	Taillax County		ell County		3176	0 76		1 /0	1 /0	0 /6	O	0.003	'	0.570	4700	
	From:		ax County I													
501 (40) Lusardi Dr	Campbell County	0.09	5100	G	91%	0%	1%	1%	7%	0%	F	0.082	F	0.583	5300	
$\sim$	To	SC	L Brooknea	al			$ \vdash$									
501 (40) Lusardi Dr	Town of Brookneal (Maint: 15)	0.76	5100	N	91%	0%	1%	1%	7%	0%	Ν	0.082	Ν	0.583	5300	
	To	SR 40	) Wickliffe	Ave			<u> </u>									
501 Lynchburg Ave	Town of Brookneal (Maint: 15)	1.52	6800	G	91%	1%	1%	1%	6%	0%	С	0.083	F	0.602	6900	
	To	NC	L Brookne													
501 Brookneal Hwy	Campbell County	1.40	6800	N	91%	1%	1%	1%	6%	0%	Ν	0.083	Ν	0.602	6900	
501) = 1001	T				0.70	. , ,		. , ,	0 / 0	0,70		0.000		0.002	0000	
501 Brookneal Hwy	Campbell County	3.48	Phelps Cree 4600	ek Rd G	91%	1%	1%	1%	6%	0%	F	0.081	F	0.54	4700	(
501 Brookilear riwy	Campbell County				31/0	1 /0	1 /0	1 /0	0 /0	0 /6	'	0.001	'	0.54	4700	,
Post along all lives	To: From:		7 Railview		040/	40/		40/	00/	00/		NIA			5000	
Brookneal Hwy	Campbell County	4.79	5600	G	91%	1%	1%	1%	6%	0%	F	NA			5800	(
	To: From:		Long Islan													
Brookneal Hwy	Campbell County	8.33	6500	G	91%	1%	1%	1%	6%	0%	F	0.083	F	0.661	6700	(
~	To- From:	SR 24 V	W, Colonial	l Hwy												
501 (24) Campbell Hwy	Campbell County	0.92	10000	G	97%	0%	1%	0%	2%	0%	F	0.097	F	0.555	10000	
$\sim$	To:	SR 24	E, Village	Hwy			$\neg$ $\vdash$									
Campbell Hwy	Campbell County	4.15	8300	Á	97%	0%	1%	0%	2%	0%	С	0.119	Α	0.638	9300	
<del></del>	Tα	15-670	Sunnymead	de Rd												
501 Campbell Hwy	Campbell County	2.82	9200	G	97%	0%	1%	0%	2%	0%	F	0.097	F	0.681	10000	(
001) 04	Ta				0.70	0,0		0,0	-70	0,70	•	0.007	•	0.00	.0000	
Campbell Ave	City of Lynchburg		L Lynchbur 11000	g G	97%	0%	1%	0%	2%	0%	F	0.106	F	0.685	13000	
501) Gampbell Ave	City of Lynchburg			u	JI /0	U /0	1 /0	U /0	∠ /0	0 /0	'	0.100	'	0.000	13000	,
Bus	To: From:	В	us US 460													
501 460 Campbell Ave	City of Lynchburg	0.15	11000	N	97%	0%	1%	0%	2%	0%	Ν	0.106	Ν	0.685	13000	1
	To:	US 29, US	460 Richm	ond Hw	v											

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

D .					4			Tru	ıck			K	01/	Dir	AAMADT	014
Route	Jurisdiction	Length			4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	City of Lynchburg (Maint: 15)	1.91	S 29, US 46 <b>36000</b>	60 <b>A</b>	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
501 (460) (29) (29)	City of Lynchburg (Maint. 15)					0%	1 70	1 70	3%	0%	C	0.105	A	0.527	37000	A
~~ <u></u>	To: From:		8 460 Richn		-										.=	
501)	City of Lynchburg	0.32	16000	G	97%	0%	1%	1%	1%	0%	F	NA			17000	G
Combined Tra	affic Estimates for 2 Parallel Roadways on		16000	G								NA			NA	
	To:	SR 128 Mayflo			Itn Rd											
501 (128) Candlers Mtn Rd	City of Lynchburg	0.43	28 Mayflow <b>39000</b>	er Dr <b>G</b>	97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	G
501 128 Candlers Mtn Rd	City of Lynchburg	Bus US 29 1				0 /6	1 /0	1 /0	1 /0	0 /6	'	0.000	'	0.515	41000	G
Bus	From:		Candlers N		vay											
501 (29) Lynchburg Expressway	City of Lynchburg	0.33	38000	N	97%	0%	0%	1%	1%	0%	Ν	0.096	Ν	0.538	40000	Ν
301) (23)	- i, i , i i i															
~	From		JS 29 Ward		070/	00/	10/	10/	10/	00/		0.001	F	0.501	47000	_
501 Lynchburg Expressway	City of Lynchburg	1.37	44000	G	97%	0%	1%	1%	1%	0%	F	0.091	г	0.521	47000	G
~~~	To: From:	Bus 46	60 Timberla	ke Rd												
501 Lynchburg Expressway Ext	City of Lynchburg	1.21	43000	G	97%	0%	1%	1%	1%	0%	F	NA			46000	G
<i></i>	To:	Gı	raves Mill R	Rd												
501 Lynchburg Expressway	City of Lynchburg	1.24	33000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.525	35000	G
301)	- i, i , i i i															
~	To:		Lakeside Dr		070/	00/		40/	40/	00/	_	0.000	_	0.504	07000	_
501 Lynchburg Expressway	City of Lynchburg	0.31	35000	G	97%	0%	1%	1%	1%	0%	С	0.082	F	0.531	37000	G
~~~	To: From:		044 Old For													
501 Lynchburg Expressway	City of Lynchburg	1.23	14000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.574	14000	G
<u> </u>	Tox	W	iggington R	2d			<u> </u>									
501 Lynchburg Expressway	City of Lynchburg	1.86	13000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.605	14000	G
301)	To:	В	oonsboro R													
	From:	Lynch	burg Expres	ssway												
501 Boonsboro Rd	City of Lynchburg	1.80	8900	G	96%	1%	1%	0%	2%	0%	С	0.097	F	0.64	9400	G
<i></i>	To	W	CL Lynchbu	ıro												
501 Lee Jackson Hwy	Bedford County	3.64	2600	G	96%	1%	1%	0%	2%	0%	F	0.098	F	0.556	2700	G
301) =00 000.000						. , ,		0,0	_,,	0,70	•	0.000	•	0.000		Ŭ.
~~	From:		51 Short Cu		2221					221			_		2.122	_
501 Lee Jackson Hwy	Bedford County	6.32	2300	G	96%	1%	1%	0%	2%	0%	F	0.097	F	0.560	2400	G
<u> </u>	To- From:	SR 12	2 Big Island	l Hwy												
501 Lee Jackson Hwy	Bedford County	4.33	1700	G	86%	1%	1%	1%	11%	0%	С	0.104	F	0.5	1800	G
~	To:	Amh	erst County	Line												
<b>~~</b>	From		ord County								_		_			_
501 }	Amherst County	0.14	1400	G	86%	1%	1%	1%	11%	0%	F	0.1	F	0.607	1400	G
~	To	SR	R 130 Elon F	Rd			<u> </u>									
501 (130)	Amherst County	3.94	1700	G	89%	1%	2%	1%	8%	0%	С	0.096	F	0.586	1700	G
	То:	Rockb	ridge Count	y Line			]									
	From:		erst County	-												
501 (130) Glasgow Hwy	Rockbridge County	2.43	1800	G	89%	1%	2%	1%	8%	0%	F	0.1	F	0.581	1900	G
	To:	SR 130	Wert Faulkr	ner Hwy												

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

								Tru	ıck			K	011	Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Classow I hung	From:		Wert Faulk		020/	10/	10/	10/	40/	00/	0	0.101	F	0.540	2200	_
501 Glasgow Hwy	Rockbridge C		3100	G	93%	1%	1%	1%	4%	0%	С	0.101	г	0.543	3300	G
Magnalia Aug	From:		CL Buena V		000/	10/	10/	10/	40/	00/		0.100	F	0.500	0700	G
501 Magnolia Ave	City of Buena	Vista 0.97	3500	G	92%	1%	1%	1%	4%	0%	С	0.103	г	0.538	3700	G
501 Magnolia Ave	From:	Viete 1.00	2nd St		OE0/	0%	10/	10/	3%	00/	С	0.107	F	0 E1E	8000	G
501 Iviagriolia Ave	City of Buena	Vista 1.09	7500	G	95%	0%	1%	1%	3%	0%	C	0.107	Г	0.515	8000	G
Magnalia Ava	From:	Vista 0.71	15th St		000/	1%	1%	1%	4%	0%	F	0.147	F	0.595	3000	G
(501) Magnolia Ave	City of Buena	Vista 0.71	2800	G	92%	170	1%	170	4%	0%	Г	0.147	Г	0.595	3000	G
Ports Ave	Too: Foo: City of Buena	Vista 0.28	25th St 4000	G	92%	1%	1%	1%	4%	0%	F	0.098	F	0.639	4300	G
501 Park Ave	City of bueria	Vista 0.26	Beech Ave		92%	170	1%	170	4%	0%	Г	0.098	Г	0.639	4300	G
	From:		Park Ave	,												
501 Beech Ave	City of Buena	Vista 0.12	12000	G	92%	1%	1%	1%	4%	0%	F	0.087	F	0.538	12000	G
<u> </u>	To:		29th St													
Main Ot	From:	<u> </u>	S 501 Broad		000/	40/	10/	00/	00/	00/	_	0.004	_		7000	_
5β1 Main St	Town of South		7400	F	96%	1%	1%	0%	2%	0%	-	0.091	F	0.707	7800	F
	Combined Traffic Estimates for 2 Parallel			F	97%	1%	1%	0%	2%	0%	F	0.091	F	0.767	17000	F
Main Ct	Town of South	<u> </u>	304 Seymou 7700	ur Dr <b>F</b>	96%	1%	1%	0%	2%	0%	С	0.089	F		8200	F
501 Main St	Combined Traffic Estimates for 2 Parallel			F	96% 97%	1%	1%	0% 0%	2% 2%	0% 0%	C	0.089	F	0.518	17000	F
	Combined Traine Estimates for 21 arailer				31 /6	1 /0	1 /6	0 /6	2/0	0 /6	O	0.003	'	0.510	17000	'
(5g1) Wilborne Ave	Town of South		129 North M <b>7600</b>	lain St <b>F</b>	96%	1%	1%	0%	2%	0%	F	0.09	F	0.901	8000	F
5β1 Wilborne Ave	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	0%	2%	0%	F	0.09	, F	0.511	15000	, E
	Combined Traine Estimates for 21 arailer	Tioadways off this floute			30 /6	1 /0	1 /0	0 /6	2 /0	0 /6	'	0.03	'	0.511	13000	'
(501) Wilborne Ave	From: Town of South	Boston 0.57	Third St 9300	F	96%	1%	1%	0%	2%	0%	F	0.085	F	0.807	10000	F
(301) William Ave	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	0%	2%	0%	F	0.085	F	0.52	17000	F
	To:		501 Broad S		00,0	. , 0		0,70	_,,	0,0		0.000		0.02		•
	From:		US 501													
(591)(460)(29) (29)	City of Lynchburg (	(Maint: 15) 1.91	36000	Α	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
	Te:		1; US 501 C													
(501)	City of Lynch		JS 460 Richt	mona Hv	/ <u>y</u>							NA			NA	
