2002

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

where available

Jurisdiction Report

43

Henrico County

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

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

The VDOT 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.

					He	enrico Ma	aintenand	ce Area								
Route	l enath	AADT	QA	4Tire	Bus		Trι			QC	Peak	QK	Dir	AAWDT	OW	Year
Noute	Longui	ושא	≪ ^	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QΙ	Factor	AAWDI	₩ 1 V	i Cai
Henrico County				From:		NCL.	Richmond	1	Ī							
1 Brook Rd	0.30	20000	G	96%	1%	1%	0%	1%	0%	F	0.089	F	0.593	21000	G	2002
				To: From:			I-95		1							
1 Brook Rd	0.83	23000	G	97%	0%	2%	0%	1%	0%	С	0.091	F	0.533	24000	G	2002
				To: From:		Hil	lliard Rd		-							
1 Brook Rd	0.72	22000	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.593	22000	G	2002
				To: From:		Will	kinson Rd		-							
1 Brook Rd	0.48	24000	G	97%	0%	2%	0%	1%	0%	F	0.087	F	0.552	25000	G	2002
				To: From:		SR 73	Parham R									
1 Brook Rd	1.42	24000	G	95%	0%	3%	1%	1%	0%	С	0.088	F	0.557	24000	G	2002
~				To- From:			I-295									
1 Brook Rd	0.73	32000	G	95%	0%	3%	1%	1%	0%	F	NA			34000	G	2002
~~			_	From:			Center Parl					_			_	
1 Brook Rd	0.98	24000	G	95% To:	0%	3%	1%	1%	0%	F	0.086	F	0.523	25000	G	2002
				From:			r County L									
2 301 Chamberlayne Av	0.55	15000	G	95%	1%	NCL 2%	Richmond 0%	2%	0%	С	0.092	F	0.578	16000	G	2002
2 301 Chamberlayne Av	J.00	. 5556	_	To:	1 /0	£ /0		_ /0	J /0		0.002		J.070			
2 301 Chamberlayne Av	2.47	16000	G	From: 96%	0%	2%	I-95 0%	1%	0%	С	0.119	F	0.763	17000	G	2002
2 301 Chamberlayne Av		. 5556	_		370			1 /0	J /0				0.700			
2 301 Chamberlayne Av	0.17	28000	G	From: 96%	0%	2%	rham Rd 0%	1%	0%	F	0.105	F	0.726	30000	G	2002
2 301 Chamberlayne Av	J.17			To:	370		r County L				0.100					
				From:			Richmond									
5 Osborne Tnpk	1.99	10000	G	92%	0%	1%	5%	1%	0%	С	0.12	F	0.835	10000	G	2002
				To: From:			Market Ro	l								
5 New Market Rd	2.13	7200	G	94%	1%	3%	ome Tnpk 2%	1%	0%	С	0.115	F	0.787	7400	G	2002
5 New Market Rd			_		1 /0											
5 New Market Rd	3.27	7700	G	94%	1%	3%	ırnum Ave 2%	1%	0%	F	0.104	F	0.696	7900	G	2002
3	·			J . / 0	. , 0		I-295	. , 0		•		•				
5 New Market Rd	4.70	2600	G	From: 94%	0%	3%	0%	2%	0%	С	0.089	F	0.641	2700	G	2002
				To:	- / 0		Church R									
5 New Market Rd	1.72	2300	G	From: 94%	0%	3%	0%	2%	0%	F	0.086	F	0.745	2300	G	2002
				To:			ity County			-						
_				From:		Goochlan	nd County	Line								
6 Patterson Ave	1.04	19000	G	95%	0%	3%	0%	1%	0%	F	0.089	F	0.559	19000	G	2002
\sim				To: From:		Pı	ump Rd									
6 Patterson Ave	0.69	24000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.637	25000	G	2002
				To: From:		Ga	skins Rd]-							
6 Patterson Ave	1.04	21000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.586	22000	G	2002
				To: From:		Ga	ayton Rd]-							
6 Patterson Ave	0.52	21000	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.522	24000	G	2002
				To: From:		Par	rham Rd		-							
6 Patterson Ave	0.97	20000	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.659	22000	G	2002
				To: From:		Fo	rest Ave									
6 Patterson Ave	0.94	18000	Α	99%	0%	1%	0%	0%	0%	Α	0.115	Α	0.635	20000	Α	2002
				To-			Richmono									
Charles Mail D.	0.00	40000		From:	00/		r County L		00/	_	0.400	_	0.740	14000		2000
33 Staples Mill Rd	0.38	13000	G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.713	14000	G	2002
Charles MULD !	0.01	45000		From:	001		I-295	00/	001		0.407		0.51	45000		0000
33 Staples Mill Rd	0.61	15000	G	97%	0% SR 15	2%	0% ield Rd: M	0%	0%	F	0.107	F	0.54	15000	G	2002
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Staples Mill Rd						пе	enneo iviali	nenanc	se Area								
33 Staples Mill Rd	Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	QC		QK		AAWDT	QW	Year
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Staples Mill Rd	~~~																
Steples Mill Rd	33 Staples Mill Rd	1.05	19000	G	97%	0%	2%	0%	0%	0%	F	0.102	F	0.678	19000	G	2002
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Staples Mill Rd	<u> </u>				To:		Bremi	ner Blvd									
Staples Mill Rd	33 Staples Mill Rd	0.37	39000	G		0%			0%	0%	F	0.086	F	0.521	39000	G	2002
33 Staples Mill Rd					To:	CD 256	Hilliard Dd	. 12 7526	Glongida	Dr							
Staples Mill Rd	Staples Mill Rd	1 01	32000	G							С	NA			36000	G	2002
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60) Williamsburg Rd 1.54 1600 G 96% 0% 2% 1% 1% 0% Charles City Rd Charles Char																	
Charles City Rd Charles City Rd County Line County Line Charles City Rd County Line	~~	0.55	4=000	_		00/				00/	_	0.005	_	0.500	45000	_	0000
60) Williamsburg Rd 1.54 16000 G 96% 0% 2% 1% 1% 0% C 0.081 F 0.505 17000 G 2002 C 0.081 F 0.505 17000 G 2002 C 0.081 F 0.081 F 0.505 17000 G 2002 C 0.081 F 0.081 F 0.505 17000 G 2002 C 0.081 F 0.081 F 0.505 17000 G 2002 C 0.081 F 0.0	60 Williamsburg Rd	0.57	15000	G	96%	0%	2%	1%	1%	0%	F	0.085	F	0.523	15000	G	2002
Combined Traffic:	~~				From:		Charles	s City Rd	i	-							
60 Williamsburg Rd 1.23 21000 G 92% 1% 3% 1% 3% 0% C 0.078 F 0.534 21000 G 2002 SR 156; Airport Drive SR 156	60 Williamsburg Rd	1.54	16000	G	96%	0%	2%	1%	1%	0%	С	0.081	F	0.505	17000	G	2002
60 Williamsburg Rd 1.23 21000 G 92% 1% 3% 1% 3% 0% C 0.078 F 0.534 21000 G 2002 SR 156; Airport Drive SR 156 Airport Dr SR 156 Airport Dr	~				To:		Lahum	num Ave									
SR 156; Airport Drive SR 156 Airport Dr SR 156 Airport Dr	(a) Williamsburg Rd	1.23	21000	G		1%				0%	С	0.078	F	0.534	21000	G	2002
SR 156 Airport Dr	00)	0				.,,						0.0.0	•	0.00			
Nine Mile Road SR 33 SR 33; Nine Mile Rd SR 34; Nine Mile Rd					From:			-									
Nine Mile Road SR 33 SR 33; Nine Mile Rd SR 33; Nine Mile Rd	60 Williamsburg Rd	1.50	15000	G	92%	1%	3%	1%	3%	0%	F	0.086	F	0.588	16000	G	2002
60 Williamsburg Rd 1.38 12000 G 92% 1% 3% 1% 3% 0% F 0.094 F 0.579 13000 G 2002 To SR 156; Elko Rd SR 156; Elko R					To:		Nine Mile	Road SR	R 33								
Combined Traffic: 48000 G SR SR SR SR SR SR SR	~~																
60 Williamsburg Rd 2.24 12000 A 92% 0% 2% 2% 4% 0% A 0.114 A 0.657 13000 A 2002 To SR 156; Elko Rd SR 156; Elko Rd From South County Line From Goochland County Line South Combined Traffic: 48000 G 84% 1% 2% 1% 12% 0% F 0.091 F 0.668 44000 G	60 Williamsburg Rd	1.38	12000	G	92%	1%	3%	1%	3%	0%	F	0.094	F	0.579	13000	G	2002
60 Williamsburg Rd 2.24 12000 A 92% 0% 2% 2% 4% 0% A 0.114 A 0.657 13000 A 2002 To SR 156; Elko Rd SR 156; Elko Rd From South County Line From Goochland County Line South Combined Traffic: 48000 G 84% 1% 2% 1% 12% 0% F 0.091 F 0.668 44000 G	~				To:		I-	295		-							
SR 156; Elko Rd SR 156; El	60 Williamsburg Rd	2.24	12000	Α		0%			4%	0%	Α	0.114	Α	0.657	13000	Α	2002
60 Williamsburg Rd 1.85 9100 G 92% 0% 2% 2% 4% 0% F 0.088 F 0.629 9500 G 2002 New Kent County Line Goochland County Line	<u> </u>				To:												
New Kent County Line	Williamahura Da	1 05	0400	•		Ω0/				O0/		0.000	Г	0.620	0500		2000
East Combined Traffic: 48000 G 84% 1% 2% 1% 12% 0% F 0.125 F 22000 G 2002	60) Williamsburg Ku	1.00	3100	G		U%				U%	Г	0.000	٢	0.029	9300	G	2002
2.28 24000 G 84% 1% 2% 1% 12% 0% F 0.125 F 22000 G 2002 Combined Traffic: 48000 G 84 <u>% 1% 2% 1% 12% 0%</u> F 0.091 F 0.668 44000 G	-																
Combined Framic: 48000 G 84% 1% 2% 1% 12% 0% F 0.091 F 0.668 44000 G	East			_		4.5.					_		_			_	
Combined Fraffic: 48000 G 84% 1% 2% 1% 12% 0% F 0.091 F 0.668 44000 G	(64)																2002
Te: I-295	Combine	d Traffic:	48000	G		1%			12%	0%	F	0.091	F	0.668	44000	G	
					To:		I-	295									