[5 <u>0</u> 1]	Combined Traffic Estimates for Parallel	0										NA			NA	
	To:	SR 128 May		andlers N	Itn Rd											
~~~ <u> </u>	From:	b	Bus US 29									NI A			N.1.5	
[5 <u>0</u> 1]	City of Lynch		NA Tymobhyna E	·								NA			NA	
- ALT	From:	US 301	Lynchburg E	xpresswa	ıy											
ALT 501 Beech Ave	City of Buena	Vista 0.37	Park Ave 7500	G	94%	1%	1%	1%	3%	0%	С	0.088	F	0.524	8000	G
(301) 200011 740	Oity of Ederia	7.0.0	22nd St	<u> </u>	J-7 /U	1 /0	. /0	1 /0	J /0	0 /0	9	0.000	•	0.027	5500	u

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

		Filliary and interst	aic 110	uico											
Route	Jurisdiction	Length AADT	Ο.	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	OV
Tioute	dunsalction	Length AADT	QА	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QV
ALT	From:	22nd St		0.40/	00/	10/	40/	40/	00/	0	0.004	_	0.540	7000	_
Sycamore Ave	City of Buena Vista	0.38 6600	G	94%	0%	1%	1%	4%	0%	С	0.091	F	0.516	7000	G
ALT	Tec From:	18th St													
Sycamore Ave	City of Buena Vista	0.03 6300	G	94%	0%	1%	1%	4%	0%	F	0.093	F	0.513	6700	G
~	Tα	16th St													
Bus Bus	From:	US 460													
Campbell Ave	City of Lynchburg	0.14 19000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	G
Bus Bus	To: From:	Florida Ave	e												
501 (460 Campbell Ave	City of Lynchburg	0.48 16000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	G
~~ <u>~</u>	To	Mayflower I)r												
Bus Bus 501 (460 Campbell Ave	City of Lynchburg	0.88 17000	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.629	18000	G
Campbell Ave	To:	Kemper St		9170	076	170	1 70	170	0%	C	0.092	Г	0.029	10000	G
Bus Bus	From:	Campbell A													
501 (460 Kemper St	City of Lynchburg	0.34 8500	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.589	9100	G
Pura Bura	To:	Lynchburg Expre US 221	essway												
Bus Bus 501 (221) 460 Kemper St	City of Lynchburg	0.41 9700	G	96%	1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	G
(400) (501)	To:	12th St		0070	.,,		. , ,	. , 0	0,0	Ū	0.00.	•	0.002	.0000	·
Bus Bus	From:	118-6027; 118-								_					
501 221 460 12th St	City of Lynchburg	0.18 8500	G	96%	1%	1%	1%	1%	0%	F	NA			9100	G
Bus	T _{CC} . From:	Fort Ave													
Campbell Ave	City of Lynchburg	0.23 8300	G	98%	0%	1%	0%	0%	0%	F	NA			8800	G
~	To	Park Ave				<u> </u>									
Bus 501 \Langhorne Rd	City of Lynchburg	0.27 11000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.534	11000	G
Langhome Ad	City of Lynchburg			90 /6	0 /6	1 /0	0 /6	0 /6	0 /6	1	0.076	•	0.554	11000	
Bus	To- From:	Memorial A	ve												
Langhorne Rd	City of Lynchburg	0.29 17000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.574	18000	G
Bus	To: From:	Murrell Rd	l												
501 Langhorne Rd	City of Lynchburg	1.06 13000	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.689	14000	G
501)g	To	Hill St						• , •		_		•			
Bus	From:														
Langhorne Rd	City of Lynchburg	0.47 9600	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.686	10000	G
Bus	To: From:	Cranehill D	r												
501 Langhorne Rd	City of Lynchburg	1.37 7700	G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.612	8200	C
~	Tor	Rivermont Ter	race												
Bus	From:	Langhorne F		0000	0=1		061	0	0-1		0.00	_	0.500		_
Rivermont Terrace	City of Lynchburg	0.25 5200	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.582	5500	G
~	To ^r	Rivermont A	ve												

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:	Riveri	mont Terr	race												
501 Rivermont Ave	City of Lynchburg	0.44	15000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.577	16000	G
	To:	I	Link Rd													
Bus 501 Boonsboro Rd	City of Lynchburg		13000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.589	14000	G
501 Boolisboio Hu	enty of Eyrichburg				33 /6	0 /0	1 /0	0 /6	0 /0	0 /6	•	0.009	'	0.569	14000	G
Bus	To: From:	Tren	its Ferry F	Rd												
501 Boonsboro Rd	City of Lynchburg	1.75	13000	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.532	13000	G
	To:	Lynchbu	ırg Expre	ssway												
	From:	US 60 Jam	es Anders	son Hwy	,											
522 Maidens Rd	Powhatan County		4400	F	93%	1%	1%	1%	3%	0%	С	0.101	F	0.622	4500	F
	To	72 711	T T	T11												
522 Maidens Rd	Powhatan County		Huguenot 4000	F	93%	1%	1%	1%	3%	0%	F	0.11	F	0.784	4100	F
522 Walderis Fld	To:		nd Count		30 70	1 /0		1 /0	3 70	0 70	•	0.11	•	0.704	4100	'
	From:		an County	_												
522 Maidens Rd	Goochland County		4000	G	93%	1%	1%	1%	3%	0%	F	0.111	F	0.642	4100	G
	To:	S SR 6 R	River Road	d West												
~~ ~	From:	S SR 6	; Maiden													
522 (6) River Road West	Goochland County		6700	G	97%	0%	1%	0%	2%	0%	F	0.086	F	0.548	6800	G
\sim \sim	To:	N SR 6;														
522 Sandy Hook Rd	Goochland County	N SR 6 R 6.24	3900	d West	97%	0%	1%	0%	2%	0%	С	0.099	F	0.574	4000	G
522 Sandy Hook No	Tro:		a County 1		31 /0	0 /0	1/0	0 /6	2/0	0 /6	C	0.033	'	0.574	4000	G
	From:		nd Count													
522 Cross County Rd	Louisa County (Maint: 37)	0.35	4200	G	93%	1%	1%	1%	3%	0%	F	0.093	F	0.641	4300	G
	To	110 250 1	Broad Str	root D.d												
522 Cross County Rd	Louisa County		5100	G	97%	0%	1%	0%	1%	0%	С	0.103	F	0.768	5200	G
922) Cross County Fla	Edulad Godiny	0.02			07 70	0 70	170	0 70	1 70	0 70	Ü	0.100	•	0.700	0200	ď
~~~	From:	0.50	I-64		000/	40/		40/	40/	201	_	0.400	_	0.010	0.400	_
522 Cross County Rd	Louisa County	8.52	3300	G	93%	1%	1%	1%	4%	0%	F	0.106	F	0.612	3400	G
~~	To: From:	54-648	Gardner	s Rd												
522 Cross County Rd	Louisa County	6.32	2300	G	93%	1%	1%	1%	4%	0%	С	0.106	F	0.534	2400	G
<u> </u>	To:	US 33 .	Jefferson	Hwv			_									
522 33 Jefferson Hwy	Louisa County		5800	Ğ	98%	1%	1%	0%	1%	0%	F	0.095	F	0.544	6000	G
,	To	110.22	Jefferson	11			<del></del>									
522 Pendelton Rd	Louisa County		5100	G	94%	2%	1%	1%	3%	0%	С	0.099	F	0.683	5300	G
1522) Tenderion No	Louisa County				34 /6	2 /0	1 /0	1 /0	3 /6	0 /6	O	0.033	•	0.003	3300	u
~~~	To: From:		L Minera													
522 Mineral Ave	Town of Mineral (Maint: 54)	0.66	5100	N	94%	2%	1%	1%	3%	0%	N	0.099	N	0.683	5300	Ν
	To- From:	SR 2	22, SR 20)8												
522 (208) Louisa Ave	Town of Mineral (Maint: 54)	0.39	3800	G	94%	2%	1%	1%	3%	0%	F	0.084	F	0.591	3900	G
\smile	Τœ	NC	L Minera	ıl			<u> </u>									
522 208 Zachary Taylor Hwy	Louisa County	5.04	3800	N	94%	2%	1%	1%	3%	0%	Ν	0.084	Ν	0.591	3900	Ν
322 200) ,,	To:		New Brid				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:	SR 208 New Brid													
522 Zachary Taylor Hwy	Louisa County	3.72 <b>3100</b>	G	94%	2%	1%	1%	3%	0%	F	0.097	F	0.541	3200	G
<i>~</i>	To:	Spotsylvania Cour	nty Line												
~~ <u>~</u>	From:	Louisa County													
522 Zachary Taylor Hwy	Spotsylvania County	1.01 <b>3200</b>	F	92%	0%	1%	2%	5%	0%	С	0.097	F	0.533	3300	F
<u>~~</u>	To:	88-612 Monrovi	ia Rd												
522 Zachary Taylor Hwy	Spotsylvania County	0.94 <b>2900</b>	F	92%	0%	1%	2%	5%	0%	F	0.099	F	0.534	3000	F
522 24611417 147161 11117	To:	Orange County		0270	070		270	070	0 70	•	0.000	•	0.001	0000	•
	From:	Spotsylvania Cour													
522 Zachary Taylor Hwy	Orange County	8.87 <b>2800</b>	F	92%	1%	1%	2%	4%	0%	С	0.096	F	0.597	2900	F
322) = 44.44.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7 (4.74.7					.,.					_					
	From:	SR 20 Constitutio										_			
522 Zachary Taylor Hwy	Orange County	6.84 <b>5000</b>	F	92%	1%	1%	2%	4%	0%	F	0.099	F	0.623	5200	F
~	To:	Culpeper County													
~~	From:	Orange County								_		_			_
522 Zachary Taylor Hwy	Culpeper County	6.36 <b>5500</b>	F	95%	0%	1%	1%	3%	0%	F	0.095	F	0.659	5700	F
<del>~</del>	To:	23-652 Cedar Gro	ove Rd												
522 Zachary Taylor Hwy	Culpeper County	0.92 <b>7200</b>	F	95%	0%	1%	1%	3%	0%	С	0.101	F	0.641	7400	F
222)2461411	та	SR 3 Germanna		0070	0 70		1 70	070	0 70	·	0.101	•	0.011	7 100	•
	From:	SR 3; Zachary Tay													
522 3 Germanna Hwy	Culpeper County	0.32 <b>15000</b>	F	93%	0%	1%	2%	4%	0%	С	0.085	F	0.595	15000	F
3 Germania 1 wy	Calpoper County	0.02 10000	•	0070	0 /0	1 70	270	470	0 70	J	0.000		0.000	10000	
~~ <u>~</u>	To: From:	US 15, US 2													
522 ( 3 ) Germanna Hwy	Culpeper County	0.34 <b>11000</b>	F	94%	1%	1%	2%	2%	0%	С	0.088	F	0.565	12000	F
$\sim$	Too	ECL Culpep	er												
522 3 Germanna Hwy	Town of Culpeper	0.96 <b>8800</b>	F	94%	1%	1%	2%	2%	0%	F	0.086	F	0.505	9300	F
522) (3) Germania riwy	Town or Galpeper	US 15 Bus Orang		J+ /0	1 /0	170	270	2 /0	0 70	'	0.000	'	0.505	3000	
Bus	From:	RT 15 BUS													
~~~ ~~~	Town of Culpeper	0.12 <b>5700</b>	F	97%	1%	1%	1%	1%	0%	С	0.09	F	0.583	6000	F
522 (15) Germanna Highway	To:	MAIN STREE		01 /0	170		1 /0	1 /0	0 70	J	0.00	•	0.000	0000	•
Bus Bus	From:	Germanna Hy													
~~ ~~ ~~	Town of Culpeper	0.26 11000	F F	97%	1%	1%	1%	1%	0%	С	0.078	F	0.514	12000	F
522 (15) (29) Main St	Town or outpeper	0.20 11000	•	31 /6	1 /0	1 /0	1 /0	1 /0	0 70	O	0.070	'	0.514	12000	
Bus Bus	To: From:	204-3651 Orang	ge Rd												
~~~~	Town of Culpeper	0.59 <b>17000</b>	F	97%	1%	1%	1%	1%	0%	F	0.075	F	0.571	18000	F
522 (15) (29) Main St	Town or Odipeper	Evans St	•	31 /0	1 /0	1 /0	1 /0	1 /0	0 70	•	0.073	•	0.57 1	10000	
	From:	Bus US 15, Bus US 2	20 Main S	<u>+</u>											
522 Evans St	Town of Culpeper	0.08 <b>12000</b>	<b>F</b>	97%	1%	1%	1%	1%	0%	F	0.081	F	0.657	13000	F
522 Evans St	Town of Culpeper			31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.001	'	0.037	13000	'
-	From	N West Stree													
Evans St	Town of Culpoper	1.44 <b>11000</b>	F	97%	1%	1%	1%	1%	0%	С	0.081	F	0.566	12000	F
DZZ LValis St	Town of Culpeper	1.44 11000	Г	3170	I 70	I 70	I 70	I 70	U 70	U	0.061	Г	0.566	12000	Г
<b>~</b>	To: From	WCL Culpep	oer												
522 Sperryville Pike	Culpeper County	7.34 <b>5100</b>	F	96%	0%	1%	1%	2%	0%	С	0.083	F	0.52	5200	F
<del></del>															
~~~	From:	23-707 Slate Mil								_		_			_
Sperryville Pike	Culpeper County	0.93 2200	F	96%	0%	1%	1%	2%	0%	F	0.092	F	0.623	2200	F
~	Tα·	Rappahannock Cou	ınty Line			L									

4/20/2015

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

В .	1. 1. 10. 10			- 4T'			Tru	ıck		-00	K	01/	Dir	AAMADT	- 01
Route	Jurisdiction	Length	AADT (A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Zaabawi Tarday Arra	From:		eper County Lin		0%	10/	40/	00/	00/	_	0.000	_	0.501	0100	_
Zachary Taylor Ave	Rappahannock County	4.67	2000	G 96%	0%	1%	1%	2%	0%	F	0.089	F	0.561	2100	G
~~~	To: From:		618 Hawlin Rd		00/		101	201	00/		0.000	_	0.500	1000	
Zachary Taylor Ave	Rappahannock County	4.02	1900	<b>G</b> 96%	0%	1%	1%	2%	0%	F	0.093	F	0.568	1900	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		31 Fort Valley I			<u> </u>									
522 Sperryville Pike	Rappahannock County			G 96%	0%	1%	1%	2%	0%	С	0.084	F	0.525	3700	C
	To: From:		erryville Pike St; Sperryville P	Pika		_									
522 Sperryville Pike	Rappahannock County			G 96%	0%	1%	1%	2%	0%	F	0.085	F	0.542	3100	(
322)	To:		211 S, Lee Hwy				.,.	_,,	- , -	•		-	***		
	From:		S 211 Lee Hwy	У											
522 (211) Lee Highway	Rappahannock County	4.62	4500	G 96%	1%	1%	1%	1%	0%	F	0.089	F	0.546	4600	(
	To	US 211 BUS SO	OUTH OF WAS	SHINGTON											
522 211 Lee Highway	Rappahannock County			G 96%	1%	1%	1%	1%	0%	F	0.097	F	0.504	5200	(
	То	C	L Washington												
522 211 Lee Highway	Town of Washington (Maint			N 96%	1%	1%	1%	1%	0%	N	0.097	N	0.504	5200	1
322)(211) ===	Tre	•							- , -						
Foot of Highway	Rappahannock County		L Washington 5100	N 96%	1%	1%	1%	1%	0%	N	0.097	N	0.504	5200	ı
522 211 Lee Highway	паррапаппоск соинц	0.39	5100	N 90%	1 70	1 70	170	1 70	0%	IN	0.097	IN	0.504	3200	
~~~	To- From:		1 East of Wash									_			
522)(211) Lee Highway	Rappahannock County			<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.090	F	0.529	5700	(
<del>*</del> *	From:		S 211 Lee Hwy 211 N, Lee Hw			-									
522 Zachary Taylor Ave	Rappahannock County			g 96%	0%	1%	1%	2%	0%	F	0.092	F	0.528	3300	(
322 24011417 1431017110	rappanamook coany				0 70		1 70	_,0	0 70	•	0.002	•	0.020	0000	
Zacham, Taulan Aug	From:		N, Fodderstack		00/	10/	10/	00/	00/		0.000	Г	0.500	0000	,
Zachary Taylor Ave	Rappahannock County		3500 ren County Line	<b>G</b> 96%	0%	1%	1%	2%	0%	С	0.093	F	0.533	3600	(
	From:		annock County			_									
522 Remount Rd	Warren County	3.77		<b>F</b> 95%	0%	1%	2%	1%	0%	С	0.092	F	0.511	7800	ı
=======================================	To	SC	L Front Royal												
522 Remount Rd	Town of Front Royal	0.60		<b>G</b> 97%	1%	1%	1%	1%	0%	С	NA			8300	(
322 Nemodili 110	- Town of Front Hoyar			<b>u</b> 0170	1 70		1 70	1 /0	0 70	Ü	1471			0000	
~~~	To:		Criser Rd	<b>F</b> 070/	40/	10/	40/	40/	00/	_	0.007	_	0.504	44000	
S22 Remount Rd	Town of Front Royal	0.35	10000	F 97%	1%	1%	1%	1%	0%	F	0.097	F	0.504	11000	-
<u> </u>	To: From:	SR 55 South	St; John Marsh												
522 Commerce Ave	Town of Front Royal	0.47	21000	F 97%	1%	1%	1%	1%	0%	С	0.090	F	0.507	23000	F
~	To		Main St			\neg \vdash									
522 Commerce Ave	Town of Front Royal	0.74	19000	F 97%	1%	1%	1%	1%	0%	С	0.092	F	0.509	21000	F
	Tor	II.	ppy Creek Rd												
522 Commerce Ave	Town of Front Royal	0.35		F 97%	1%	1%	1%	1%	0%	F	0.086	F	0.535	16000	F
522 GOMINIOIDE AVE	Town of Front Royal) North Royal A		1 /0	1 /0	1 /0	1 /0	0 /0	'	5.000	•	0.000	10000	'

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

					Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT (QA 4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~~~~	From:	Commerce Ave						_		_		.=	
522 (340) (55) North Royal Ave	Town of Front Royal		<b>F</b> 97%	0%	1% 1%	1%	0%	С	0.083	F	0.528	27000	F
<del>* * *</del>	From:	14th St North Royal Ave											
522 (340) 55 14th St	Town of Front Royal	•	<b>F</b> 97%	0%	1% 1%	1%	0%	F	0.082	F	0.526	26000	
522 (340) (55) 14th St	To:	Shenandoah Ave		0 70		1 /0	0 70	'	0.002	'	0.520	20000	
	From:	14th St											
522)(340) (55) Shenandoah Ave	Town of Front Royal		<b>F</b> 97%	0%	1% 1%	1%	0%	F	0.091	F	0.523	32000	
~ ~ ~	To: From:	NCL Front Royal											
522 (340) (55) Shenandoah Ave	Warren County	0.45 <b>31000</b>	<b>G</b> 96%	1%	1% 1%	1%	0%	С	0.091	Ν	0.523	31000	
$\rightarrow \bigcirc \bigcirc$	Too	SR 55 W, Strasburg l	Rd										
Signary Shenandoah Ave	Warren County		<b>F</b> 97%	0%	1% 1%	1%	0%	F	0.089	F	0.564	32000	
22)(340) 5.16.14.1464.7.176	- Tanon ecanty			0,0		. , 0	0,0	•	0.000	•	0.00	02000	
~~~~	From:	Old NCL Front Roy											_
(340) Winchester Rd	Warren County	0.83 30000	F 97%	0%	1% 1%	1%	0%	С	0.091	F	0.571	32000	
~~~	To: From:	I-66											
322 (340) Winchester Rd	Warren County	1.28 21000	F 88%	1%	1% 2%	9%	0%	С	0.100	F	0.571	22000	
)()	Tor	02 (27 P 1' P	1										
22 (340) Winchester Rd	Warren County	93-627 Reliance Ro 2.81 16000	F 85%	1%	1% 2%	12%	0%	С	0.093	F	0.528	17000	
22 (340) Winchester Rd	warren County	2.81 10000	F 65%	170	1% 2%	12%	0%	C	0.093	Г	0.528	17000	
	To: From:	93-802 Zion Church	Rd										
32 (340) Winchester Rd	Warren County	0.30 16000	F 85%	1%	1% 2%	12%	0%	С	0.092	F	0.547	17000	
<i></i>	To:	Frederick County Lin											
~~~	From:	Warren County Lin											
22 340 Winchester Rd	Frederick County (Maint: 93)	0.53 <b>16000</b>	<b>F</b> 85%	1%	<u>1</u> % 2%	12%	0%	С	0.092	F	0.547	17000	
<del></del>	To:	Warren County Lin											
~~~~	From:	Frederick County Lin		4.57				_		_		.=	
22)(340) Winchester Rd	Warren County		F 85%	1%	1% 2%	12%	0%	С	0.092	F	0.547	17000	
~ ~	To:	Frederick County Lin											
522 (340 Winchester Rd	Fraderick County (Maint: 02)	Warren County Line 0.30 16000	F 85%	1%	 1% 2%	12%	00/	С	0.092	F	0.547	17000	
22 340 Winchester Rd	Frederick County (Maint: 93)	*****		170	1% 2%	12%	0%	C	0.092	Г	0.547	17000	
•	From:	Warren County Lin Frederick County Lin											
340 Winchester Rd	Warren County		F 85%	1%	1% 2%	12%	0%	С	0.092	F	0.547	17000	