						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	aintenan	0071100								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henrico County				From:			1 205		1							
East	0.67	25000	G	98%	0%	1%	I-295 0%	1%	0%	F	0.125	F		28000	G	2002
64	Combined Traffic:		G	97%	0%	1%	0%	2%	0%	F	0.107	F	0.578	56000	G	2002
	Combined Traine.	0.000		To:			Vear Short				0.101	·	0.070	00000		
East	4.40	0.4000	_	From:	00/				00/	_	0.400	_		0.4000	•	0000
(64)	1.43	31000	G	98%	0%	1%	0%	1%	0%	F	0.123	F	0.000	34000	G	2002
	Combined Traffic:	61000	G	97%	0%	1%	0%	2%	0%	F	0.104	F	0.600	68000	G	
East				From:		Ga	askins Rd									
(64)	1.39	44000	Α	98%	0%	1%	0%	1%	0%	С	0.135	Α		48000	Α	2002
\smile	Combined Traffic:	86000	F	97%	0%	1%	0%	2%	0%	F	0.117	Α	0.555	90000	F	
East				To: From:		Pa	ırham Rd									
64	2.03	47000	G	98%	0%	1%	0%	1%	0%	F	0.111	F		52000	G	2002
	Combined Traffic:	95000	G	97%	0%	1%	0%	2%	0%	F	0.111	F		105000	G	
				To-		US 250); Glenside	e Dr								
East	2.03	51000	G	98%	0%	1%	0%	1%	0%	F	0.090	F		56000	G	2002
64	Combined Traffic:		G	97%	0%	1%	0%	2%	0%	, F	0.094	F	0.537	111000	G	2002
	Combined Traine.	100000	Ü	77 70	0 70				<u> </u>		0.004	•	0.557	111000	J	
East				From:			Staples Mil									
64)	1.19	67000	G	98%	0%	1%	0%	1%	0%	F	0.089	F		74000	G	2002
~	Combined Traffic:	138000	G	97% To:	0%	1%	0% Richmon	2%	0%	F	0.090	F	0.528	153000	G	
				10.		WCI	_ Kichmon	d								
City of Richmond East				From:		Henric	o County I	ine	ĺ							
64)	0.74	67000	G	98%	0%	1%	0%	1%	0%	F	0.089	F		74000	G	2002
	Combined Traffic:	138000	G	97%	0%	1%	0%	2%	0%	F	0.090	F	0.528	153000	G	
				To: From:		I-	95; I-195									
East South	0.48	67000	G	92%	1%	2%	1%	5%	0%	F	0.087	F		71000	G	2002
64 95	Combined Traffic:		G	91%	1%	2%	1%	6%	0%	F	NA	•		137000	G	2002
	Combined Traine.	101000	Ŭ	To:	170					•	147 (107000	Ü	
East South				From:			1 Bouleva									
64 95	2.72	71000	Α	92%	1%	2%	1%	5%	0%	С	0.096	Α		74000	A	2002
	Combined Traffic:	141000	Α	91%	1%	2%	1%	6%	0%	С	NA			147000	Α	
East				From:		I-95 Ea	st Intercha	inge	•							
64)	1.67	52000	G	94%	1%	2%	1%	3%	0%	F	0.105	F		53000	G	2002
\smile	Combined Traffic:	97000	G	94%	1%	2%	1%	3%	0%	F	0.105	F		100000	G	
East				To: From:	US	360 Mec	hanicsville	Turnpike	-							
64)	0.25	38000	G	94%	1%	2%	1%	3%	0%	F	0.095	F		40000	G	2002
<u>.</u>	Combined Traffic:	74000	G	94%	1%	2%	1%	3%	0%	F	0.095	F		76000	G	
				To:			L Richmo	nd								
Henrico County																
East	0.77	20000	•	From:	40/		L Richmo		00/	_	0.005	_		40000	0	2000
64	0.77	38000	G	94%	1%	2%	1%	3% 3%	0% 0%	F	0.095	F		40000	G	2002
	Combined Traffic:	74000	G	94% To:	1%	2% MWC	1% L Richmo	3% nd	0%	F	0.095	F		76000	G	
City of Dichmon-						111 11 (<u> </u>							
City of Richmond East				From:		MWC	L Richmo	nd								
64)	0.24	38000	G	94%	1%	2%	1%	3%	0%	F	0.095	F		40000	G	2002
	Combined Traffic:	74000	G	94%	1%	2%	1%	3%	0%	F	0.095	F		76000	G	
				To:		ECL	Richmon	d								
Henrico County				From:		DO:	D: 1	1	ı							
East	0.10	38000	G	94%	1%	2%	Richmon 1%	d 3%	0%	F	0.095	F		40000	G	2002
64	Combined Traffic:		G	94%	1%	2%	1%	3%	0%	F	0.095	F		76000	G	2002
	Combined Halle.	, 4000	•	To:	1 /0		Nine Mile		- J	'	0.000	•		, 5000	5	

					He	enrico Ma	aintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Peak	QK	Dir	AAWDT	OW/	Year
	Longui	AADI	Q/A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	Factor	AAWDI	QVV	i cai
Henrico County East				From:		SR 331	Nine Mile	Rd	Ī							
64	2.14	24000	G	94%	1%	2%	1%	3%	0%	F	0.101	F		25000	G	2002
	Combined Traffic:	54000	G	94%	1%	2%	1%	3%	0%	F	0.091	F	0.69	56000	G	
				To: From:		Labı	urnum Ave	:								
East	1.88	24000	Α	94%	1%	2%	1%	3%	0%	В	0.118	Α		24000	Α	2002
64	Combined Traffic:	49000	A	94%	1%	2%	1%	3% 3%	0%	С	0.116	A	0.698	50000	A	2002
	Combined Trainc.	43000	^	94 /0	1 /0				0 /0	C	0.094	^	0.090	30000	^	
East				From:			6 Airport I									
64	4.07	15000	G	94%	1%	2%	1%	3%	0%	F	0.106	F		15000	G	2002
	Combined Traffic:	32000	G	94%	1%	2%	1%	3%	0%	F	0.098	F	0.692	33000	G	
East				From:			I-295									
64)	2.84	26000	G	94%	0%	2%	1%	3%	0%	F	0.1	F		26000	G	2002
	Combined Traffic:	58000	G	94%	0%	2%	1%	3%	0%	F	0.1	F		58000	G	
				To:		New Ke	nt County	Line								
West				From:			nd County									
64	2.57	24000	G	84%	1%	3%	1%	12%	0%	F	0.110	F		22000	G	2002
~	Combined Traffic:	48000	G	84%	1%	2%	1%	12%	0%	F	NA			44000	G	
West				From:			I-295									
(64)	0.79	26000	G	96%	0%	1%	1%	2%	0%	F	0.124	F		28000	G	2002
	Combined Traffic:	51000	G	97%	0%	1%	0%	2%	0%	F	NA			56000	G	
A/ 1				To: From:		US 250 N	lear Short	Pump	-							
West	1.67	30000	G	96%	0%	1%	1%	2%	0%	F	0.113	F		33000	G	2002
64	Combined Traffic:		G	97%	0%	1%	0%	2%	0%	F	NA	•		68000	G	2002
	Combined Traine.	0.000		To:	070			270		•				00000	Ŭ	
West				From:			skins Rd									
64	1.33	42000	F	96%	0%	1%	1%	2%	0%	F	0.12	F		42000	F	2002
	Combined Traffic:	86000	F	97%	0%	1%	0%	2%	0%	F	NA			90000	F	
West				From:		Pa	rham Rd									
64)	2.35	48000	G	96%	0%	1%	1%	2%	0%	F	0.116	F		53000	G	2002
	Combined Traffic:	95000	G	97%	0%	1%	0%	2%	0%	F	NA			105000	G	
10/				To: From:		US 250	; Glenside	Dr								
West 64	1.53	49000	G	96%	0%	1%	1%	2%	0%	F	0.098	F		54000	G	2002
04)	Combined Traffic:		G	97%	0%	1%	0%	2%	0%	F	NA	•		111000	G	
				To:			taples Mil			-						
West			_	From:	201				20/	_		_				
64	0.71	71000	G	96%	0%	1%	1%	2%	0%	F	0.096	F		79000	G	2002
	Combined Traffic:	138000	G	97% To:	0%	1% WCI	0% Richmon	2%	0%	F	NA			153000	G	
O'' CD' I						WCL	2 Telemiton									
City of Richmond West				From:		Henrico	o County L	ine								
64	0.92	71000	G	96%	0%	1%	1%	2%	0%	F	0.096	F		79000	G	2002
	Combined Traffic:	138000	G	97%	0%	1%	0%	2%	0%	F	0.090	F	0.528	153000	G	
NAZ - A Distrib				To: From:		I-9	95; I-195		-							
West North	0.78	63000	G	91%	1%	2%	1%	6%	0%	F	0.087	F		66000	G	2002
64 95	Combined Traffic:		G	91%	1%	2%	1%	6%	0%	F	0.037	F	0.535	137000	G	2002
			_		1 /0				J /0	_ '	0.010	_ '		107000	_	
West North				From:			1 Bouleva									
64 (95)	2.51	70000	Α	91%	1%	2%	1%	6%	0%	Α	0.09	Α		73000	Α	2002
	Combined Traffic:	141000	Α	91%	1%	2%	1%	6%	0%	С	0.090	Α	0.526	147000	Α	
West				To: From:		I-95 Ea	st Intercha	nge								
64	1.70	46000	G	94%	1%	2%	1%	3%	0%	F	0.104	F		47000	G	2002
\~'/																
	Combined Traffic:	97000	G	94%	1%	2%	1%	3%	0%	F	NA			100000	G	

2						He	enrico M	aintenan	ice Area								
Metal March Marc	Route	Length	AADT	QA	4Tire	Bus				2Trail	QC		QK		AAWDT	QW	Year
Combined Traffic: 1000 G 94% 1% 2% 1% 3% 0% F 0.104 F 47000 G 2002	Henrico County				P		, m.a			-							
Combined Traffic: 97000 G 94% 1% 2% 1% 3% 0% F NA 100000 G	West	0.06	46000	G		10/				0%	_	0.104	_		47000	G	2002
The combined Traffic: Tayloo C 94% 1% 2% 1% 3% 0% F 0.1 F 37000 G 2002	64												Г				2002
Combined Traffic: 74000 G 94% 1% 2% 1% 3% 0% F 0.1 F 37000 G 2002		Combined France:	97000	G	94%	1%	2%	1%	3%	0%	F	NA			100000	G	
Combined Traffic: 74000 G 94% 1% 2% 1% 3% 0% F 0.1 F 37000 G 2002	West				From:	US	360; Mec	hanicsville	e Turnpike	-							
Combined Traffic 74000 G 94% 156 2% 156 38 0% F NA 76000 G	\sim	0.71	36000	G	94%	1%	2%	1%	3%	0%	F	0.1	F		37000	G	2002
West Combined Traffic 1900 September West September West September Septe	04)	Combined Traffic:	74000	G	94%	1%	2%	1%	3%	0%	F	NA			76000	G	
March Marc				_							-						
March Marc	lity of Dishmond																
Combined Traffic: 74000	West				From:		MWC	L Richmo	ond								
Combined Traffic: 74000	64	0.24	36000	G	94%	1%	2%	1%	3%	0%	F	0.1	F		37000	G	2002
Second S		Combined Traffic:	74000	G	94%	1%	2%	1%	3%	0%	F	0.095	F		76000	G	
Vest					To:		ECL	Richmon	d								
Vest	Ienrico County																
Combined Traffic: 74000	Vest				From:		ECL	Richmon	d								
Vest 2.18 30000 G 94% 1% 2% 1% 3% 0% F 0.103 F 31000 G 2002	64)	0.43	36000	G	94%	1%	2%	1%	3%	0%	F	0.1	F		37000	G	2002
Vest		Combined Traffic:	74000	G	94%	1%	2%	1%	3%	0%	F	0.095	F		76000	G	
Vest					To		SR 33 N	Jine Mile 1	Road	1							
Combined Traffic: 54000	West	0.40	20022	_		40/				00/	_	0.400	_		04000	0	0000
Nest 1.99 25000 A 94% 1% 2% 1% 3% 0% C 0.124 A 26000 A 2002	64)												F				2002
Vest Combined Traffic: 49000 A 94% 1% 2% 1% 3% 0% C 0.124 A 26000 A 2002	~	Combined Traffic:	54000	G	94%	1%	2%	1%	3%	0%	F	NA			56000	G	
1.99	Nost				From:		Lab	urnum Ave	e	-							
Combined Traffic: 49000 A 94% 1% 2% 1% 3% 0% C NA 50000 A		1 99	25000	Δ	94%	1%	2%	1%	3%	0%	C	0 124	Α		26000	Α	2002
Nest G4	04)												, ,				2002
Vest 3.62 17000 G 94% 1% 2% 1% 3% 0% F 0.129 F 17000 G 2002		Combined Trainc.	43000	^	94 /0	1 /0				0 70	C	INA			30000	^	
Combined Traffic: 32000 G 94% 1% 2% 1% 3% 0% F 0.129 F 17000 G 2002	Vest				From:		SR 15	66 Airport	Dr								
Combined Traffic: 32000 G 94% 1% 2% 1% 3% 0% F NA 33000 G		3.62	17000	G	94%	1%	2%	1%	3%	0%	F	0.129	F		17000	G	2002
Nest 1-295		Combined Traffic:	32000	G	94%	1%	2%	1%	3%	0%	F	NA			33000	G	
Vest Fact Gambined Traffic:					To												
Combined Traffic: 58000 G 94% 0% 2% 1% 3% 0% F NA 58000 G	Vest																
New Kent County Line New Kent County Line New Kent Line	64)	2.71	32000	G	94%	0%	2%	1%	3%	0%	F	NA			32000	G	2002
The combined Traffic: 11000 G 88% 1% 2% 1% 8% 0% F 0.091 F 0.566 35000 G 2002		Combined Traffic:	58000	G		0%	2%	1%	3%	0%	F	NA			58000	G	
Parham Rd 0.78 33000 G 97% 0% 2% 0% 1% 0% F 0.092 F 0.566 35000 G 2002					To:		New Ke	nt County	Line								
See Route 43-7518 for continuation of Parlam Rd. 1-95, 43-7518 1-95, 43-					From:		US 1 Bro	ook Rd, 43	-7518								
Total Powhite Pkwy Bridge Powhite Pkwy	73) Parham Rd	0.78	33000	G	97%	0%	2%	0%	1%	0%	F	0.092	F	0.566	35000	G	2002
Powhite Pkwy 1.60 64000 G 97% 0% 1% 0% 1% 0% 1% 0% F 0.112 F 0.708 70000 G 2002					See Ro	ute 43-	7518 foi	r continu	ation of	Parham	Rd.						
Powhite Pkwy 1.60 64000 G 97% 0% 1% 0% 1% 0% F 0.112 F 0.708 70000 G 2002					To:		I-9:	5, 43-7518									
Powhite Pkwy Bridge Powhite Pkwy Bridge	ity of Richmond																
SR 195 Downtown Expression SR 195 Downtown Expression	_				<u> </u>												
Second S	76 Powhite Pkw	y 1.60	64000	G		0%	1%		1%	0%	F	0.112	F	0.708	70000	G	2002
95					To:			I-195									
Combined Traffic: 112000 G 88% 1% 2% 1% 8% 0% F 0.11 F 111000 G SR 195 Downtown Expressway SR 195 Downtown Expressway	North				From:												
Combined Traffic: 112000	95)	0.40	56000	G	89%	1%	2%	1%	8%	0%	F	0.11	F		55000	G	2002
1.54 66000 G 89% 1% 2% 1% 8% 0% F 0.091 F 65000 G 2002 Combined Traffic: 123000 G 88% 1% 2% 1% 8% 0% F 0.088 F 0.551 122000 G Combined Traffic: 123000 A 91% 1% 2% 1% 6% 0% A 0.09 A 73000 A 2002 Combined Traffic: 141000 A 91% 1% 2% 1% 6% 0% C 0.090 A 0.526 147000 A Combined Traffic: 141000 G 91% 1% 2% 1% 6% 0% F 0.087 F 66000 G 2002 Combined Traffic: 131000 G 91% 1% 2% 1% 6% 0% F 0.079 F 0.535 137000 G		Combined Traffic:	112000	G	88%	1%	2%	1%	8%	0%	F	0.11	F		111000	G	
1.54 66000 G 89% 1% 2% 1% 8% 0% F 0.091 F 65000 G 2002 Combined Traffic: 123000 G 88% 1% 2% 1% 8% 0% F 0.088 F 0.551 122000 G Combined Traffic: 123000 A 91% 1% 2% 1% 6% 0% A 0.09 A 73000 A 2002 Combined Traffic: 141000 A 91% 1% 2% 1% 6% 0% C 0.090 A 0.526 147000 A Combined Traffic: 141000 G 91% 1% 2% 1% 6% 0% F 0.087 F 66000 G 2002 Combined Traffic: 131000 G 91% 1% 2% 1% 6% 0% F 0.079 F 0.535 137000 G					To:	SF	R 195 Dow	ntown Ex	presswav								
Combined Traffic: 123000 G 88% 1% 2% 1% 8% 0% F 0.088 F 0.551 122000 G Sorth From I-64 South Intersection	North	4.54	60000	_						00/	_	0.004	_		65000	^	0000
Second Combined Traffic: 131000 G 91% 1% 2% 1% 6% 0% F 0.079 F 0.535 137000 G 10 1 1 1 1 1 1 1 1	95)													0 == :			2002
2.51 70000 A 91% 1% 2% 1% 6% 0% A 0.09 A 73000 A 2002 Combined Traffic: 141000 A 91% 1% 2% 1% 6% 0% C 0.090 A 0.526 147000 A SR 161 Boulevard 0.78 63000 G 91% 1% 2% 1% 6% 0% F 0.087 F 66000 G 2002 Combined Traffic: 131000 G 91% 1% 2% 1% 6% 0% F 0.079 F 0.535 137000 G	-	Combined Traffic:	123000	G	88%	1%	2%	1%	8%	υ%	F	0.088	F	0.551	122000	G	
2.51 70000 A 91% 1% 2% 1% 6% 0% A 0.09 A 73000 A 2002 Combined Traffic: 141000 A 91% 1% 2% 1% 6% 0% C 0.090 A 0.526 147000 A SR 161 Boulevard 0.78 63000 G 91% 1% 2% 1% 6% 0% F 0.087 F 66000 G 2002 Combined Traffic: 131000 G 91% 1% 2% 1% 6% 0% F 0.079 F 0.535 137000 G	Jorth				From:		I-64 Sou	uth Interse	ction								
Combined Traffic: 141000 A 91% 1% 2% 1% 6% 0% C 0.090 A 0.526 147000 A SR 161 Boulevard SR 161 Boulevard		2 51	70000	Δ		1%	2%	1%	6%	0%	Δ	0 09	Δ		73000	Δ	2002
SR 161 Boulevard SR 161 Boul	90													0.506			2002
0.78 63000 G 91% 1% 2% 1% 6% 0% F 0.087 F 66000 G 2002 Combined Traffic: 131000 G 91 <u>% 1% 2% 1% 6% 0%</u> F 0.079 F 0.535 137000 G		Combined Framic:	141000	A		170				U%	C	0.090	А	0.526	147000	А	
0.78 63000 G 91% 1% 2% 1% 6% 0% F 0.087 F 66000 G 2002 Combined Traffic: 131000 G 91 <u>% 1% 2% 1% 6% 0%</u> F 0.079 F 0.535 137000 G	Vorth				From:		SR 16	1 Bouleva	ard								
Combined Traffic: 131000 G 91 <u>% 1% 2% 1% 6% 0%</u> F 0.079 F 0.535 137000 G		0.78	63000	G	91%	1%	2%	1%	6%	0%	F	0.087	F		66000	G	2002
	33)													0.535			_002
1-04 Notal interchange		Combined France.	131000	3		1 /0				0 /0	I	0.019	1	0.000	137000	J	
					T		1-04 INO	iui interen	ange	<u> </u>							