340) Whichester Fid	To:	Clarke County Line		1 /0		12 /0	0 70	O	0.032	•	0.547	17000	
	From:	Warren County Line											—
522 (340 Stonewall Jackson Hwy	Clarke County (Maint: 93)		F 85%	1%	1% 2%	12%	0%	С	0.092	F	0.547	17000	
22)(070)	, , ,												
~	To:	US 340; SR 277 Double T		40/	10′ 10′	100/	201		0.000		0.500	4.4000	
Stonewall Jackson Hwy	Clarke County (Maint: 34)		F 87%	1%	<u>1</u> % 1%	10%	0%	F	0.082	F	0.538	14000	
~	To:	Frederick County Lin											
Front Poyal Biko	Fraderick County	Clarke County Line 2.28 13000	e 87%	1%	 1% 1%	100/	00/	0	0.000	F	0.507	14000	
Front Royal Pike	Frederick County	2.20 13000	r 0/%	I 70	1% 1%	10%	0%	С	0.089	Г	0.507	14000	
-	To: From:	34-642 N; Macedonia Chi	urch Rd										
Front Royal Pike	Frederick County	2.41 16000	F 89%	1%	1% 1%	8%	0%	С	0.095	F	0.562	16000	
~ <i>/</i>	To:	34-644 N, Papermill	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	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	34-644 N, Papern													
522 Front Royal Pike	Frederick County	2.43 <b>14000</b>		87%	1%	1%	1%	10%	0%	F	0.092	F	0.525	15000	F
<del></del>	To:	US 50 Millwood													
522 \ 50 \ 17 \ Millwood Pike	Frederick County	US 17, US 50 Millw 0.16 <b>41000</b>		95%	1%	1%	1%	2%	0%	F	0.089	N	0.605	44000	G
522 50 17 Millwood Pike	To Tourity	ECL Winches		93 /6	1 /0	1 /0	1 /0	2/0	0 /6	'	0.009	IN	0.003	44000	G
· · · ·	From:	I-81	ter												
522 50 17 Millwood Ave	City of Winchester	0.09 <b>27000</b>	N :	97%	0%	1%	0%	1%	0%	Ν	0.083	Ν	0.624	28000	Ν
322 (30) (17)	To:	US 50 Par; Jubal E													
	From:	US 50 Par, Millwo	_												
522 \ (50 \) (17 \) Jubal Early Dr	City of Winchester	0.06 <b>27000</b>	F :	97%	0%	1%	0%	1%	0%	С	0.083	F	0.624	28000	F
	To:	Apple Blossom	Dr												
~~~ ~~ ~~	From:	Jubal Early D													
522 (50) (17) Apple Blossom Dr	City of Winchester	0.05 9100		97%	0%	1%	0%	1%	0%	F	0.087	F	0.852	9700	F
$\Rightarrow \diamond \diamond$	To:	US 50 Par, Millwo													
Millwood Avo	City of Windhoster	US 50 Par; Apple Bl		000/	10/	10/	00/	00/	00/	F	0.005	F	0 EE1	12000	F
522 (50) (17) Millwood Ave	City of Winchester	0.75 12000		98%	1%	1%	0%	0%	0%	Г	0.085	Г	0.551	13000	
	From:	US 11 Cameros Millwood Av				-									
522 \ 11 \ 11 \ 50 \ Cameron St	City of Winchester	0.53 6500		97%	1%	1%	0%	0%	0%	С	0.091	F	0.525	7000	F
	Estimates for 2 Parallel Roadways			98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	F
Combined Trainic L		on this houte. 14000	Г ,	30 /0	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.093	'	0.762	13000	'
~~~~	To: From:	Boscawen S													
522 (11) (11) (50) Cameron St	City of Winchester	0.17 <b>8900</b>		97%	1%	1%	0%	0%	0%	F	0.096	F	0.768	9500	F
Combined Traffic E	Estimates for 2 Parallel Roadways			97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	F
	To:	SR 7 Piccadilly				_									
Pianadilly C4	City of Windhards	US 11 Cameron		000/	00/	10/	00/	00/	00/	_	0.000	F	0.044	0000	F
522 (7) (50) Piccadilly St	City of Winchester	0.18 9100		99%	0%	1%	0%	0%	0%	_	0.086	•	0.641	9600	•
Combined Traffic E	Estimates for 2 Parallel Roadways	on this Route: 11000	F s	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	F
	To- From:	US 50, SR 7 Brade	lock St			_									
522 Piccadilly St	City of Winchester	0.19 <b>5500</b>	F :	97%	0%	1%	0%	1%	0%	F	0.094	F	0.633	5900	F
<del></del>	To:	Fairmont Av	e												
<b>~~</b>	From:	Piccadilly S													
522 Fairmont Ave	City of Winchester	0.22 <b>5300</b>	F :	97%	0%	1%	0%	1%	0%	F	0.1	F	0.559	5700	F
<del>~</del>	To	Commercial S	St			$\neg$ $\sqsubseteq$									
522 Fairmont Ave	City of Winchester	0.55 11000		97%	0%	1%	0%	1%	0%	С	0.104	F	0.637	12000	F
<u></u> )	Tex														
Manla Ct	From	NCL Winches		070/	00/	10/	00/	10/	00/		0.104	N I	0.607	10000	^
Maple St	Frederick County	1.60 <b>12000</b>	G :	97%	0%	1%	0%	1%	0%	С	0.104	N	0.637	12000	G
·	To: From:	SR 37													
522 Frederick Pike North	Frederick County	2.91 <b>20000</b>	F	86%	1%	1%	1%	12%	0%	F	0.090	F	0.669	19000	F
~	To	34-654 Cedar Gro	ve Rd												
522 Frederick Pike North	Frederick County	4.24 <b>17000</b>		86%	1%	1%	1%	12%	0%	F	0.087	F	0.663	16000	F
DEC 1 Suchion i mo Horari	i roadhon odding	T 11000		5570	. /0	. /0	. /0	/0	0 /0		0.007		5.500	. 5000	

# 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	Q۷
From:															
Frederick County	5.08	15000	F	86%	1%	1%	1%	12%	0%	F	0.083	F	0.683	15000	F
To: From:															
Frederick County	3.26	8300	Α	86%	1%	1%	1%	12%	0%	С	0.120	Α	0.564	8000	Δ
To: From:	34-694 (	Cumberland	Trail Ro	i											
Frederick County	4.40	7900	F	86%	1%	1%	1%	12%	0%	F	0.077	F	0.596	7500	F
To:	West	Virginia Sta	te Line												
From:				IS 64											
Goochland County											0.191	F		3000	(
To:															
From:				O IS 64								_			
Goochland County											0.098	F		1000	(
10.															
From:				RT 66										5500	
warren County				( 0 NODE	**						NA			5500	(
100				& NORT	H										
<u> </u>														0500	
warren County				ODTH							NA			3500	(
Livore:				OKIH											
Warran County											NΙΛ			2700	(
wanen County			-	OUTH							INA			2700	`
From:		<i>'</i>													
City of Winchester					1%	1%	0%	1%	0%	F	0.087	F	0 578	9800	-
Oity of Windrester				37 76	1 /0	1 /0	0 70	1 /0	0 70	•	0.007	'	0.570	3000	
Tron:				000/	10/	10/	00/	00/	00/	г	0.000	_	0.500	7400	
City of Winchester				98%	1%	1%	0%	0%	0%	F	0.083	F	0.532	7400	ı
From:			ı												
City of Winchester	0.53	7200	F	98%	1%	1%	0%	0%	0%	С	0.096	F		7700	ı
	ways on this Route:	14000	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	ı
To:			an St												
Citv of Winchester	0.17		F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.604	7100	
										F		F			ĺ
To:									- , -	-		-			
From:				TON											
Rappahannock Count					0%	0%	0%	0%	0%	С	0.096	F	0.548	910	(
Tar	<u>-</u>									-					
From:	W	L washing	gion												
Town of Washington (Main	nt: 78) 0.37		N	99%	0%	0%	0%	0%	0%		0.096		0.548	910	
	Front Front Front Front Front Front Front Front Goochland County Tot Front Goochland County Tot Front Goochland County Tot Front Front Goochland County Tot Front Goochland County Tot Front County Tot Front County Tot Front City of Winchester Traffic Estimates for 2 Parallel Roadv Tot Front City of Winchester Traffic Estimates for 2 Parallel Roadv Tot Front City of Winchester Traffic Estimates for 2 Parallel Roadv Tot Front City of Winchester Traffic Estimates for 2 Parallel Roadv Tot Front City of Winchester Traffic Estimates for 2 Parallel Roadv Tot Front City of Winchester Traffic Estimates for 2 Parallel Roadv Tot Front Front City of Winchester Traffic Estimates for 2 Parallel Roadv	From   3.3	From   34-600 Siler	From:   34-600 Siler Rd	Free    34-600 Siler Rd   Frederick County   5.08   15000   F   86%	SR 127 Bloomery Pike	Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate   Sate	SR 127 Bloomery Pike	SA   SA   SA   SA   SA   SA   SA   SA	Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   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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   State   State   State   State   State   State   Stat	SAN   17 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 mil   27 m	SANG SHAWE   11rail   21rail   Factor   Frederick County   5.08   15000   F 86%   1% 1% 1% 1% 1% 0%   F 0.083   F	Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   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	Predefick County   S.08   15000   F   86%   170   170   12%   0%   F   0.083   F   0.683   15000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   17000   1

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

									Tru	ıck			K		Dir		
Route	Jurisdiction	1	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	(Maint, 70)		Middle St;		000/	00/	00/	00/	00/	00/	N.I.	0.000	NI	0.540	010	N.