					пе	enrico Ma	amenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Richmond				From:		LCAN	.1.1. 1									
North	1.07	42000	G	92%	1%	1-64 Nor	th Intercha	inge 5%	0%	F	0.094	F		42000	G	2002
95	Combined Traffic:		G	90%	1%	2%	1%	6%	0%	F	0.083	F	0.632	96000	G	2002
	Combined Traine.	33000		To:	170		Richmond		070	'	0.000		0.002	30000		
Ienrico County				-					-							
North	0.04	40000	_	From:	40/		Richmond		00/	_	0.004	_		40000	0	2000
95	0.91	42000	G	92%	1%	1%	1%	5% cv/	0%	F	0.094	F	0.000	42000	G	2002
	Combined Traffic:	95000	G	90%	1%	2%	1%	6%	0%	F	0.083	F	0.632	96000	G	
lorth				From:			US 1									
95)	0.30	48000	G	92%	1%	1%	1%	5%	0%	F	0.094	F		48000	G	2002
	Combined Traffic:	103000	G	90%	1%	2%	1%	6%	0%	F	0.094	F		99000	G	
lorth				To: From:		J	JS 301									
95)	1.82	48000	Α	92%	1%	1%	1%	5%	0%	С	0.098	Α		49000	Α	2002
	Combined Traffic:	96000	Α	90%	1%	2%	1%	6%	0%	С	0.090	Α	0.542	97000	Α	
				To: From:		SR 73	Parham R	d								
North	1.47	38000	G	92%	1%	1%	1%	5%	0%	F	0.093	F		38000	G	2002
95	Combined Traffic:		G	92% 90%	1%	1% 2%	1%	5% 6%	0% 0%	F	0.093	F		38000 88000	G G	2002
	Combined Trainc.	92000	G	90%	170			070	070	Г	0.093	г		00000	G	
lorth				From:			I-295									
95)	1.94	69000	G	83%	1%	2%	1%	13%	0%	F	0.075	F		63000	G	2002
	Combined Traffic:	121000	G	83%	1%	2%	1%	13%	0%	F	0.071	F	0.597	110000	G	
				To		Hanove	r County L	ine								
itv of Richmond outh				From:		Iamac	River Brid	ma	T							
95)	0.62	56000	G	88%	1%	2%	1%	8%	0%	F	0.100	F		56000	G	2002
33)	Combined Traffic:		G	88%	1%	2%	1%	8%	0%	F	NA	•		111000	G	
				To		SR 195 D	owntown 1	Evny	1.							
South	4.4-		_	From:	40/					_	0.004	_			_	0000
95	1.47	57000	G	88%	1%	2%	1%	8%	0%	F	0.084	F		57000	G	2002
	Combined Traffic:	123000	G	88%	1%	2%	1%	8%	0%	F	NA			122000	G	
outh				From:		I-64 Sou	th Intercha	inge								
95)	2.72	71000	Α	92%	1%	2%	1%	5%	0%	С	0.096	Α		74000	Α	2002
	Combined Traffic:	141000	Α	91%	1%	2%	1%	6%	0%	С	NA			147000	Α	
outh.				To: From:		SR 16	1 Boulevar	·d	-							
95)	0.48	67000	G	92%	1%	2%	1%	5%	0%	F	0.087	F		71000	G	2002
95)	Combined Traffic:		G	91%	1%	2%	1%	6%	0%	F	NA	•		137000	G	
						-64 North I				-						
South	4.04		•	From:					00/	_	0.004	_		54000	_	0000
95	1.01	53000	G	89%	1%	2%	1%	7%	0%	F	0.091	F		54000	G	2002
	Combined Traffic:	95000	G	90% To:	1%	2% NCI	1% Richmond	6%	0%	F	NA			96000	G	
Ionnico C 1				I		NCL	- acimione	•	<u> </u>							
Ienrico County South				From:		NCL	Richmond	<u> </u>	[
95)	0.76	53000	G	89%	1%	2%	1%	7%	0%	F	0.091	F		54000	G	2002
	Combined Traffic:	95000	G	90%	1%	2%	1%	6%	0%	F	0.083	F	0.632	96000	G	
· a sh				To: From:			US 1									
South	1.06	55000	G	89%	1%	2%	1%	7%	0%	F	0.096	F		50000	G	2002
95	Combined Traffic:		G	90%	1%	2%	1%	6%	0%	, F	NA	•		99000	G	2002
			_		1 /0			5 /0	J /0							
South				From:			JS 301									
95)	1.60	48000	Α	89%	1%	2%	1%	7%	0%	В	0.098	Α		48000	Α	2002
\smile	Combined Traffic:	96000	Α	90%	1%	2%	1%	6%	0%	С	NA			97000	Α	
				To:		SR 73	Parham R	d								

					110	JIII OO IVI	annonan	7C 7 11 CG								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henrico County				From:		CD 72	Dl D	1								
South	2.04	54000	G	89%	1%	2%	Parham R 1%	7%	0%	F	0.095	F		50000	G	2002
95																2002
	Combined Traffic:	92000	G	90%	1%	2%	1%	6%	0%	F	NA			88000	G	
South				From:			I-295		-							
05	0.98	52000	G	84%	1%	1%	1%	13%	0%	F	0.072	F		47000	G	2002
95	Combined Traffic:		G	83%	1%	2%	1%	13%	0%	F	NA	•		110000	G	
	Combined Trainc.	121000	G	To:	1 /0		r County L		0 /0	'	INA			110000	G	
				l l		Tranove	r County L	inc	L							
City of Richmond				From:		SD 761	Powhite Pk	1777								
140	0.86	22000	G	97%	0%	1%	0%	1%	0%	F	0.106	F	0.711	24000	G	2002
146	0.00	22000	Ŭ	To:			owntown E		070	•	0.100	•	0.7 1 1	24000	Ŭ	2002
						5R 175 D	owntown L	дриј								
Henrico County				From:		Huguenot	Memorial I	Rridge	1							
147) Huguenot Rd	0.45	28000	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.588	29000	G	2002
147) Hagachot Ka	0.43	20000	J	30 70	0 70	170	0 70	0 /0	070	O	0.001	•	0.000	20000	O	2002
$\overline{}$				From:		43-75	06 River R									
(147) River Rd	0.02	28000	N	98%	0%	1%	0%	0%	0%	N	0.08	Ν	0.57	29000	Ν	2002
				To-		WCI	Richmono									
				From:		Parham	Rd; River	Rd								
150 Chippenham F	Pkwy 1.25	38000	G	-					-		0.108	F	0.539	41000	G	2002
				To:		NCL	Richmond									
				From:			ity County									
156) 5 New Ma	arket Rd 1.72	2300	G	94%	0%	3%	0%	2%	0%	F	0.086	F	0.745	2300	G	2002
156 5 New Ma	umot 1.72	_550	-	J-7/0	J /0			<u>~</u> /0	J /0	•	0.000	•	0.170	2000	0	2002
				From:			V SR 5									
(156) Willis Church	Rd 3.70	180	G	96 <u>%</u>	0%	2%	0%	1%	0%	F	0.113	F	0.546	190	G	2002
				To-			les City Ro									
			_	From:	00/		Church R		00/	_	0.00=	_	0.000	0400	_	0000
156 Charles City F	Rd 1.19	2000	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.622	2100	G	2002
				From:			Elko Rd									
Elko Dd	4.40	4000	_	96%	00/		les City Rd	1%	0%	_	0.100	F	0.510	2000	0	2002
156 Elko Rd	4.40	1900	G	90%	0%	2%	0%	170	0%	С	0.100	Г	0.510	2000	G	2002
				To: From:		Elk	Tract Rd		-							
(₁₅₆)Elko Rd	0.54	4100	G	96%	0%	2%	0%	1%	0%	F	0.105	F	0.741	4300	G	2002
\bigcirc				To:		F	US 60									
156) 60 William	sburg Rd 2.24	12000	Α	92%	0%	2%	2%	4%	0%	Α	0.114	Α	0.657	13000	Α	2002
156 60 William	obdigita 2.24	12000	^	02 /0	0 70	270		470	070	,,	0.114	,,	0.007	10000	, ,	2002
$\overline{}$				To: From:			I-295									
156 60 William	sburg Rd 1.38	12000	G	92%	1%	3%	1%	3%	0%	F	0.094	F	0.579	13000	G	2002
\bigcirc				To:		NINE M	ILE RD SI	R 33								
156 (60) Williams	sburg Rd 1.50	15000	G	92%	1%	3%	1%	3%	0%	F	0.086	F	0.588	16000	G	2002
	J :			Tai											-	
Aims t D:-	0.54	20022		From:	40/		US 60	40/			0.000		0.500	22222		2022
156 Airport Dr	0.54	32000	G	92%	1%	2%	1%	4%	0%	С	0.082	F	0.538	33000	G	2002
<u>~</u>				From:			I-64									
156 Airport Dr	0.76	21000	G	92%	1%	3%	1%	3%	0%	F	0.086	F	0.618	22000	G	2002
				To:			e Mile Rd		1							
156 Airport Dr	1.86	16000	G	92%	1%	3%	1%	3%	0%	С	0.104	F	0.598	16000	G	2002
156 All Port Di	1.00	10000	G	92 70	1 70	370	1 70	J 70	070	C	0.104	Г	0.590	10000	G	2002
				From:			I-295									
Airport Dr			G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.724	6200	G	2002
156 Airport Dr	1.09	5900	•			Hanove	r County L	ine								
156 Aliport Di	1.09	5900		To-												
156) All port Di	1.09	5900		To: From:			tterson Ave	enue								
	0.82	21000			0%		tterson Ave	enue 0%	0%	F	0.105	F	0.563	22000	G	2002
				From:	0%	SR 6; Pa			0%	F	0.105	F	0.563	22000	G	2002
				From: 99%	0%	SR 6; Pa	0%		0%	F	0.105	F	0.563	22000	G	2002
Gaskins Rd	0.82			From: 99% To:	0%	SR 6; Pa	0% occasin Rd		0%	F	0.105	F	0.563	22000 17000	G G	2002
157 Gaskins Rd	0.82	21000	G	From: 99% To: From:		SR 6; Pa 1% Qui Ga 1%	0% occasin Rd skins Rd	0%								
Gaskins Rd 157 Quioccasin Ro	0.82 d 0.63	21000	G	From: 99% To: From: 99%		SR 6; Pa 1% Quid Ga 1% Pen	0% occasin Rd oskins Rd 0% oberton Rd occasin Rd	0%								2002
Gaskins Rd	0.82 d 0.63	21000	G	99% To: From: 99% To:		SR 6; Pa 1% Quid Ga 1% Pen	0% occasin Rd oskins Rd 0% oberton Rd	0%								

					He	enrico ivia	aintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henrico County				From:		The-	o Chant D	ı	1							
157 Pemberton R	d 1.17	14000	G	99%	0%	1%	0%	0%	0%	С	0.114	F	0.627	14000	G	2002
Corinatiold D	d 0.50	40000		From:	00/		50; Broad S		00/		0.105		0.540	10000		2002
Springfield Ro	d 0.59	18000	G	99%	0%	1%	0%	0%	0%	F	0.105	F	0.548	19000	G	2002
				From:			ngary Rd									
Springfield Ro	d 0.97	19000	G	99%	0%	1%	0%	0%	0%	С	0.110	F	0.650	20000	G	2002
(157)Springfield Ro	d 2.06	4900	G	99%	0%	1%	ckols Rd 0%	0%	0%	F	0.162	F	0.608	5200	G	2002
				To:		US 33 S	taples Mill	Rd								
				From:		NCL	Richmond	[
161 Lakeside Ave	0.35	16000	G	96%	0%	2%	0%	1%	0%	С	0.099	F	0.574	17000	G	2002
				To:		Dun	nbarton Rd									
(161) Lakeside Ave	0.93	13000	G	96%	0%	2%	0%	1%	0%	F	0.097	F	0.569	14000	G	2002
101) = 20.135100 / 100	0.00		_	To:	- 70		6 Hilliard R			•		•	2.000		~	
				From:			eside Ave									
(161) Hilliard Rd	0.74	7600	G	96%	1%	2%	0%	1%	0%	С	0.106	F	0.657	8000	G	2002
				To:		US 1	; Brook Rd									
City of Richmond																
North				From-		SR 195 D	owntown E	xpwy								
195)	0.48	14000	G	97%	0%	1%	0%	1%	0%	F	0.187	F		15000	G	2002
	Combined Traffic:	28000	G	97%	0%	1%	0%	1%	0%	F	0.135	F	0.723	30000	G	
				To: From:		SR 76 I	Powhite Pk	wv								
North			_		001			-	001	_	0.4=4			44000		0000
195 Downtown Ex		37000	Α	97%	0%	1%	0%	1%	0%	С	0.156	Α		41000	Α	2002
	Combined Traffic:	71000	G	97%	0%	1%	0%	1%	0%	С	0.080	Α		75000	G	
North				To: From:		Tho	mpson St		-							
North	0.41	45000	G	97%	0%	1%	0%	1%	0%	F	0.129	F		50000	G	2002
195	Combined Traffic:		G	97%	0%	1%	0%	1%	0%	F	0.129	F	0.608	98000	G	2002
	Combined Franc.	93000	G	9170	070	1 70	070	1 70	076	Г	0.109	Г	0.000	90000	G	
North				From:		US 33 U	S 250 Broa	d St								
195)	0.45	41000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		45000	G	2002
	Combined Traffic:	89000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		93000	G	
				To:			Richmond									
Henrico County																
North				From:		NCL	Richmond									
195	0.37	41000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		45000	G	2002
	Combined Traffic:	89000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		93000	G	
				To:		SCL	Richmond									
City of Richmond									-							
North				From:		SCL	Richmond									
195)	0.12	41000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		45000	G	2002
	Combined Traffic:	89000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		93000	G	
				To: From:		SR 1971	Laburnum A	Ave								
North														.=		
195	0.88	41000	N	97%	0%	1%	0%	1%	0%	Ν	0.108	N		45000	N	2002
	Combined Traffic:	89000	N	97%	0%	1%	0%	1%	0%	Ν	0.108	N		93000	N	
				To:			I-95									
South			_	From:	•		owntown E									
195)	0.61	14000	G	97%	0%	1%	0%	1%	0%	F	0.199	F		14000	G	2002
	Combined Traffic:	28000	G	97%	0%	1%	0%	1%	0%	F	NA			30000	G	
				To: From:		SR 76 I	Powhite Pk	wv								
South		0=0	_		001				001	^	0.401	_		05000	^	0000
195 Downtown Ex		35000	G	97%	0%	1%	0%	1%	0%	С	0.121	F		35000	G	2002
~	Combined Traffic:	71000	G	97%	0%	1%	0%	1%	0%	С	NA			75000	G	
				To:		Gı	ove Ave									

					HE	enrico ivia	aintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Richmond				From:												
South	0.65	48000	G	97%	0%	G	ove Ave	1%	0%	F	0.114	F		48000	G	2002
195												Г				2002
	Combined Traffic:	93000	G	97%	0%	1%	0%	1%	0%	F	NA			98000	G	
South				From:		US 33 U	S 250 Broa	ad St								
195)	0.65	48000	G	97%	0%	1%	0%	1%	0%	F	0.1	F		48000	G	2002
100	Combined Traffic:	89000	G	97%	0%	1%	0%	1%	0%	F	0.108	Ν		93000	G	
				To:						-						
South				From:			Richmon									
195)	0.37	48000	G	97%	0%	1%	0%	1%	0%	F	0.1	F		48000	G	2002
	Combined Traffic:	89000	G	97%	0%	1%	0%	1%	0%	F	0.108	F		93000	G	
				To: From:		SCL	Richmono	d								
South	0.07	40000	_		00/				00/	_	0.4	_		40000	_	2002
195	0.07	48000	G	97%	0%	1%	0%	1%	0%	F	0.1	F		48000	G	2002
	Combined Traffic:	89000	G	97%	0%	1%	0%	1%	0%	F	NA			93000	G	
outh				From:		SR 197 l	Laburnum	Ave								
195)	0.93	48000	N	97%	0%	1%	0%	1%	0%	Ν	0.1	Ν		48000	N	2002
195)	Combined Traffic:		N	97%	0%	1%	0%	1%	0%	N	0.108	N		93000	N	2002
	Combined Trainc.	09000	IN	70 To:	0 /0	1 /0	I-95	1 /0	0 /0	IN	0.100	IN		93000	IN	
l a udla				From:					<u>_</u>							
North	Evaraceurou 100	12000	•	98%	0%	1%	I-95 S 0%	0%	0%	_	0.179	_		13000	<u></u>	2002
195 Downtown E		12000	G							F		F	0.700		G	2002
	Combined Traffic:	23000	G	98% To:	0%	1%	0%	0%	0%	F	0.137	F	0.708	24000	G	
lorth				From:			to Canal St									
195 Downtown E	Expressway 2.10	19000	Α	98%	0%	1%	0%	0%	0%	Α	0.235	Α		22000	Α	2002
195/201111011112	Combined Traffic:		A	98%	0%	1%	0%	0%	0%	Α	0.155	Α	0.774	43000	Α	2002
	Combined Trainc.	37000	^	90 /0	0 /0			0 /0	0 /0	^	0.155	^	0.774	43000	Α	
lorth				From:		S	SR 146		-							
195 Downtown E	Expressway 0.27	9600	G	98%	0%	1%	0%	0%	0%	F	0.237	F		11000	G	2002
	Combined Traffic:	19000	G	98%	0%	1%	0%	0%	0%	F	0.146	F	0.822	20000	G	
				To:		I	-195 N									
South				From:			I-95 N		1							
195 Downtown E	Expressway 1.00	11000	G	98%	0%	1%	0%	0%	0%	F	0.099	F		11000	G	2002
100)	Combined Traffic:		G	98%	0%	1%	0%	0%	0%	F	NA			24000	G	
	Combined Traine.	20000	·	70 70	070				070	•	147 (24000	Ü	
South				From:		Ramp t	o Byrd Str	eet								
₁₉₅)Downtown E	Expressway 2.15	18000	Α	98%	0%	1%	0%	0%	0%	Α	0.249	Α		20000	Α	2002
	Combined Traffic:	37000	Α	98%	0%	1%	0%	0%	0%	Α	NA			43000	Α	
				To		9	SR 146									
South				From:												
195) Downtown B		9100	G	98%	0%	1%	0%	0%	0%	F	0.226	F		9500	G	2002
	Combined Traffic:	19000	G	98%	0%	1%	0%	0%	0%	F	NA			20000	G	
				To:]	-195 S									
lenrico County																
_				From:			Richmon									
197) Westwood	Ave 0.52	14000	G	97 <u>%</u>	1%	2%	0%	1%	0%	F	0.101	F	0.706	15000	G	2002
<u> </u>				To-		WCL	Richmon	d								
~~				From:		Goochla	nd County	Line								
250 Broad St	2.14	14000	G	94%	0%	2%	2%	1%	0%	С	0.092	F	0.608	15000	G	2002
~				To:		SR 271 P	ouncy Tra	ct Rd								
Broad St	0.84	52000	G	From: 98%	0%	1%	0%	1%	0%	F	0.092	F	0.657	54000	G	2002
250) 21000 01	0.04		_		5 /0	. 70		. 70	3,0	•	5.552	•	2.001	3 1000	_	_502
~	. ==	44000	_	From:	001	401	I-64	401	- 601	_	0.00=	_	0.001	/0000	^	0000
250 Broad St	0.75	41000	G	98%	0%	1%	0%	1%	0%	С	0.097	F	0.661	43000	G	2002
~				To: From:		(Cox Rd									
250 Broad St	0.81	41000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.531	43000	G	2002
				To												
Drood Ct	0.50	36000	•	From:	Ω0/		skins Rd	10/	00/		0.003	Г	0.524	27000		2002
250 Broad St	0.50	36000	G	98% To:	0%	1%	0%	1%	0%	F	0.093	F	0.531	37000	G	2002
~-				To:		SR 157	Pembertor	ı Kd								