522 (211) Warren St	Town of Washington	(Maint: 78)	0.26	890	N	99%	0%	0%	0%	0%	0%	N	0.096	N	0.548	910	N
Bus Bus	To: From:		EC	L Washingt	ton												
522 (211)	Rappahannock (	County	0.15	890	N	99%	0%	0%	0%	0%	0%	Ν	0.096	Ν	0.548	910	Ν
	To:		US 2	11 Lee High	hway												
North	From:			4-Westbou	nd												
Ramp	City of Norfolk (Ma	aint: 64)	0.29	NA									NA			NA	
North	To: From:		Ramps from	US 460 an	d I-564	Rev											
Ramp	City of Norfolk (Ma	aint: 64)	0.16	NA									NA			NA	
1	To:	,	Ramp fi	om I-64 Ea	stbound												
lorth	From:	1		JS 460 Grai								_		_			_
564	City of Norfolk (Ma		0.51	32000	G	98%	0%	0%	1%	1%	0%	F _	0.126	F		39000	9
	Combined Traffic Estimates for 2 Parallel F	Roadways or		53000	G	98%	0%	0%	0%	1%	0%	F	NA			65000	C
lorth	From:		SR 406 Inter														
564)	City of Norfolk (Ma	aint: 64)	1.81	16000	F	98%	0%	0%	1%	1%	0%	С	0.216	В		19000	F
	Combined Traffic Estimates for 2 Parallel F	,	this Route:	21000	F	98%	0%	0%	0%	1%	0%	С	0.13	Α	0.865	25000	F
	To:	•		Admiral Tau	ssig Blv	d											
Rev	From:			I-64 Rev													
Reversible Ramp	City of Norfolk (Ma	aint: 64)	0.31	NA									NA			NA	
<u> </u>	To:		Ramps to I-56	4 NB and F	From I-5	64 SB											
Rev	From:			I-564 Rev													
Ramp	City of Norfolk (Ma	aint: 64)	0.08	4500	G								0.292	F		4500	C
<u> </u>	10:			64 Northbou													
outh	From:	-!		64 Eastbour	nd											NIA	
Ramp	City of Norfolk (Ma	aint: 64)	0.16	NA R 165 Little	G 1	D 1							NA			NA	
outh	From:			JS 460 Grai		Ka											
564)	City of Norfolk (Ma	aint: 64)	0.64	21000	G	99%	0%	0%	0%	0%	0%	F	NA			26000	
	Combined Traffic Estimates for 2 Parallel F	Roadways or	this Route:	53000	G	98%	0%	0%	0%	1%	0%	F	NA			65000	(
	To:	•	SR 40	6 Terminial													
outh	From:		SR 406 Inter									_		_			_
564	City of Norfolk (Ma	,	1.84	4300	F	99%	0%	0%	0%	0%	0%	С	0.169	F	0.000	5200	F
	Combined Traffic Estimates for 2 Parallel F	Roadways or			F	98%	0%	0%	0%	1%	0%	С	0.135	Α	0.880	25000	ŀ
	10.			Admiral Tau		a		<u> </u>									
outh Ramp	From L City of Norfolk (Ma	aint: 64\	0.16	64 Southbou <b>2600</b>	und <b>G</b>								0.176	F		2600	(
Ramp	Tar	aiiii. 04)		East Little (		4							0.176	Г		2000	(
	Econy					.1		_									
South	From:	1		64 Southbou	und											NA	
564)Ramp	City of Norfolk (Ma	aint· 6/11	0.35	NA									NA				

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

Route	Jurisdictio	n Leng	th <b>AADT</b>	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	Prom:		6-E001A FRO	M RT 40	)6			2 77 13 110						. 40101	NIA	
564 Ramp	City of Norfolk (M	,	2 NA 5000C TO RT	64 WES	T		$\neg$					NA			NA	
South	From:	Ramp from I-564 S	outhbound and			Blvd										
564 Ramp	City of Norfolk (M $_{\scriptscriptstyle \mathrm{Tor}}$	· · · · · · · · · · · · · · · · · · ·	US 460 Granb	v St								NA			NA	
South	From:		from I-564 Sc		d		$\equiv$									
South 564) Ramp	City of Norfolk (M			G	<u>u</u>							0.107	F		6800	G
	Τα		I-64 Westbou	ınd												
South	City of Norfolk (M		I-564 Southbo 7 <b>400</b>									0.294	F		7400	G
Ramp	City of Noriolk (M	(aint. 64) 0.00	I-564 Rev	G								0.294	Г		7400	G
North	From:	SR 24 Elm	n Ave; US 220	Webber	Ехру		i									
581 (220)	City of Roanoke (N	,		G	94%	1%	1%	1%	4%	0%	F	0.09	F		39000	G
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>69000</b>	G	93%	1%	1%	1%	4%	0%	F	0.092	F	0.538	77000	G
North	To: From:	U	S 11 Williams	on Rd												
581 (220)	City of Roanoke (M			G	94%	1%	1%	1%	4%	0%	F	0.092	F		43000	G
$\smile \smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>72000</b>	G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.518	80000	G
North	To: From:		JS 460 Orange	Ave												
581 (220)	City of Roanoke (M	,		Α	94%	1%	1%	1%	4%	0%	F	0.108	Α		41000	Α
<b>~</b>	Combined Traffic Estimates for 2 Parallel			Α	93%	1%	1%	1%	4%	0%	F	0.105	Α	0.505	82000	Α
North	To: From:		Valley View I													
581 (220)	City of Roanoke (N	,		F	94%	1%	1%	1%	4%	0%	С	0.11	В	0.54	34000	F
	Combined Traffic Estimates for 2 Parallel	-		F	93%	1%	1%	1%	4%	0%	С	0.107	В	0.51	68000	F
North	From:		101 Hershber													_
581 220	City of Roanoke (N Combined Traffic Estimates for 2 Parallel	,		A	94% 93%	1% 1%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.115 0.109	A A	0.533	30000 59000	A A
	Combined Trainic Estimates for 2 Faraner			A	93%	1 70	1 70	170	470	0%	г	0.109	А	0.555	39000	A
North	From:		117 Peters Cr		2.121					2-1			_			_
581 (220)	Roanoke Cor Combined Traffic Estimates for 2 Parallel	•		G G	94% 93%	1% 1%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.104 0.099	F	0.519	25000 51000	G G
	Combined Traine Estimates for 2 Faraner				90 /0	1 /0	1 /0	1 /0	4 /0	0 /6	'	0.099	'	0.519	31000	G
North	From:		Ramp to I-81 N		0.40/	10/	40/	10/	40/	00/	г	0.100	_		15000	
581 I-581 North Ramp	Roanoke Cor Combined Traffic Estimates for 2 Parallel	,		G G	94% 93%	1% 1%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.106 0.099	F	0.514	15000 30000	G G
	To:	Toddways off this flout	I-81 South		JU /0	1 /0	1/8	1 /0	7/0	0 /0	'	0.000	'	0.017	00000	<u> </u>
North	From:	-	I-581 North	ı												
581 Ramp	City of Roanoke (N			G								0.086	F		8700	G
$\sim$	To:	US	S 460 E, Orang	ge Ave												

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

Route			Jurisdictio	nn.	Length	AADT	ΟΛ	4Tire	Rue		Trι	-		QC	K	QK	Dir	AAWDT	. 0
			From	J.				71110	Duo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	Q. (	Factor	70,000	
orth 81) Ramp		City	of Roanoke (	Maint: 80)	0.12	I-581 North 3300	G								0.107	F		3300	(
81 / Tamp		Oity	To	Wallit. 00)		50 W, Orang									0.107	'		3300	•
orth			From			I-581 North													
Ramp to Valley V	/iew Blvd	City	of Roanoke (	Maint: 80)	0.15	7700	G	99%	0%	0%	0%	0%	0%	С	0.099	F		8200	
,		•	To		Va	lley View B													
lorth			From			I-581 North													
Ramp		City	of Roanoke (	Maint: 80)	0.26	7900	G								0.093	F		7900	
$\overline{}$			To		SR 101	E, Hershber	rger Rd												
North			From			I-581 North													
Ramp		City	of Roanoke (	Maint: 80)	0.19	3600	G								0.093	F		3600	
			10	<u> </u>		W, Hershbe													
North 581 Ramp		City	of Roanoke (	Maint: 80)	0.28	I-581 North 4900	G								0.111	F		4900	
581 / Tamp		Oity	To	Waint. 00)		E, Peters Ci									0.111	'		4300	
lorth			From			I-581 North													
Ramp		Citv	of Roanoke (	Maint: 80)	0.21	3900	G								0.107	F		3900	
301)		7	To	:	SR 117	W, Peters C	reek Rd												
North			From			I-581 North													
581)(220) Ramp			Roanoke Co	unty	0.29	9200	G	94%	1%	1%	1%	4%	0%	F	0.106	F		10000	
			То			I-81 North													
outh			From			ve; US 220													
581 220			of Roanoke (	*	0.77	34000	G	93%	1%	1%	1%	5%	0%	F -	0.101	F		38000	
•	Combined Traf	fic Estimates	for 2 Parallel	Roadways on this	Route:	69000	G	93%	1%	1%	1%	4%	0%	F	0.092	F	0.538	77000	
outh			From		US 1	1 Williamso	n Rd												
581) 220		City	of Roanoke (	Maint: 80)	0.45	33000	G	93%	1%	1%	1%	5%	0%	F	0.099	F		37000	
	Combined Traf	fic Estimates	for 2 Parallel	Roadways on this	Route:	72000	G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.518	80000	
			To		US	460 Orange	Ave												
South (220)		City	of Roanoke (	Maint: 80)	1.41	38000	Α	93%	1%	1%	1%	5%	0%	F	0.102	Α		41000	
581 (220)	Combined Traf		,	Roadways on this			A	93%	1%	1%	1%	4%	0%	· F	0.102	A	0.505	82000	
	Combined Trai	no Estimates	T-	Troddways on time				0070	1 70	1 /0	170	470	0 /0	•	0.100	,,	0.000	02000	
South		_	From			lley View B								_					
581 (220)			of Roanoke (	*	1.49	30000	F	93%	1%	1%	1%	5%	0%	С	0.108	В		34000	
~ ~	Combined Traf	tic Estimates	tor 2 Parallel	Roadways on this	Route:	61000	F	93%	1%	1%	1%	4%	0%	С	0.107	В	0.51	68000	
South			From		SR 10	1 Hershberg	ger Rd												
581) 220		City	of Roanoke (	Maint: 80)	1.33	27000	Α	93%	1%	1%	1%	5%	0%	F	0.114	Α		30000	
	Combined Traf		,	Roadways on this		54000	Α	93%	1%	1%	1%	4%	0%	F	0.109	Α	0.533	59000	
			To			NCL Roanok													

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

								Trι	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		ICL Roanok													
(581)(220)	Roanoke Co	,	27000	Α	93%	1%	1%	1%	5%	0%	F	0.114	Α		30000	Α
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	Α	93%	1%	1%	1%	4%	0%	F	NA			59000	Α
South	Ta: From:	SR 11	7 Peters Cre	ek Rd												
581) 220)	Roanoke Co	unty 0.72	23000	G	93%	1%	1%	1%	5%	0%	F	0.116	F		26000	G
301/2220	Combined Traffic Estimates for 2 Parallel	•		G	93%	1%	1%	1%	4%	0%	F	0.099	F	0.519	51000	G
	To:	,	I-81	-												
South	From:		mp from I-8													
581 I-581 S Ramp	Roanoke Co	•	14000	G	93%	1%	1%	1%	5%	0%	F	0.115	F		16000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	93%	1%	1%	1%	4%	0%	F	0.099	F	0.514	30000	G
	Τα		I-81 N													
South	From:		I-581 South									0.004	_		11000	_
581 Ramp	City of Roanoke (N		11000	G								0.084	F		11000	G
	100	SR	24 Elm Ave													
South	City of Roanoke (N	Maint: 80) 0.08	I-581 South 6100									0 1 4 1	F		6100	G