						He	nrico Ma	aintenand	ce Area								
Route	Le	ength	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henrico County					From:		CD 1571	Pemberton	D.J	1							
250 Broad St	1	1.57	44000	G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.523	45000	G	2002
~~~					From:	40/		rham Rd	10/					0 = 10			
250 Broad St	0	).72	34000	G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.519	37000	G	2002
~~					To: From:			y Springs l		-							
250 Broad St	1	1.15	38000	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.501	42000	G	2002
~					To: From:			I-64		-							
250 Broad St	0	0.90	31000	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.541	34000	G	2002
<i></i>					To: From:		Hor	sepen Rd		1							
250 Broad St	1	.32	31000	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.507	33000	G	2002
<del></del>					To:		WCL	Richmono	i								
					From:		US 250 E	Broad Stree	t Rd	1							
271 Pouncey Tra	act Rd 2	2.51	14000	G	95%	0%	3%	1%	0%	0%	С	0.095	F	0.535	15000	G	2002
					To:		Nu	ckols Rd									
					From:			y Creek W					_			_	
271)Pouncey Tra	act Rd 0	).97	5300	G	93%	0%	3%	3%	1%	0%	F	0.103	F	0.628	5500	G	2002
<u> </u>					To:		Goochlar	nd County	Line								
East					From:	-		I-64						<del></del>			
295)	1	.35	20000	G	92%	0%	2%	2%	4%	0%	F	0.105	F		21000	G	2002
	Combined Tra	affic:	38000	G	92%	0%	2%	1%	4%	0%	F	0.111	F	0.504	40000	G	
					To: From:		Nu	ckols Rd									
East	2	12	22000	c		00/	20/	20/	40/	00/	F	0.124	F		25000	C	2002
295		2.43	23000	G	92%	0%	2%	2%	4%	0%		0.124		0.0	25000	G	2002
	Combined Tra	arric:	44000	G	92%	0%	2%	1%	4%	0%	F	0.11	F	0.6	47000	G	
East					To: From:		1	US 33									
295)	3	3.42	24000	Α	92%	0%	2%	2%	4%	0%	Α	0.145	Α		26000	Α	2002
255)	Combined Tra	affic:	48000	Α	92%	0%	2%	1%	4%	0%	Α	0.132	Α	0.55	51000	Α	
					To:												
East					From:		Woo	odman Rd									
295)	1	1.34	26000	G	92%	0%	2%	2%	4%	0%	F	0.113	F		28000	G	2002
	Combined Tra	affic:	53000	G	92%	0%	2%	1%	4%	0%	F	0.105	F	0.516	57000	G	
					To:	U	S 1; I-95 C	Collector R	d Begin								
East	4		45000	_	From:		*			00/	_	0.400	_		40000	0	0000
295		1.88	15000	G	92%	0%	2%	2%	4%	0%	F	0.129	F		16000	G	2002
	Combined Tra	affic:	29000	G	92%	0%	2%	1%	4%	0%	F	0.113	F	0.651	31000	G	
East					To: From:	J	JS 1; I-95	Collector I	Rd End								
295)	0	).17	51000	F	89%	1%	2%	1%	8%	0%	F	0.106	F		50000	F	2002
255)	Combined Tra			F	88%	1%	2%	1%	9%	0%	F	0.094	F	0.615	92000	F	
	00	G		-	To:	.,,					•	0.00	•	0.0.0	02000	•	
East					From:			r County L									
295)	0	).75	36000	G	89%	1%	2%	1%	8%	0%	F	0.084	F		35000	G	2002
	Combined Tra	affic:	69000	G	88%	1%	2%	1%	9%	0%	F	0.084	F		68000	G	
F					To: From:		S	SR 156		<b>—</b>							
East	4	24	22000	•		10/			00/	Ω0/	_	0.077	_		33000	_	2000
295		.34	33000	G	89%	1%	2%	1%	8%	0%	F	0.077	F	0.544	32000	G	2002
	Combined Tra	amc:	61000	G	88%	1%	2%	1%	9%	0%	F	0.075	F	0.541	60000	G	
East					From:	I-6	4; US 60 (	Collector F	Rd Begin								
295)	2	2.49	12000	G	72%	1%	2%	1%	24%	0%	F	0.077	F		12000	G	2002
	Combined Tra			G	72%	1%	2%	1%	24%	0%	F	0.077	F	0.508	24000	G	
				_						2,0	•		•	2.000		•	
Fast					From:		64; US 60										
	_	5.14	18000	G	72%	1%	2%	1%	24%	0%	F	0.078	F		17000	G	2002
295	5	). I <del>T</del>	10000	•													
East 295	Combined Tra			G	72%	1%	2%	1%	24%	0%	F	0.074	F	0.523	37000	G	

						) I I I I I I I I I I I I I I I I I I I	iaiiileiiaii	0071100								
Route	Length	AADT	QA	4Tire	Bus		Tr : 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Ienrico County				From:			SR 5		ī							
ast	4.45	18000	G	72%	1%	2%	1%	24%	0%	F	0.089	F		17000	G	2002
295	Combined Traffic:	39000	G	72%	1%	2%	1%	24%	0%	F	0.089	F		39000	G	2002
	Corribinos France.			To:	170		ield County		070	•	0.000	•				
hesterfield Count	ty			From:			G . I		1							
East	2.64	18000	G	72%	1%	2%	o County I 1%	24%	0%	F	0.089	F		17000	G	2002
295	Combined Traffic:		G	72%	1%	2%	1%	24%	0%	F	0.089	F		39000	G	2002
	Combined Trainc.	33000	•	Tn-	1 70	2 /0	SR 10	Z <del> 7</del> 70	070	ı	0.009	•		39000	0	
enrico County									1							
Vest	2.03	18000	G	92%	0%	2%	I-64 1%	4%	0%	F	0.115	F		19000	G	2002
295	Combined Traffic:		G	92%	0%	2%	1%	4% 4%	0%	F	NA	г		40000	G	2002
	Combined Trainc.	36000	G		0 70			4 /0	0 /0		INA			40000	G	
Vest				From:			uckols Rd									
295)	2.31	21000	G	92%	0%	2%	1%	4%	0%	F	0.132	F		22000	G	2002
	Combined Traffic:	44000	G	92%	0%	2%	1%	4%	0%	F	NA			47000	G	
Vest				From:			US 33									
295)	3.22	23000	Α	92%	0%	2%	1%	4%	0%	Α	0.149	Α		25000	Α	2002
	Combined Traffic:	48000	Α	92%	0%	2%	1%	4%	0%	Α	NA			51000	Α	
Vest				To: From:		Wo	oodman Rd									
295)	0.91	27000	G	92%	0%	2%	1%	4%	0%	F	0.115	F		29000	G	2002
30)	Combined Traffic:	53000	G	92%	0%	2%	1%	4%	0%	F	NA			57000	G	
				To: From:	Į	JS 1; I-95	Collector	Rd End								
Vest	1.83	15000	G	92%	0%	2%	1%	4%	0%	F	0.147	F		16000	G	2002
295	Combined Traffic:		G	92%	0%	2%	1%	4%	0%	F	NA	•		31000	G	2002
	Combined Traine.	20000		02 /0					070	•	14/ (			01000		
Vest				From:			Collector F									
295)	0.29	43000	F	87%	1%	2%	1%	9%	0%	F	0.105	F		42000	F	2002
	Combined Traffic:	94000	F	88%	1%	2%	1%	9%	0%	F	0.094	F	0.615	92000	F	
Vest				From:		Hanove	er County I	Line								
295)	1.30	34000	F	87%	1%	2%	1%	9%	0%	F	0.088	F		33000	F	2002
	Combined Traffic:	69000	G	88%	1%	2%	1%	9%	0%	F	NA			68000	G	
Vest				To: From:			SR 156									
295)	1.10	29000	G	87%	1%	2%	1%	9%	0%	F	0.072	F		28000	G	2002
	Combined Traffic:	61000	G	88%	1%	2%	1%	9%	0%	F	NA			60000	G	
				To: From:	I-	-64; US 60	0 Collector	Rd End								
Vest 295	2.18	12000	G	72%	1%	2%	1%	24%	0%	F	0.079	F		12000	G	2002
293)	Combined Traffic:		G	72%	1%	2%	1%	24%	0%	F	NA	•		24000	G	2002
							Collector			•						
Vest	F 70	40000	_	From:					00/	_	0.075	_		40000	_	0000
295	5.70	19000	G	72%	1%	2%	1%	24%	0%	F	0.075	F		19000	G	2002
	Combined Traffic:	37000	G	72%	1%	2%	1%	24%	0%	F	NA			37000	G	
Vest				From:			SR 5									
295)	3.89	21000	G	72%	1%	2%	1%	24%	0%	F	0.083	F		21000	G	2002
	Combined Traffic:	39000	G	72%	1%	2%	1%	24%	0%	F	NA			39000	G	
				To:		Chesterf	ield County	y Line								
<b>hesterfield Count</b> Vest	tv			From:		Henrio	o County I	ine	ı							
295)	2.95	21000	G	72%	1%	2%	1%	24%	0%	F	0.083	F		21000	G	2002
	Combined Traffic:	39000	G	72%	1%	2%	1%	24%	0%	F	0.089	N		39000	G	

					He	enrico M	aintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henrico County																
~~~				From:			Richmon									
(301) Chamberlayne Ave	0.55	15000	G	95%	1%	2%	0%	2%	0%	С	0.092	F	0.578	16000	G	2002
				To: From:			I-95		-							
(301) Chamberlayne Ave	2.47	16000	G	96%	0%	2%	0%	1%	0%	С	0.119	F	0.763	17000	G	2002
$\overline{\qquad}$				To		Pa	arham Rd									
301 Chamberlayne Ave	0.17	28000	G	96%	0%	2%	0%	1%	0%	F	0.105	F	0.726	30000	G	2002
,				To:		Hanove	er County I	ine	1							
				From:		LIS 33: 9	Staples Mil	l Rd								
(356) Hilliard Rd	0.67	18000	G	96%	1%	2%	0%	1%	0%	F	0.096	F	0.604	18000	G	2002
000				To:												
356 Hilliard Rd	0.60	16000	G	From: 96%	1%	2%	ornrose Ave	1%	0%	С	0.095	F	0.584	16000	G	2002
356 Hilliard Rd	0.00	10000	G	90%	170			1 70	0%	C	0.095	Г	0.364	10000	G	2002
				From:			rmitage Rd		-							
(356) Hilliard Rd	0.16	21000	G	96%	1%	2%	0%	1%	0%	F	0.099	F	0.532	22000	G	2002
				To:		SR 161	; Lakeside	Ave								
~~~				From:		ECI	Richmond							_		
(360) Mechanicsville Tnpk	1.53	35000	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.683	36000	G	2002
<u> </u>				To: From:		Lah	urnum Ave	;	1							
360 Mechanicsville Tnpk	1.34	34000	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.662	35000	G	2002
				To:			er County I									
East				From:		Chesterfi	ield County	Line								
895 Pocahontas Pkwy	2.22	4700	М	<u> </u>		CHESTOTI	icia county	Line			NA			5200	М	2002
(666)	ed Traffic:	9400	M								NA			10000	М	
Combin	ca mamo.	0-100									147.			10000	141	
East				From:		Lab	urnum Ave	:								
(895) Pocahontas Pkwy	5.66	4700	M								NA			5200	М	2002
Combin	ed Traffic:	9400	M								NA			10000	M	
				To-			I-295									
West				From:		Chesterfi	ield County	Line								
895 Pocahontas Pkwy	2.38	4700	M								NA			5200	М	2002
	ed Traffic:	9400	М								NA			10000	М	
				To:		Lob	urnum Ave									
West				From:		Lau	umum Ave									
895 Pocahontas Pkwy	5.03	4700	М								NA			5200	М	2002
Combin	ed Traffic:	9400	M								NA			10000	М	
				To-			I-295									
				From:		Mo	ountain Rd									
(26) Mill Rd	1.70	1600	G	95 <u>%</u>	0%	4%	0%	1%	0%	С	0.128	F	0.609	1600	G	2002
				To:		Old Wa	ashington F	Iwy								
				From:		Мо	ountain Rd									
(27) Old Washington Hwy	1.67	920	G	95%	0%	4%	0%	1%	0%	С	0.162	F	0.644	960	G	2002
			_	To:		Gra	enwood Rd	l		_						
(27) Old Washington Hwy	0.62	2100	G	95%	0%	4%	0%	1%	0%	F	0.134	F	0.585	2200	G	2002
21)	J.JL		_	To:	- 70		er County I			•		•	2.000		-	_~~-
				From:					1							
29 Shady Grove Rd	1.83	5000	G	94%	1%	Poun 3%	ceyTract R	1%	0%	С	0.100	F	0.669	5200	G	2002
(29) Shady Grove Rd	1.03	5000	G	<i>3</i> <del>4</del> 70	1 /0			1 /0	U /0	C	0.100	I.	0.009	3200	G	2002
01 1 2 :	•			From:	461		uckols Rd	401			0.155		c =-	2155		000-
(29) Shady Grove Rd	0.54	2000	G	94%	1%	3%	1%	1%	0%	F	0.108	F	0.73	2100	G	2002
				To-			er County L									
				From:			Market Ro									-
(30) Long Bridge Rd	1.38	420	G	96%	0%	2%	1%	1%	0%	С	0.13	F	0.684	430	G	2002
				To:		Br	adbury Rd		μ.							
(30) Long Bridge Rd	2.38	330	G	96%	0%	2%	1%	1%	0%	F	0.113	F	0.577	340	G	2002
3 - 3 - 3		<del>-</del>	~	To:	- / 0		bytown Rd					-		•	-	<b>-</b>
				From:			Market Ro									
(31) Turner Rd	1.77	1200	G	91%	0%	6%	1%	2%	0%	С	0.104	F	0.597	1200	G	2002
(31) Turner Rd	1.77	.200	•	9 1 70 To:	0 /0		bytown Rd		3 70	0	0.104	•	0.001	1200	J	2002
						Dar	oytowii Ku									

					He	enrico Maintenance Area	1							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henrico County														
31) Turner Rd	1.76	1000	G	91% To:	0%	Darbytown Rd 6% 1% 2% Charles City Rd	0%	F	0.108	F	0.531	1100	G	2002
				From:		Longbridge Rd	1							
32 Bradbury Rd	1.35	210	G	95% To:	0%	1% 1% 3%  Darbytown Rd	0%	С	0.114	F	0.5	220	G	2002
				From:		Darbytown Rd								
33 Gill Dale Rd	1.67	360	G	95% To:	0%	3% 1% 1% Charles City Rd	0%	С	0.127	F	0.6	370	G	2002
				From:		43-7723 Charles City Rd								
(34) Poplar Spring Rd	1.00	1700	G	To:		43-35 Portugee Rd			0.108	F	0.729	1700	G	2002
				From:		Portugee Rd								
35 Memorial Dr	1.44	2100	G	90% To:	0%	3% 4% 2% Williamsburg Rd	1%	С	0.109	F	0.567	2200	G	2002
				From:		Darbytown Rd								
(37) Britton Rd	1.39	980	G	_					NA			1000	G	2002
				To:		Charles City Rd								
				From:		New Market Rd								
(38) Doran Rd	2.10	1500	G	95 <u>%</u>	1%	2% 1% 1%	0%	С	0.101	F	0.712	1500	G	2002
				To:		Darbytown Rd								
<u> </u>			_	From:		Laburnum Ave							_	
(39) Seven Hills Rd	0.62	1200	G	88% To:	1%	3% 1% 8% Settler Rd	0%	С	0.130	F	0.658	1200	G	2002
				From:										
(40) Kingsland Rd	1.63	560	G	89%	0%	Osbome Tnpk 5% 0% 6%	0%	С	0.095	F	0.610	580	G	2002
C Kin and and Bd	4.00	070		From:	00/	Varina Rd	00/		0.007		0.507	000		0000
(40) Kingsland Rd	1.20	370	G	89% To:	0%	5% 0% 6% Wallo Rd	0%	F	0.097	F	0.537	380	G	2002
				From:										
(41) Church Rd	1.24	5900	G	97%	0%	Lauderdale Rd 2% 0% 0%	0%	С	0.101	F	0.579	6100	G	2002
				To:		Pump Rd								
(41) Church Rd	1.72	8000	G	97%	0%	2% 0% 0%	0%	F	0.114	F	0.712	8400	G	2002
				To:		Three Chopt Rd								
				From:		Ridgefield Pkwy								
(42) Cox Rd	0.64	4000	G	97%	0%	1% 0% 1%	0%	С	0.127	F	0.727	4200	G	2002
				To:		Dead End; Gap								
(42) Cox Rd	0.57	16000	G	99%	0%	Three Chopt Rd; Gap 0% 0% 0%	0%	С	0.114	F	0.768	16000	G	2002
(42) Cox Rd	0.57	10000	·	To:	0 70	US 250 Broad St	070	O	0.114	•	0.700	10000	J	2002
				From:		Kingsland Rd	1							
(43) Varina Rd	3.19	800	G	95%	0%	3% 0% 2%	0%	С	0.092	F	0.623	820	G	2002
40				To:		New Market Rd								
				From:		Staples Mill Rd								
(44) Old Courtney Rd	0.44	540	G	97%	0%	2% 0% 0%	0%	С	0.124	F	0.956	560	G	2002
				To:		Courtney Rd								
$\sim$				From:		43-46 DOMINION BLVD.								
(45) Sadler Rd	2.10	NA					1		NA			NA		
				To:		3-7706 LAKE BROOK DR								
$\bigcirc$				From:		US 250								
46	0.20	NA		To:		43-45 DOMINION BLVD.			NA			NA		
-				Err			TE CITES							
<b>(47)</b>	0.35	NA		From: US	250 Gap	Terminus NEW LOC. THRI	EE CHOP		NA			NA		
77	3.00			To: Gap	Terminu	s CONN. TO OLD THREE C	HOPT RI							
-				r · r										

Reverse						He	enrico Maintenan	ce Area								
	Route	Length	AADT	QA	4Tire	Bus				- QC		QK		AAWDT	QW	Year
Seed St.	Henrico County															
Laukschalle Rd   Lauk					From:											
See   Control	(1585) North Gayton Rd	1.45	3500	G	96%	1%	2% 0%	0%	0%	С	0.101	F	0.520	3700	G	2002
September   Chopt Rd   2.23   6100   G   98%   0%   1%   0%   0%   0%   0%   0%   0					To:		Lauderdale Ro	i								
September   Chopt Rd   2.23   6100   G   98%   0%   1%   0%   0%   0%   0%   0%   0					From:		43-7703 Lauderda	le Dr	Ī							
Column   C	1587) Three Chopt Rd	2.23	6100	G	98%	0%			0%	F	0.109	F	0.55	6400	G	2002
Three Chopt Rd					To:		C D.I									
Company   Comp	Throo Chont Pd	0.85	17000	G		0%		Ω%	0%		0.107		0.501	19000	G	2002
Three Chopt Rd	1111ee Chopt Nu	0.00	17000	•	30 /0	0 70	170 070	0 70	0 70	C	0.107	•	0.501	10000	O	2002
SR   S7 Powherene Rd   SR   SR   S7 Powherene Rd   SR   SR   S7 Po									-							
Second   Company   Compa	(1587) Three Chopt Rd	0.27	14000	G		0%	1% 0%	0%	0%	F	0.095	F	0.554	15000	G	2002
Gayton Rd					To:		SR 157 Pemberton	n Rd								
Rudgetleid Playsy					From:		Lauderdale Ro	i								
Ridgefield Plays   February   F	(7502) Gayton Rd	0.58	6800	G	98%	0%	1% 0%	1%	0%	F	0.103	F	0.525	7100	G	2002
Gayton Rd 2 48 7300 G 98% 0% 1% 0% 1% 0% 1% 0% C 0.097 F 0.535 7600 G 2002 Full Plant Rd					To:		Didgafiald Dlay	n,								
Pump Rd	Gayton Pd	2.48	7300	G		0%			0%	_	0.007	F	0.535	7600	G	2002
Selection   Sele	7502) Gayton Ru	2.40	7500	J	30 /0	070	170 070	1 70	<u> </u>	O	0.007	•	0.000	7000	O	2002
Second   S																
SR 157   Pemberson Rd	(7502) Gayton Rd	0.89	12000	G		0%			0%	F	0.101	F	0.601	13000	G	2002
The companies of the																
Secondary   Company   Co	Ouissassia Dd	0.00	40000	_		00/			00/	_	0.000	_	0.540	40000	0	2002
Comparison   Com	(7502) Quioccasin Rd	0.38	19000	G	98%	0%	1% 0%	1%	0%	г	0.096	г	0.542	19000	G	2002
Parkstridge Rd   0.28   16000   G   98%   0%   1%   0%   1%   0%   F   0.097   F   0.585   16000   G   2002							Blue Jay Ln		-							
Eastridge Rd   0.28   16000   G   98%   0%   1%   0%   1%   0%   F   0.097   F   0.585   16000   G   2002	(7502) Quioccasin Rd	0.54	15000	G	98%	0%	1% 0%	0%	0%	С	0.093	F	0.616	15000	G	2002
Eastridge Rd   0.28   16000   G   98%   0%   1%   0%   1%   0%   F   0.097   F   0.585   16000   G   2002	$\bigcirc$				To		Parham Rd									
Three Chopt Rd	7503 Fastridge Rd	0.28	16000	G		0%		1%	0%	F	0.097	F	0 585	16000	G	2002
Total   Gaskins Rd   Total   Gaskins Rd   Total   Gaskins Rd   Total   Gaskins Rd   Total	7502) Edoti ago 1 ta	0.20		•		070				•	0.001	•	0.000	10000	Ü	2002
State   River Rd   1.80   16000   G   94%   0%   0%   0%   5%   1%   0%   0%   0%   0%   0%   0%   0					Erom:											
Tools   River Rd   1.80   16000   G   94%   0%   0%   5%   1%   0%   C   NA   17000   G   2002	Diver Dd	0.00	6200	_	FIOIII.		Goochland County	Line			0.004	_	0.644	6600	0	2002
Total   Tota	7506) River Ru	0.00	6300	G							0.094	Г	0.044	0000	G	2002
Patham Rd					From:		Gaskins Rd		-							
Test   Parks   Test	(7506) River Rd	1.80	16000	G	94%	0%	0% 5%	1%	0%	С	NA			17000	G	2002
Test   Parks   Test					To:		Parham Rd									
Ridge Rd   River Rd   Ridge Rd	River Rd	1 41	9900	G		0%		1%	0%	C	0 107	F	0.660	10000	G	2002
Total Gaskins Rd   0.93   13000   G   98%   0%   1%   0%   1%   0%   1%   0%   F   0.103   F   0.573   14000   G   2002	(7506) 1 11751 1 13		0000	•		070		1,70		Ū	0.101	•	0.000	10000	Ū	2002
Total   Gaskins Rd   1.50   11000   G   99%   0%   1%   0%   0%   0%   0%   0%   0	<u> </u>															
Trans    T	(7506) River Rd	0.93	13000	G		0%			0%	F	0.103	F	0.573	14000	G	2002
Derbyshire Rd					To-		Huguenot Rd									
Too   Parham Rd					From:		Gaskins Rd									
Table   Tabl	7508) Derbyshire Rd	1.50	11000	G	99%	0%	1% 0%	0%	0%	С	0.125	F	0.597	11000	G	2002
Total   Gaskins Rd   1.03   12000   G   96%   0%   1%   2%   1%   0%   F   0.109   F   0.557   12000   G   2002					To:		Parham Rd									
Total   Gaskins Rd   1.03   12000   G   96%   0%   1%   2%   1%   0%   F   0.109   F   0.557   12000   G   2002					From:		River Rd									
Patterson Ave   Quioccasin Rd   Ridgefield Pkwy   Quioccasin Rd   Quioccasin Rd   Quioccasin Rd   Quioccasin Rd   Quioccasin Rd   Quioccasin Rd   Ridgefield Pkwy   Quioccasin Rd   Quioccasin Rd   Quioccasin Rd   Quioccasin Rd   Quioccasin Rd   Ridgefield Pkwy   Quioccasin Rd   Quiocc	7514) Gaskins Rd	1.03	12000	G	96%	0%		1%	0%	F	0.109	F	0.557	12000	G	2002
Columbia				-	To:					-					-	
Ridgefield Pkwy   From   Ridgefield Ridgefield Pkwy   From   Ridgefie	_				From:											
Ridgefield Pkwy   Three Chopt Rd   Gaskins Rd   O.83   36000   G   96%   O%   1%   2%   1%   O%   F   NA   37000   G   2002	(7514) Gaskins Rd	0.96	22000	G	96%	0%			0%	С	0.102	F	0.6	23000	G	2002
Gaskins Rd  0.83 36000 G 96% 0% 1% 2% 1% 0% F NA  37000 G 2002    Three Chopt Rd   Three Ch					To:		Pidgofiold Plan	73.7								