581 Ramp	City of Roanoke (in		th Exit 2A R	G	124							0.141	Г		6100	G
0 "	France	1-381 300			ш											
South (581) Ramp	City of Roanoke (N	Maint: 80) 0.13	I-581 South <b>7000</b>	G								0.083	F		7000	G
581 / Tamp	Oity of Hoarloke (i	·	60 E, Orange									0.003	'		7000	u
South	From:	051	I-581 South													
(581) Ramp	City of Roanoke (N	Maint: 80) 0.13	2600	G								0.089	F		2600	G
(361) Tramp	To:		60 W, Orang									0.000	•		2000	ď
South	From:		I-581 South													
581 Ramp	City of Roanoke (N	Maint: 80) 0.20	5800	G								0.093	F		5800	G
301)	To:		E, Hershber													
South	From:		I-581 South													
(581) Ramp	City of Roanoke (N	Maint: 80) 0.27	2200	G								0.375	F		2200	G
	To:		W, Hershbe	rger Rd												
South	From:		I-581 South													
(581) Ramp	City of Roanoke (M	Maint: 80) 0.19	2600	G								0.133	F		2600	G
$\bigcirc$	To:	SR 117	E, Peters Ci	reek Rd												
South	From:		I-581 South													
(581) Ramp	City of Roanoke (M	Maint: 80) 0.19	2000	G								0.145	F		2000	G
$\overline{}$	To	SR 117	W, Peters C	reek Rd												
	From:		Virginia Stat	e Line												
598 E River Mountain Rd	Bland Cour		170	G	93%	3%	3%	0%	2%	0%	С	0.13	F	0.542	170	G
$\overline{}$	To:	I-77; US	52 North Sc	enic Hw	у											
	From		E River Mou		l											
(598) Ramp	Bland Cour	nty 0.22	70	G								0.157	F		70	G
$\smile$	To		I-77 South													

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

Route	Jurisdictio			AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
598 (52) Ramp	Bland Cou	nty (	).10	510 I-77 North	G Hwy			<u> </u>					0.123	F		510	G
664 I-664 Exit 5 Ramp (from	both directions merge@)ty of Newport New	s (Maint: 99)	).11	B I-664 Exi <b>NA</b>									NA			NA	
1-664 Exit 5 Ramp (from	both directions merge@)ty of Newport New		np to US ).11	NA 35th St	arwick A	Ave		 					NA			NA	
Ramp	City of Newport New	s (Maint: 99)	).11	WARWIC <b>NA</b> FROM RO									NA			NA	
664 Ramp	City of Suffolk (N	Maint: 61) (	).13	009B TO R  NA FROM ROU									NA			NA	
East 664 Hampton Roads Beltway	City of Hampton (	Maint: 99) (	).27	I-64 East 29000	G	94%	0%	1%	1%	4%	0%	F	0.094	F		31000	G
East 664 Hampton Roads Beltway	City of Hampton ( Combined Traffic Estimates for 2 Parallel	,	0.86	43000	West G G	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.104 0.090	F	0.646	46000 88000	G G
	Tombined Traine Estimates for 21 arailer	•	664 is	signed as	Souti		0 70	170	1 70	470	0 70	•	0.000	•	0.040	00000	u
East 664 Hampton Roads Beltway	City of Hampton ( Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	I.21 oute:	41000 79000 signed as	G G	94% 94% n I-664	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.108 NA	F		44000 85000	G G
East	To: From:			erdeen Roa													
664 Hampton Roads Beltway	City of Hampton ( Combined Traffic Estimates for 2 Parallel	Roadways on this Ro		<b>39000</b> <b>75000</b> signed as	<b>G</b> <b>G</b> Souti	94% 94% 5 <i>I-664</i>	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.109 0.094	F F	0.676	42000 81000	G G
East	To: From:		NCL S0	Newport N	ews n												
Hampton Roads Beltway	City of Newport New Combined Traffic Estimates for 2 Parallel	Roadways on this Ro		<b>39000</b> <b>75000</b> signed as	<b>G</b> <b>G</b> Souti	94% 94% 7 <i>I-664</i>	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.109 NA	F		42000 81000	G G
East	To From:	1	Roanok	e Ave; Ches	stnut St												
Hampton Roads Beltway	City of Newport New Combined Traffic Estimates for 2 Parallel	Roadways on this Ro			G G	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.11 0.095	F F	0.677	38000 74000	G G
	To			signed as efferson Ave													

### 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				QC	Factor	QK	Factor	AAWDT	QW
ast	From:		efferson Ave						4.5.	2-1	_		_			_
Hampton Roads Beltway		, ,	21000	G	94%	0%	1%	1%	4%	0%	F _	0.081	F _		23000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	0.088	F	0.664	57000	G
		East I-664 is	signed as	s Souti	า I-664											
ast	To:	7	Terminal Ave	e												
$\frac{64}{64}$ Monitor Merrimac Memo	rial Bridge Tunnel City of Newport News	s (Maint: 99) 2.84	30000	Α	94%	0%	1%	1%	4%	0%	F	0.120	Α		32000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	Α	94%	0%	1%	1%	4%	0%	F	NA			65000	Α
		East I-664 is	signed as	s Souti	n I-664											
	To:	Y	WCL Suffoll	K												
ast	From:		Newport N								_					
Monitor Merrimac Memo			30000	Α	94%	0%	1%	1%	4%	0%	F _	0.120	Α		32000	A
	Combined Traffic Estimates for 2 Parallel	-		Α	94%	0%	1%	1%	4%	0%	F	0.106	Α	0.55	65000	A
		East I-664 is	signed as	s Souti	า I-664											
ast	To: From:	SR	135 College	Dr												
$\frac{64}{64}$ Hampton Roads Beltway	City of Suffolk (M	laint: 61) 1.38	30000	Α	94%	0%	1%	1%	4%	0%	С	0.127	Α		32000	Α
	Combined Traffic Estimates for 2 Parallel	,	62000	Α	94%	0%	1%	1%	4%	0%	С	0.106	Α	0.557	66000	Δ
		East I-664 is	signed as	s Souti	n I-664											
	To	SR 164	4 Western Fr	reeway												
$\overbrace{64}^{\text{ast}}$ Hampton Roads Beltway	City of Suffolk (M	laint: 61) 0.58	28000	G	94%	0%	1%	1%	4%	0%	_	NA			30000	G
64 Hampton Hoads Deliway	Combined Traffic Estimates for 2 Parallel	,		G	94%	0%	1%	1%	4 % 4%	0%	' -	NA			61000	G
	Combined Trainic Estimates for 2 Parallel	East I-664 is		-		076	1 70	1 70	470	0%	Г	INA			61000	G
	_				11-004											
ast	From:	US	S 17 Bridge	Rd												
64 Hampton Roads Beltway	City of Suffolk (M	laint: 61) 0.62	38000	G	94%	0%	1%	1%	4%	0%	F	0.095	F		41000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	94%	0%	1%	1%	4%	0%	F	NA			83000	G
		East I-664 is	signed as	s Souti	า I-664											
	To:		CL Chesapea													
ast	City of Chesapeake		WCL Suffoll 38000	G	94%	0%	1%	1%	4%	0%	_	0.095	F		41000	G
Hampton Roads Beltway													Г			G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	г	NA			83000	G
		East I-664 is	signea as	s Souti	1 1-664											
ast	To: From:	64-6	59 Pughsvill	e Rd												
Hampton Roads Beltway	City of Chesapeake	(Maint: 64) 2.02	41000	F	94%	0%	1%	1%	4%	0%	F	0.101	F		43000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	84000	F	94%	0%	1%	1%	4%	0%	F	0.080	F	0.526	88000	F
		East I-664 is		s Souti	ı I-664											
	To:		7 Portsmout													

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

		'	ililiaiy ai	na intersta	ale Ho	uies											
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	QW
								2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
East	From:	(Mainta 0.4)		7 Portsmout		0.40/	00/	10/	40/	40/	00/	_	0.004	_		40000	_
664 Hampton Roads Beltway			1.10	44000	F	94%	0%	1%	1%	4%	0%	F _	0.094	F		46000	F
	Combined Traffic Estimates for 2 Parallel	•			F	94%	0%	1%	1%	4%	0%	F	0.08	F	0.506	93000	F
		Eas	t I-664 is	signed a	s Souti	h I-664											
Foot	To: From:		64-663	Dock Landi	ng Road			_									
East (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
664) Hampton Hodds Beitway	Combined Traffic Estimates for 2 Parallel	` ,	_		G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	91000	G
	Combined Traine Estimates for 21 arailer			signed a			0 /8	1 /0	1 /0	4 /0	0 /6	'	0.003	•	0.505	31000	ч
		-															
East	To: From:	US	13, US 58,	, US 460 Mi	iliatry Hi	ghway											
(664) Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	1.13	43000	G	94%	0%	1%	1%	4%	0%	F	0.101	F		47000	G
,	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	97000	G	94%	0%	1%	1%	4%	0%	F	NA			104000	G
		•		signed a													
	To	-						1									
East	From:	US	s 13, US 46	0 Military F	lighway	South											
664 Hampton Roads Beltway	City of Chesapeake	(Maint: 64)	0.27	55000	F	94%	0%	1%	1%	4%	0%	F	0.108	F		58000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this	s Route:	109000	G	94%	0%	1%	1%	4%	0%	F	NA			116000	G
		Eas	t I-664 is	signed a	s Souti	h I-664											
	To:			I-64; I-264													
East	From:			B; Ramp to I		3											
664 Ramp	City of Chesapeake	(Maint: 64)	0.46	34000	F								0.081	F		36000	F
	To:			I-64 WB													
East	From:			I-664 East													
664 Ramp	City of Hampton (I	Maint: 99)	0.16	5700	G								0.095	F		5700	G
	Te:		Po	wer Plant Pk	cwy												
East	From:			I-664 East													
(664) Ramp	City of Hampton (I	Maint: 99)	0.14	6100	G								0.104	F		6100	G
$\overline{}$	To:		114-7	025 Aberde	en Rd												
East	From:			I-664 East													
(664) Ramp	City of Newport News	s (Maint: 99)	0.15	4100	G								0.125	F		4100	G
$\smile$	To:		121-7	019 Chestnu	ut Ave												
East	From:			I-664 East													
664 Ramp	City of Newport News	s (Maint: 99)	0.32	9000	G								0.223	F		9000	G
	To:		I-664 West	t Exit 5A To	35th Str	reet											
East	From:	I-	664-E TO I	INSPECTIO	N STAT	TION											
(664) Ramp	City of Newport News		0.21	NA				•					NA			NA	
· ·	To:		64-E FROM	1 INSPECTI	ION STA	ATION											
East	From:	<del></del>		I-664 East													
Ramp	City of Newport News	s (Maint: 99)	0.15	6100	G								0.126	F		6100	G
004)	To:			Exit 6B To		eet							21.20	-		2.00	-