Three Chopt Rd	Gaskins Pd	0.83	36000	G		Λº/ ₂			0%	F	NΔ			37000	G	2002
Gaskins Rd  0.13 37000 G  96% 0% 1% 2% 1% 0% F  0.097 F  0.659 38000 G  2002  1-64  7514 Gaskins Rd  0.92 29000 G  96% 0% 1% 2% 1% 0% F  0.095 F  0.504 31000 G  2002  1-64  7514 Gaskins Rd  0.59 17000 G  96% 0% 1% 2% 1% 0% F  0.505 F  0.507 Broad St  7516 Ridgefield Parkway  0.32 580 G  97% 0% 2% 0% 1% 0%  F  0.095 F  0.095 F  0.504 31000 G  2002  F  0.579 18000 G  2002	(1514) Caskiiis Ku	0.03	30000	3	30 /0	U /0	1/0 ∠/0	1 /0	0 /0		14/4			37000	J	2002
Total   Gaskins Rd   0.92   29000   G   96%   0%   1%   2%   1%   0%   F   0.095   F   0.504   31000   G   2002																
Gaskins Rd 0.92 <b>29000 G</b> 96% 0% 1% 2% 1% 0% F 0.095 F 0.504 31000 G 2002    Total Gaskins Rd 0.59	( ₇₅₁₄ ) Gaskins Rd	0.13	37000	G	96%	0%	1% 2%	1%	0%	F	0.097	F	0.659	38000	G	2002
Gaskins Rd 0.92 <b>29000 G</b> 96% 0% 1% 2% 1% 0% F 0.095 F 0.504 31000 G 2002    Total   Broad St   Broad St   Springfield Rd   Springfield Rd   Springfield Parkway   O.32   S80   G 97% 0% 2% 0% 1% 0% F 0.105 F 0.567   S80   G 2002					To:		I-64		1.							
Total   Gaskins Rd   0.59   17000   G   96%   0%   1%   2%   1%   0%   F   0.105   F   0.579   18000   G   2002	Gaskins Rd	0.92	29000	G		0%		1%	0%	F	0.095	F	0 504	31000	G	2002
Gaskins Rd 0.59 <b>17000 G</b> 96% 0% 1% 2% 1% 0% F 0.105 F 0.579 18000 G 2002    To   Springfield Rd   Dead End	7514) 54514115 114	J.UZ		-		3 /0		. 70	- 70	•	0.000	•	0.504	3.000	9	_502
Springfield Rd     Springfield Rd     Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd   Springfield Rd	<u> </u>														_	
7516) Ridgefield Parkway 0.32 <b>580 G</b> 97% 0% 2% 0% 1% 0% F 0.105 F 0.567 580 G 2002	( ₇₅₁₄ ) Gaskins Rd	0.59	17000	G		0%			0%	F	0.105	F	0.579	18000	G	2002
7516) Ridgefield Parkway 0.32 <b>580 G</b> 97% 0% 2% 0% 1% 0% F 0.105 F 0.567 580 G 2002					To:		Springfield Ro	<u> </u>								
7516) Ridgefield Parkway 0.32 <b>580 G</b> 97% 0% 2% 0% 1% 0% F 0.105 F 0.567 580 G 2002					From:		Dead End									
	(7516) Ridgefield Parkway	0.32	580	G	97%	0%	2% 0%	1%	0%	F	0.105	F	0.567	580	G	2002

Haurico County   Factor   Fa						He	enrico Maintenar	ice Area								
	Route	Length	AADT	QA	4Tire	Bus	• • •		 2Trail	- QC		QK		AAWDT	QW	Year
Ridgefield Parkway   0.32   1900   G   97%   0%   2%   0%   1%   0%   F   0.104   F   0.514   2000   G   2005	Henrico County															
Caption Ed.	O 5:1 5:115 1	0.00	4000	_		00/			00/	_	0.404	_	0.544	0000	_	0000
Ridgefield Pkwy	(7516) Ridgefield Parkway	0.32	1900	G	97%	0%	2% 0%	1%	0%	F	0.104	F	0.514	2000	G	2002
Parlam Rd									-							
See   Parham Rd   1.91   2000   G   97%   0%   2%   0%   1%   0%   F   0.102   F   0.526   38000   G   2002	(7516) Ridgefield Pkwy	1.85	9800	G	97%	0%	2% 0%	1%	0%	С	0.104	F	0.601	10000	G	2002
	<u> </u>				To: From:				-							
Parham Rd	(7516) Ridgefield Pkwy	1.34	12000	G		0%		1%	0%	F	0.108	F	0.636	12000	G	2002
Parham Rd					To:		Gaskins Rd									
Parham Rd	$\sim$															
Parham Rd   0.51   35000   G   97%   0%   2%   0%   1%   0%   F   0.079   F   0.513   35000   G   2002	₇₅₁₈ ) Parham Rd	1.91	38000	G	97%	0%	2% 0%	1%	0%	F	0.102	F	0.526	38000	G	2002
Parham Rd   0.67   33000   G   97%   0%   2%   0%   1%   0%   F   0.084   F   0.544   33000   G   2002					To: From:		Patterson Ave	е								
Parham Rd	7518) Parham Rd	0.51	35000	G	97%	0%	2% 0%	1%	0%	F	0.079	F	0.513	35000	G	2002
Parham Rd	<u> </u>				Ta		Ouioccasin Re	d								
Three Chopt Rd	7518) Parham Rd	0.67	33000	G		0%			0%	F	0.084	F	0.544	33000	G	2002
Parham Rd   0.95   40000   G   97%   0%   2%   0%   1%   0%   F   0.086   F   0.56   40000   G   2002					To		Three Chest D	ı.d								
Total   Parham Rd   1.22   27000   G   97%   0%   2%   0%   1%   0%   F   0.082   F   0.525   27000   G   2002	7510 Parham Rd	0.95	40000	G		0%			0%	F	0.086	F	0.56	40000	G	2002
Parham Rd   1.22   27000   G   97%   0%   2%   0%   1%   0%   F   0.082   F   0.525   27000   G   2002	7510)	3.00		-	Te-I			. , ,		•	0.500	•	3.50		-	_002
Broad St	O Daubaura Dal	4.00	07000			00/		40/		_	0.000	_	0.505	07000		2002
Parham Rd   0.91   24000   G   97%   0%   2%   0%   1%   0%   F   0.084   F   0.527   24000   G   2002	7518) Pamam Ru	1.22	27000	G	97%	0%	2% 0%	170	0%	Г	0.062	Г	0.525	27000	G	2002
Hungary Springs Rd	$\overline{}$															
Parham Rd   0.66   26000   G   97%   0%   2%   0%   1%   0%   F   0.087   F   0.501   26000   G   2002	(7518) Parham Rd	0.91	24000	G	97%	0%	2% 0%	1%	0%	F	0.084	F	0.527	24000	G	2002
US 33 Staples Mill Road   US 343-7663 Woodman Road   Woodman Road   Woodman Road   Woodman Road   Woodman Road   Woodman Road   US 3-7663 Woodman Road   US 3-7665 Wo					To: From:		Hungary Springs	Rd								
Parham Rd	7518) Parham Rd	0.66	26000	G		0%	2% 0%	1%	0%	F	0.087	F	0.501	26000	G	2002
Parham Rd					Tar		US 33 Staples Mill	Road								
1.91   26000   G   97%   0%   2%   0%   1%   0%   F   0.088   F   0.551   26000   G   2002	7518) Parham Rd	1.08	28000	Α		0%			0%	С	0.106	Α	0.578	32000	Α	2002
Parham Rd					To:		43-7663 Woodman	Road								
See Route SR 73 for Parham Rd between US 1 and I-95.   Time   Brook Rd   I-95	<u> </u>														_	
Parham Rd	(7518) Parham Rd	1.91	26000									F	0.551	26000	G	2002
Total   Parham Rd   1.48   16000   G   96%   0%   2%   0%   1%   0%   0%   0.1   F   0.545   16000   G   2002	0			Se	e Route	SR 73		between	US 1 a	nd I-95	5.					
Total   Parham Rd   1.48   16000   G   96%   0%   2%   0%   1%   0%   C   0.1   F   0.545   16000   G   2002   See Route SR 73 for Parham Rd between US 1 and I-95.					From:				•							
See Route SR 73 for Parham Rd between US 1 and I-95.   See Route SR 73 for Parham Rd between US 1 and I-95.   See Route SR 73 for Parham Rd between US 1 and I-95.   See Route SR 73 for Parham Rd   Septime Field Rd   Sept	7518) Parham Rd	1.48	16000	G	96%	0%		1%	0%	С	0.1	F	0.545	16000	G	2002
Total   Chamberlayne Ave   Total   Springfield Rd   Total   Springfield Rd   Total   Springfield Rd   Total   Springfield Rd   Total   Total   Springfield Rd   Total   Tota	1010															
Staples Mill Rd   1.07   17000   G   98%   0%   1%   0%   0%   0%   F   0.109   F   0.585   18000   G   2002					To:						-					
Staples Mill Rd   1.07   17000   G   98%   0%   1%   0%   0%   0%   F   0.109   F   0.585   18000   G   2002					From:		Springfield Ro	d								
West End Dr	7526) Hungary Rd	1.07	17000	G	98%	0%			0%	F	0.109	F	0.585	18000	G	2002
Hungary Rd   1.32   18000   G   98%   0%   1%   0%   0%   0%   0%   0%   0					To		West End De									
Staples Mill Rd	7500 Hungary Rd	1 32	18000	G		0%			0%	C	0 107	F	0 531	19000	G	2002
Hungary Rd   0.53   13000   G   97%   0%   1%   1%   1%   0%   F   0.109   F   0.529   14000   G   2002	7526) 1 langary 1 la	1.02	10000	·		070				O	0.107	•	0.001	10000	Ü	2002
Total   Hungary Rd   O.13   17000   G   97%   O%   1%   1%   1%   0%   F   O.106   F   O.509   17000   G   2002	O Humana Dal	0.50	42000			00/			00/	_	0.400	_	0.500	14000		2002
Hungary Rd   0.13   17000   G   97%   0%   1%   1%   1%   0%   F   0.106   F   0.509   17000   G   2002	7526) Hungary Ru	0.53	13000	G	97%	0%	1% 1%	1%	0%	г	0.109	г	0.529	14000	G	2002
Purcell Rd   Pur	<u> </u>				From:				j							
Hungary Rd   0.71   13000   G   97%   0%   1%   1%   1%   0%   F   0.107   F   0.592   13000   G   2002	(7526) Hungary Rd	0.13	17000	G	97%	0%	1% 1%	1%	0%	F	0.106	F	0.509	17000	G	2002
Total   Hungary Rd   Hungary Rd   Total   Hungary Rd   Hungary					To:		Purcell Rd									
Hungary Rd   2.08   6600   G   97%   0%   1%   1%   1%   0%   C   0.105   F   0.618   6900   G   2002	7526) Hungary Rd	0.71	13000	G		0%	1% 1%	1%	0%	F	0.107	F	0.592	13000	G	2002
7526 Hungary Rd 2.08 6600 G 97% 0% 1% 1% 1% 0% C 0.105 F 0.618 6900 G 2002  To: Parham Rd  Three Chopt Rd  7536 Horsepen Rd 0.24 25000 G 98% 0% 1% 0% 0% 0% F 0.097 F 0.639 26000 G 2002  To: Glenside Dr  7536 Glenside Dr  7536 Glenside Dr  0.48 20000 G 98% 0% 1% 0% 0% 0% 0% C 0.090 F 0.548 21000 G 2002  To: Horsepen Rd  7536 Glenside Dr  7536 Glenside Dr  0.15 34000 G 98% 0% 1% 0% 0% 0% 0% F 0.092 F 0.586 39000 G 2002					To:		Woodman Ro	I	1							
To: Parham Rd    Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   Parham Rd   P	7526) Hungary Rd	2.08	6600	G	97%	0%			0%	С	0.105	F	0.618	6900	G	2002
7536) Horsepen Rd  0.24  25000  G  98%  0%  1%  0%  0%  0%  0%  0%  F  0.097  F  0.639  26000  G  2002  From  Horsepen Rd  7536) Glenside Dr  0.48  20000  G  98%  0%  1%  0%  0%  0%  0%  0%  0%  0%  0																