East	From:			6B TO 27TI													
(664) Ramp	City of Newport News	s (Maint: 99)	0.10	NA									NA			NA	
$\smile$	To:			4US 60-P													

### 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	$\Delta \Delta M/DT$	QW
East 664 Ramp	City of Newport News (Maint: 99)	1-664-E006A TO 27TH STREET  0.16 NA  121-3 FROM ROUTE 664 EAST	NA		NA	
East 664 Ramp	City of Newport News (Maint: 99)  To: TERM	I-664-E TO TERMINAL AVENUE 0.17 NA INAL AVENUE FROM ROUTE 664 EASTSOUTH	NA		NA	
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E TO RT 135 0.26 NA SR 135 FROM I-664	NA		NA	
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E TO RT 135 0.21 <b>4100 G</b> SR 135 FROM I-664	NA		4100	G
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E TO ROUTE 164 0.23 <b>9800 G</b> I-664-E009B TO ROUTE 164 EAST	NA		9800	G
East 664 Ramp	City of Suffolk (Maint: 61)	0.18 NA SR 164 FROM ROUTE 66	NA		NA	
East 664 Ramp	City of Suffolk (Maint: 61)	I-664-E009A TO ROUTE 164 EAST  0.46 NA  I-664-W009B TO ROUTE	NA		NA	
East 664 Ramp	City of Chesapeake (Maint: 64)	I-664-E TO PUGHSVILLE ROAD  0.35 <b>6200 G</b> 664-E010B TO PUGHSVILLE ROAD NORTH	0.28	2 F	6200	G
East 664 Ramp	City of Chesapeake (Maint: 64)	0.08 NA  131-8529 FROM ROUTE 664 EASTSOUTH	NA		NA	
East 664 Ramp	City of Chesapeake (Maint: 64)	664-E010A TO PUGHSVILLE ROAD NORTH  0.03 NA  131-8529 TO & FROM ROU	NA		NA	
East 664 Ramp	City of Chesapeake (Maint: 64)	I-664-E TO RT 337 0.36 <b>2700 G</b> SR 337 FROM I-664	0.09	3 F	2700	G
East 664 Ramp	City of Chesapeake (Maint: 64)	I-664-E TO RT 337 0.22 <b>5400 G</b> SR 337 SR 337-W014A TO AND FROM I-6	0.10	1 F	5400	G
East 664 Ramp	City of Chesapeake (Maint: 64)	I-664-E TO DOCK LANDING ROAD  0.06 NA  4-E012B TO DOCK LANDING ROAD00- NORT	NA		NA	
East Ramp	City of Chesapeake (Maint: 64)	0.17 <b>2300 G</b> 131-8527 FROM ROUTE 664 EASTSOUTH	0.11	5 F	2300	G

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

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 664 Ramp	City of Chesapeake		0.08	NA TO & FRO			RT						NA			NA	
East 664) Ramp	City of Chesapeake		-664-E TO RO 0.47	9900 9900	3&460 <b>'</b> <b>G</b>	WEST							0.096	F		9900	G
$\smile$	To:	U	S 58 FROM F	ROUTE 664	4 EASTS	OUTH											
East	From:		-664-E TO R	OUTE 58,1	3&460	EAST											
664)Ramp	City of Chesapeake		0.25	1900	G								0.110	F		1900	G
$\smile$	To:	U	S 58 FROM F	ROUTE 664	4 EASTS	OUTH											
East	From:			I-664 East													
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	3; 1US 13-P	FRO												
East	From:		I-664-EE	3; Ramp to	I-64 WE	1											
664)Ramp	City of Chesapeake	(Maint: 64)	0.56	21000	F								0.137	F		23000	F
	To:			I-264-EB													
West	From:			I-64 West													
664 Hampton Roads Beltway	City of Hampton (I	Maint: 99)	0.43	30000	G	94%	0%	1%	1%	4%	0%	F	0.114	F		32000	G
664) Hampton Houde Boitmay						0 1 70	0 70		1 70	170	0 70	•	0.111	·		02000	_
West	To: From:		Rar	np to I-64 E	East												
664) Hampton Roads Beltway	City of Hampton (I	Maint: 99)	1.23	39000	G	94%	0%	1%	1%	4%	0%	F	0.116	F		42000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	82000	G	94%	0%	1%	1%	4%	0%	F	0.090	F	0.646	88000	G
		We	est I-664 is	signed a	as Nort	h I-664											
	To			hatan Park													
West	From:		POW	matan Park	way												
664 Hampton Roads Beltway	City of Hampton (I	Maint: 99)	1.27	38000	G	94%	0%	1%	1%	4%	0%	F	0.125	F		41000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on th	nis Route:	79000	G	94%	0%	1%	1%	4%	0%	F	NA			85000	G
		We	est I-664 is	signed a	as Nort	h I-664											
	To		Δ1	berdeen Ro	ad												
West	From:	ļ.															
664 Hampton Roads Beltway	City of Hampton (I	Maint: 99)	0.28	36000	G	94%	0%	1%	1%	4%	0%	F	0.127	F		39000	G
	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	NA			81000	G
		We	est I-664 is	signed a	as Nort	h I-664											
	To:			Newport N													
West	From:	(14 : 1 : 22)		CL Hampto		0.40/	00/	40/	40/	40/	00/	_	0.407	_		00000	_
664 Hampton Roads Beltway		,	0.55	36000	G	94%	0%	1%	1%	4%	0%	-	0.127	F		39000	G
$\sim$	Combined Traffic Estimates for 2 Parallel	•			G	94%	0%	1%	1%	4%	0%	F	NA			81000	G
		We	est I-664 is														
	To:			Avenue; Cl		St											
West	From:	(Maint: 00)		e Ave; Che		040/	00/	40/	10/	40/	00/	_	0.400	F		00000	_
664 Hampton Roads Beltway			0.78	33000	G	94%	0%	1%	1%	4%	0%	-	0.129	•		36000	G
~	Combined Traffic Estimates for 2 Parallel				G	94%	0%	1%	1%	4%	0%	F	0.095	F	0.677	74000	G
		We	est I-664 is														
	To:		SR 143 Je	efferson Av	e; 35th S	St											

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

Devite	المالية المالية		AADT		4T:u=	D		Tru	ıck		00	K	OK	Dir	AAMOT	- 014
Route	Jurisdictio	in Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
est	From:		Jefferson A 32000		94%	0%	10/	10/	40/	00/	_	0.004	F		24000	G
Hampton Roads Beltway		,		G	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%		0.094 0.088	F	0.664	34000 57000	G
	Combined Traffic Estimates for 2 Parallel	•		G aa Nart		0%	170	170	4%	0%	Г	0.088	Г	0.004	57000	G
	_ 1	West I-664 i.			11 1-004											
est	To: From:		Terminal A	ve												
$\widetilde{64}$ Monitor Merrimac Memo	rial Bridge Tunnel City of Newport News	s (Maint: 99) 2.93	31000	Α	94%	0%	1%	1%	4%	0%	F	0.114	Α		33000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	Α	94%	0%	1%	1%	4%	0%	F	NA			65000	Α
		West I-664 is	s signed	as Nort	h I-664											
	To:		WCL Suffo													
est 64) Monitor Merrimac Memo	rial Bridge Tunnel City of Suffolk (M		L Newport 31000	News <b>A</b>	94%	0%	1%	1%	4%	0%	_	0.114	Α		33000	А
64 INIONILOI MEMINAC MEMO	Combined Traffic Estimates for 2 Parallel	•			94%	0%	1%	1%	4% 4%	0%		0.114	A	0.55	65000	A
	Combined Trainic Estimates for 2 Parallel	•		A aa Nart		076	1 70	1 70	4 70	0%	Г	0.106	А	0.55	63000	^
		West I-664 i			11 1-004											
est	To: From:	SR	135 Colleg	ge Dr												
Hampton Roads Beltway	City of Suffolk (M	laint: 61) 1.04	31000	Α	94%	0%	1%	1%	4%	0%	С	0.119	Α		34000	Δ
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	62000	Α	94%	0%	1%	1%	4%	0%	С	0.106	Α	0.557	66000	A
		West I-664 i	s signed	as Nort	h I-664											
	To:	SR 16	4 Western	Freeway												
^{'est} 64) Hampton Roads Beltway	City of Suffolk (M	laint: 61) 0.40	28000	G	94%	0%	1%	1%	4%	0%	F	0.119	N		31000	G
64) Hampton Houde Boitmay	Combined Traffic Estimates for 2 Parallel	*		G	94%	0%	1%	1%	4%	0%	F	NA			61000	G
	Combined Traine Learnage for LT drainer	West I-664 i				0 70	1 70	1 70	170	070	•				0.000	Ŭ
	To:		S 17 Bridge													
est	From:															
64) Hampton Roads Beltway		,	39000	G	94%	0%	1%	1%	4%	0%	F	NA			42000	G
	Combined Traffic Estimates for 2 Parallel			G	94%	0%	1%	1%	4%	0%	F	NA			83000	G
	-	West I-664 i			h I-664											
est	From:		CL Chesape WCL Suffo													
64) Hampton Roads Beltway	City of Chesapeake		39000	G	94%	0%	1%	1%	4%	0%	F	NA			42000	G
04)	Combined Traffic Estimates for 2 Parallel	,		G	94%	0%	1%	1%	4%	0%	F	NA			83000	G
		West I-664 i		-		- , -										
	Ta-		59 Pughsvill				<del></del> 1									
est	From:		•													
64 Hampton Roads Beltway		,	42000	F	94%	0%	1%	1%	4%	0%	F	0.089	F		44000	F
	Combined Traffic Estimates for 2 Parallel	•		F	94%	0%	1%	1%	4%	0%	F	0.080	F	0.526	88000	F
		West I-664 i.			h I-664											
	То:	SR 33	37 Portsmou	ıth Blvd												

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

								Tru	ck			K		Dir		
Route	Jurisdictio	on Lengt	n <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	SD 3	37 Portsmou	th Blvd			ZAXIE	3+Axie	IIIaii	ZIIali		i actor		1 actor		
Hampton Roads Beltway	y City of Chesapeake			F	94%	0%	1%	1%	4%	0%	F	0.081	F		47000	F
(864) · · · · · · · · · · · · · · · · · · ·	Combined Traffic Estimates for 2 Parallel	,		F	94%	0%	1%	1%	4%	0%	F	0.08	F	0.506	93000	F
	Combined Traine Learnage for LT drainer	West I-664				0 70	1 70	1 70	170	0 70	•	0.00	•	0.000	00000	•
	_	<b>.</b>			77 004											
West	To: From:	D	ock Landing I	Road												
(664) Hampton Roads Beltway	y City of Chesapeake	(Maint: 64) 1.48	43000	G	94%	0%	1%	1%	4%	0%	F	0.083	F		46000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 84000	G	94%	0%	1%	1%	4%	0%	F	0.083	F	0.505	91000	G
		West I-664	is signed a	as Nort	h I-664											
	To:	US 13 US 5	8, US 460 M	ilitary Hi	ohway											
West	From:					00/		40/	40/	201	_				<b>5700</b> 6	_
664 Hampton Roads Beltway			53000	G	94%	0%	1%	1%	4%	0%	F	NA			57000	G
	Combined Traffic Estimates for 2 Parallel	•		G	94%	0%	1%	1%	4%	0%	F	NA			104000	G
	_	West I-664			h I-664											
	10:		I-64; I-264													
West	From:		I-664 West										_			_
Ramp	City of Hampton (I			G								0.121	F		11000	G
	To:		I-64 East													
West	From:		I-664 West													
664 Ramp	City of Hampton (I	·		G								0.142	F		4000	G
<u> </u>	To:	Power Pla	nt Pkwy; Pov	vhatan P	cwy											
West	From:		I-664 West													
Ramp	City of Hampton (I			G								0.101	F		3200	G
<u> </u>	To:	114	-7025 Aberde	en Rd												
West	From:		I-664 West													
664 Ramp	City of Newport New		1200	G								0.113	F		1200	G
	To:	121	7017 Roanol	ke Ave												
West	From:		I-664 West													
(664) Ramp	City of Newport New		9400	G								0.131	F		9400	G
	To:	I-664 Ea	st Exit 5A To	35th Str	eet											
West	From:		5A TO JEFFI	ERSON	AVE											
(664) Ramp	City of Newport New		NA									NA			NA	
<u> </u>	To:	SR 143 F	ROM ROUT	E 664 W	ES											
West	From:		I-664 West													
(664) Ramp	City of Newport New		2700	G								0.205	F		2700	G
$\overline{}$	To:		st Exit 6B To													
West	City of Newport New		006B TO 25T NA	H STRE	EI							NA			NA	
664 Ramp	City of Newport New		ROM ROUT	TE 664 W	ECT							NA			INA	
West	From:		006A TO 25T	'H STRE	ET							NI A			NIA	
664 Ramp	City of Newport New		NA OM BOUTE	664 117	CT							NA			NA	
	10.	US 60 FF	OM ROUTE	004 WE	১।											

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	sTruck QC K 2Axle 3+Axle 1Trail 2Trail Facto	QK Dir or Factor	AAWDT	QW
West 664 I-664 WB (NB) Exit 7 Ramp	City of Newport News (Maint: 99	I-664 WB NB  9) 0.26 <b>NA</b> Terminal Ave	NA NA		NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO RT 135 0.16 <b>1500 G</b> SR 135 RAMP FR I-664 FROM_I-664	NA NA		1500	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO RT 135 0.26 <b>3500 G</b> SR 135 FROM RTE 664	NA NA		3500	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO INSPECTION STATION  0.26 <b>360 G</b> I-664-W FROM INSPECTION STATION	NA		360	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO ROUTE 164 0.24 <b>7300 G</b> SR 164 FROM ROUTE 664 WESTNORTH	NA		7300	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO ROUTES 17 SOUTH & 164 EAST  0.11 12000 G	NA		12000	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W009C TO ROUTE 17 SOUTH  0.17 NA  I-664-E009B I-664- 9B TO ROUTE	NA		NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W009B TO ROUTE 17 SOUTH  0.11 NA  US 17 FROM ROUTE 664 WESTNORTH	NA		NA	
West 664 Ramp	City of Chesapeake (Maint: 64	I-664-W TO PUGHSVILLE ROAD  1) 0.19 <b>6700 G</b> I-664-W010B TO PUGHSVILLE SOUTH	0.106	6 F	6700	G
West 664 Ramp	City of Chesapeake (Maint: 64		NA		NA	
West 664 Ramp	City of Chesapeake (Maint: 64	I-664-W010A TO PUGHSVILLE SOUTH  1) 0.05 <b>NA</b> 131-8529 FROM ROUTE 664 WESTNORTH	NA		NA	
West 664 Ramp	City of Chesapeake (Maint: 64	I-664-W TO RT 337  I) 0.22 <b>3600 G</b> SR 337 SR 337-E014B TO I-664 AND FR	0.096	6 F	3600	G
West 664 Ramp	City of Chesapeake (Maint: 64	I-664 West  1 0.36 6600 G  SR 337 Portsmouth Blvd	0.094	1 F	6600	G
West 664 Ramp	City of Chesapeake (Maint: 64	I-664-W TO DOCK LANDING ROAD  1) 0.14 <b>2500 G</b> 664-W012B TO DOCK LANDING ROAD-SOUTH	0.14	F	2500	G

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

Route	Jurisdictio	n Leng	th <b>AADT</b>	QA	4Tire	Bus		Tru		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	. QI
West	From:	I-664-W012B TO		DING RO	OAD-SOU	TH										
Ramp	City of Chesapeake											NA			NA	
<u> </u>	To:	131-8527 FRO	M ROUTE 6	564 WES	TNORTH											
Vest	From:	I-664-W012A TO		DING RO	OAD-SOU	TH										
Ramp	City of Chesapeake											NA			NA	
<u> </u>	Τo:	131-8	527 TO & FR	ROM DO	C		L									
Vest	From:		O ROUTE 58.	,13&460	WEST											
Ramp	City of Chesapeake	(Maint: 64) 0.06	6 <b>26000</b>	G								0.107	F		26000	(
<u> </u>	To	I-664-W(	013B TO 58,1	3&460 F	EAST		$\neg$ $\vdash$									
Vest	City of Observation											0.100	_		00000	,
Ramp	City of Chesapeake											0.108	F		23000	(
	100		58 TO ROUTI													
Vest	From:		013A TO 58,1		AST							0.400	_		0000	
Ramp	City of Chesapeake			G								0.182	F		2900	(
<u> </u>	10.	•	M ROUTE 66				<u> </u>									
ast	From:		R 150 Chippe								_		_			
95 Pocahontas Pkwy	Chesterfield C	,		G	91%	1%	1%	2%	5%	0%	С	0.093	F		8000	
	Combined Traffic Estimates for 2 Parallel				90%	1%	1%	2%	5%	0%	С	NA			16000	•
	To:		Ienrico Count	-												
east 95 Pocahontas Pkwy	Henrico Cou		esterfield Cou 2 <b>7900</b>	inty Line G	91%	1%	1%	2%	5%	0%	С	0.093	F		8000	(
195 FOCATIONIAS FRWY	Combined Traffic Estimates for 2 Parallel	-,				1%	1%	2%	5%	0%	C		F	0.532		(
	Combined Trainc Estimates for 2 Parallel	Hoadways on this Hout	e. 15000	G	90%	1%	170	2%	5%	0%	C	0.094	Г	0.532	16000	,
ast	To: From:		Laburnum A	Ave												
Pocahontas Pkwy	Henrico Cou	unty 4.94	4 2800	G	91%	1%	1%	2%	5%	0%	F	0.093	Ν		3000	(
,	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>5500</b>	G	90%	1%	1%	2%	5%	0%	F	NA			6000	(
	Τα		I-295				Ti.			• , •						
ast	From:		SR 895 Ea	ıst												
₃₉₅ )Ramp	Henrico Cou	unty 0.72	2 <b>3100</b>	Α	91%	1%	1%	2%	5%	0%	F	0.13	Α		3100	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>5900</b>	Α	90%	1%	1%	2%	5%	0%	F	0.119	Α	0.54	5900	
	To:		I-295 Nort	th												
Vest	From:	I-95; S	R 150 Chippe	nham Pk	wy											
Pocahontas Pkwy	Chesterfield C	ounty 0.64	4 7600	G	89%	1%	2%	2%	6%	0%	С	0.102	F		7600	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>15000</b>	G	90%	1%	1%	2%	5%	0%	С	NA			16000	(
	To:		Ienrico Count	2												
/est	From:		esterfield Cou	_			[_									
Pocahontas Pkwy	Henrico Cou	•		G	89%	1%	2%	2%	6%	0%	С	0.102	F		7600	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: <b>15000</b>	G	90%	1%	1%	2%	5%	0%	С	0.094	F	0.532	16000	(
	To:		Laburnum A	Ave			$\neg$ $\vdash$									
Vest 1995) Pocahontas Pkwy	Henrico Cou	unty 4.60	2 <b>700</b>	G	89%	1%	2%	2%	6%	0%	E	0.102	N		2900	(
395 FUCATIONIAS FRWY	Combined Traffic Estimates for 2 Parallel	•		G	90%	1%	2% 1%	2% 2%	5%	0% 0%	F	0.102 NA	IN		6000	(

# 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
Nest Domp	From:	0.43	SR 895 Wes		000/	1%	20/	00/	60/	00/	_	0.101	۸		2000	۸
Ramp	Henrico County		2800	A	89%		2%	2%	6% 50/	0%	F	0.121	A	0.54	2800	A
Combined Traffic	Estimates for 2 Parallel Roadway		<b>5900</b> I-295 South	Α	90%	1%	1%	2%	5%	0%	F	0.119	Α	0.54	5900	Α
Vest	Chapterfield County	SR 895-W		95 SOU	TH							NA			NIA	
Ramp	Chesterfield County	0.60 SR 150-E015A	NA EDOM DOI	LITE OOS	WEST							INA			NA	
Vest	Chapterfield County	SR 895-W 7			RTH							0.101	F		460	G
Ramp	Chesterfield County	0.50 I-95-N FRO	460	G	CCT							0.121	Г		460	G
					251											
Colonial Paylavay	James City County (Maint: U		own Visitor 2400	Center								NA			NA	
Colonial Parkway	James City County (Maint. O.											INA			NA	
	From:		burg Corpor City Count		ıt											
0003 Colonial Parkway	City of Williamsburg (Maint: U		4700	0								NA			NA	
·	To:	Yo	rk County L	ine												
	From:	Williams	burg Corpor		it											
₀₀₀₃ )Colonial Parkway	York County (Maint: US)	10.77	6000	0								NA			NA	
<u> </u>	To		US 17				$\neg$ $\vdash$									
₀₀₀₃ Colonial Parkway	York County (Maint: US)	0.59	2200	0								NA			NA	
	To:	99-1020, Moore Hou	ise Rd; Yorl	ktown V	isitor Cent	ter										
	From:	Washington D	ulles Interna	ational A	Airport											
Dulles Access Rd	Loudoun County (Maint: US	) 0.71	NA									NA			NA	
	To:	Fair	fax County 1	Line												
	From:		loun County										_			_
Dulles Access Rd	Fairfax County (Maint: US)		30000	G								0.099	F	0.52	30000	G
<u> </u>	10:	SR 267 Du	lles Toll Roa	ad, McL	ean											
	From:	SR 235 Mour			Hwy											
George Washington Memorial Parkway	Fairfax County (Maint: US)	8.44	16000	0								NA			NA	
<u> </u>	To: From:	S	CL Alexandı	ria												
0005 400 Washington St	City of Alexandria	0.91	28000	G	98%	1%	0%	0%	0%	0%	С	0.104	F	0.793	30000	G
	To	SI	R 236 Duke	St			$\lnot$ $\vdash$									
0005 400 Washington St	City of Alexandria	0.32	30000	G	98%	1%	0%	0%	0%	0%	F	0.083	F	0.846	32000	G
33339 (400)	Tec															
0005)(400) Washington St	City of Alexandria	0.39	Queen St 32000	G	98%	1%	0%	0%	0%	0%	F	NA			34000	G
10005 400 Washington St	City of Alexandria	0.39	32000	G	90 /6	1 /0	0 /6	0 /6	0 /0	0 /6	'	INA			34000	
Wastein stan 21	From:	2.1=	Madison St		0001	461		061	001	00′	-	0.007	_	0.004	05000	
0005 400 Washington St	City of Alexandria	0.17	32000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.604	35000	G
	To: From:		1st Street													
George Washington Memorial Parkway	City of Alexandria (Maint: US	3) 1.81	49000	0								NA			NA	
$\smile$	To	N	CL Alexand	ria												
0005) George Washington Memorial Parkway	Arlington County (Maint: US		62000	0								NA			NA	
31. I I I I I I I I I I I I I I I I I I I	Tor	,	Spout Run		7											

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

Route	Jurisdiction	Length AAI	T QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC I	K Factor	$\cap k$	Dir actor	AAWDT	QW
90005 George Washington Memorial Parkway	Arlington County (Maint: US )		00 O	I				NA			NA	
90005 George Washington Memorial Parkway	From: Fairfax County (Maint: US )	Fairfax Cot Arlington Co 4.62 530 I-495 Capita	ounty Line OO O					NA			NA	
I-64 HRBT WB Filler Link	City of Hampton (Maint: 99)	430	00 G					0.078	В		44000	G
Ramp From I-64 E to Third St	City of Richmond	I-64 <b>360</b> 3rd	0 A					0.432	Α		4300	A