7536) Horsepen Rd  0.24  25000  G  98%  0%  1%  0%  0%  0%  0%  F  0.097  F  0.639  26000  G  2002  10  Glenside Dr  Horsepen Rd  7536) Glenside Dr  0.48  20000  G  98%  0%  1%  0%  0%  0%  0%  0%  0%  C  0.090  F  0.548  21000  G  2002  7536) Glenside Dr  0.15  34000  G  98%  0%  1%  0%  0%  0%  0%  F  0.092  F  0.586  39000  G  2002					From:			ld.								
To   Glenside Dr   Horsepen Rd     From: Horsepen Rd     From: Horsepen Rd	7536) Horsepen Rd	0.24	25000	G	98%	0%			0%	F	0.097	F	0.639	26000	G	2002
Horsepen Rd   Glenside Dr   0.48   20000   G   98%   0%   1%   0%   0%   0%   0%   C   0.090   F   0.548   21000   G   2002	'															
Table   Forest Ave   From:	$\overline{}$				<u> </u>		Horsepen Rd									
(7536) Glenside Dr 0.15 <b>34000 G</b> 98 0% 1% 0% 0% 0% F 0.092 F 0.586 39000 G 2002	(7536) Glenside Dr	0.48	20000	G	98%	0%	1% 0%	0%	0%	С	0.090	F	0.548	21000	G	2002
(7536) Glenside Dr 0.15 <b>34000 G</b> 98 0% 1% 0% 0% 0% F 0.092 F 0.586 39000 G 2002					To:		Forest Ave									
	(7536) Glenside Dr	0.15	34000	G	98%	0%		0%	0%	F	0.092	F	0.586	39000	G	2002

						enrico Maintenance Are	-u							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra	il 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henrico County														
				From:		I-64								
( ₇₅₃₆ ) Glenside Dr	0.41	26000	G	97%	0%	1% 0% 1%	0%	F	0.089	F	0.502	30000	G	2002
				To:		Broad St	1							
7536) Glenside Dr	1.30	16000	G	97%	0%	1% 0% 1%	0%	С	0.093	F	0.565	18000	G	2002
7530) GIGILOUG ZI			•	To	0,0	Staples Mill Rd		Ū	0.000	•	0.000	.0000	•	
				r										
			_	From:		Nine Mile Rd		_					_	
( ₇₅₃₇ ) Masonic Home Ln	0.46	12000	G	94 <u>%</u>	0%	2% 2% 1%	0%	F	0.082	F	0.551	12000	G	2002
				To-		Brittles Ln								
				From:		Masonic Home Ln								
7537) Brittles Ln	1.10	12000	G	94%	0%	2% 2% 1%	0%	С	0.085	F	0.553	12000	G	2002
				To:		Williamsburg Rd								
				From:		II D.J	ī							
Manuscrat Aug	4.40	40000	_		00/	Horsepen Rd	00/	_	0.000	_	0.004	20000	_	2000
Monument Ave	1.42	19000	G	98%	0%	1% 0% 0%	0%	F	0.099	F	0.631	20000	G	2002
<u> </u>				To: From:		Libbie Ave								
7538) Monument Ave	0.57	21000	G	98%	0%	1% 0% 0%	0%	С	0.099	F	0.579	22000	G	2002
7330)														
$\overline{}$				To: From:		Willow Lawn Dr								
7538) Monument Ave	0.22	23000	G	98%	0%	1% 0% 0%	0%	F	0.102	F	0.546	24000	G	2002
				To:		WCL Richmond								
				From:			<u>-</u>							
Paulah Dd	2.02	4500	•		00/	Charles City Rd	00/	^	0.00	_	0.00	1000	0	2000
₇₅₃₉ Beulah Rd	3.03	1500	G	91%	0%	1% 3% 4%	0%	С	0.09	F	0.66	1600	G	2002
<u> </u>				To: From:		Roy Rd	Į.							
7539 Beulah Rd	0.40	4500	G	91%	0%	1% 3% 4%	0%	F	0.105	F	0.628	4700	G	2002
Beulan Rd	0.40	7000	J	To:	0 70	Williamsburg Rd	070	•	0.100	'	0.020	4700	J	2002
						williamsburg Ku								
				From:		Glenside Drive								
7540) Horsepen Rd	0.49	5500	G	96%	0%	2% 1% 0%	0%	С	0.101	F	0.627	5700	G	2002
				From:		Miami Ave				_			_	
Horsepen Rd	0.61	7300	G	96%	0%	2% 1% 0%	0%	F	0.103	F	0.623	7600	G	2002
				To:		Broad St Rd								
				From:		Broad St								
7546 Dickens Rd	0.36	4000	G	98%	0%	1% 0% 1%	0%	С	0.107	F	0.548	4100	G	2002
7546) Dickens Rd	0.30	4000	G	90 /0	0 /6	1/0 0/0 1/0	0 /0	C	0.107	,	0.540	4100	G	2002
				From:		Falmouth St	-							
7546) Dickens Rd	0.25	4800	G	98%	0%	1% 0% 1%	0%	F	0.111	F	0.624	5000	G	2002
,545)														
				To: From:		Bethlehem Rd								
7546) Dickens Rd	0.13	5900	G	98%	0%	1% 0% 1%	0%	F	0.105	F	0.754	6100	G	2002
				To		1.64								
Dielsere Dd	0.50	0000	_	From:	00/	I-64	00/	_	0.000	_	0.570	0000	_	2000
₇₅₄₆ Dickens Rd	0.56	6600	G	98%	0%	1% 0% 1%	0%	F	0.099	F	0.572	6900	G	2002
				To:		Staples Mill Rd								
				From:		Staples Mill Rd								
7550) Hermitage Rd	1.74	4800	G	97%	0%	2% 0% 0%	0%	С	0.11	F	0.649	5000	G	2002
				To		Woodman Rd								
<u> </u>				From:		Staples Mill Rd								
₇₅₅₂ Dumbarton Rd	1.34	13000	G	96%	0%	2% 0% 1%	0%	С	0.114	F	0.642	13000	G	2002
				To:		Lakeside Ave								
Dumbartan Dd	0.70	10000	6	From:	Λ0/		00/	Г	0 112	Е	0.755	11000	C	200
Dumbarton Rd	0.72	10000	G	96%	0%	2% 0% 1%	0%	F	0.112	F	0.755	11000	G	200
				To:		WCL Richmond								
	_	_		From:		New Market Rd								
(7555) Laburnum Ave	1.86	5700	G	97%	0%	2% 0% 1%	0%	F	0.085	F	0.586	5800	G	2002
			-	To		Darbytown Rd	1						-	
				From:		Darbytown Road								
Lahurnum Avo	1.55	18000	G	97%	0%	2% 0% 1%	0%	F	0 0 <del>7</del> 9	⊏	0.582	18000	G	2002
7555 Laburnum Ave	1.33	10000	G		U 70		U%	٢	0.078	F	0.582	10000	G	2002
				To-		Charles City Road								
<u> </u>			_	From:		Charles City Rd	201	_	0.0==	_	0 == :	0.40	_	
7555) Laburnum Ave	0.94	21000	G	97%	0%	2% 0% 1%	0%	F	0.075	F	0.501	21000	G	2002
\ /				To:		Williamsburg Rd								
<u> </u>				From:		vv mnamsourg Ku								
Laburnum Ava	1 11	22000	c		Ω0/		00/		0.070	F	0.544	33000	G	2001
(7555) Laburnum Ave	1.11	33000	G	97% To:	0%	2% 0% 1% I-64	0%	F	0.078	F	0.541	33000	G	2002

					пе	enno Mamenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henrico County														
(7555) Laburnum Ave	1.08	20000	G	97%	0%	I-64 2% 0% 1%	0%	F	0.085	F	0.538	20000	G	2002
				To: From:		Nine Mile Rd								
(7555) Laburnum Av	1.27	22000	Α	97%	0%	Nine Mile Road 2% 0% 1%	0%	Α	0.108	Α	0.552	22000	Α	2002
(7555) Laburnum AV	1.27	22000	^	91 /0 To:	0 /0	Creighton Road	0 /6	^	0.100	^	0.552	22000	^	2002
				From:		Creighton Rd								
(7555) Laburnum Ave	1.65	22000	G	97%	0%	2% 0% 1%	0%	F	0.089	F	0.534	22000	G	2002
				To:		Mashanian-illa Taula								
(7555) Laburnum Ave	1.20	27000	G	From: 97%	0%	Mechanicsville Tnpk 2% 0% 1%	0%	F	0.083	F	0.632	28000	G	2002
(7555) Laburnum Ave	1.20	27000	G	31 /0	0 70	270 070 170	070	'	0.003	'	0.032	20000	O	2002
<u> </u>				From:	201	Carolina Ave		_		_	2 2 4 2	10000	_	
(7555) Laburnum Ave	0.50	19000	G	97%	0%	2% 0% 1%	0%	F	0.087	F	0.612	19000	G	2002
-				To: From:		Richmond-Henrico Tnpk	]							
(7555) Laburnum Ave	0.80	21000	G	97%	0%	2% 0% 1%	0%	F	0.089	F	0.622	21000	G	2002
				To:		ECL Richmond								
				From:		Charles City Rd								-
(7557) Lewis Rd	1.26	4800	G	91%	1%	3% 1% 5%	0%	С	0.078	F	0.572	5000	G	2002
				To		Williamsburg Rd								
<u> </u>	<u> </u>			From:		Staples Mill Rd	<u> </u>							
(7558) Mountain Rd	2.26	4600	G	96%	1%	3% 0% 1%	0%	F	0.104	F	0.525	4800	G	2002
				To										
(7558) Mountain Rd	0.89	8300	G	From: 96%	1%	Old Washington Hwy 3% 0% 1%	0%	С	0.110	F	0.598	8600	G	2002
(7558) Mountain Rd	0.09	0300	G	90%	1 70	370 070 170	0%	C	0.110	Г	0.596	8000	G	2002
				From:		Woodman Rd	•							
( ₇₅₅₈ ) Mountain Rd	2.20	4900	G	96 <u>%</u>	1%	3% 0% 1%	0%	F	0.089	F	0.607	5100	G	2002
				To:		Brook Rd								
_				From:		ECL Richmond								
(7559) Darbytown Rd	0.77	4700	G	94%	0%	3% 2% 1%	0%	С	80.0	F	0.586	4900	G	2002
				To		Louisa Street								
(7559) Darbytown Rd	2.24	6200	G	94%	0%	3% 2% 1%	0%	F	0.076	F	0.558	6500	G	2002
(7559) 24:2)10:		0_00						•	0.0.0		0.000	0000	•	
O Davida da Lucia Del	F 00	4000	_	From:	00/	43-7555 Laburnum Ave		_	0.004	_	0.057	4400		2002
(7559) Darbytown Rd	5.28	4000	G	94%	0%	3% 2% 1%	0%	F	0.091	F	0.657	4100	G	2002
<u> </u>				From:		Bradbury Rd								
(7559) Darbytown Rd	2.54	2300	G	94%	0%	3% 2% 1%	0%	F	0.083	F	0.681	2400	G	2002
				To:		Willis Church Rd								
				From:		Kingsland Rd								
(7565) Osborne Tnpk	3.12	780	G	96%	0%	2% 0% 2%	0%	F	0.114	F	0.621	800	G	2002
				To		Mill Rd								
(7565) Osborne Tnpk	3.34	2000	G	96%	0%	2% 0% 2%	0%	С	0.117	F	0.657	2100	G	2002
Osborne i npk	0.04	_000	•		O /0		U /0	J	0.117	•	5.001	2100	J	2002
○ N 2 : :	0.01		_	From:	001	New Market Rd	201		0.466	_	0	202		0000
(7565) New Osborne Tnpk	0.81	800	G	96%	0%	2% 0% 2%	0%	F	0.103	F	0.575	830	G	2002
				To:		SCL Richmond								
				From:		Airport Entrance						-		
(7581) Airport Dr - South	1.18	17000	G	93%	1%	3% 2% 2%	0%	С	0.081	F	0.571	17000	G	2002
				To		US 60 Williamsburg Rd								
				From:		ECL Richmond								
(7586) Dill Ave	0.66	5100	G	98%	0%	1% 0% 1%	0%	С	0.102	F	0.672	5300	G	2002
				To:		Mechanicsville Tnpk								
				From:		US 60 Williamsburg Rd	1							
(7589) Dry Bridge Rd	1.16	850	G	92%	0%	4% 2% 2%	0%	С	0.111	F	0.632	880	G	2002
				To:		Ponderosa Dr	1							
				From:		Meadow Rd								
(7589) Grapevine Rd	1.51	730	G	92%	0%	4% 2% 2%	0%	F	0.117	F	0.539	760	G	2002
$\bigcup$				To:	•	SR 156; Old Hanover Rd								
				From:		Nine Mile Rd	Ī							
(7591) Hanover Rd	1.54	3200	G	97%	0%	1% 1% 1%	0%	С	0.104	F	0.522	3300	G	2002
	* *			To:		Airport Dr		-					-	
•						<b>.</b>								

					П	enno mantenano	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Ienrico Countv				-											
	0.00	0.400	_	From:	00/	US 1; Brook Rd	40/	00/	_	0.000	_	0.555	0000	_	0000
Wilkinson Rd	0.83	8400	G	98%	0%	1% 1%	1%	0%	F	0.092	F	0.577	8800	G	2002
				To: From:		Ridge Rd									
(7594) Wilkinson Rd	0.48	6700	G	98%	0%	1% 1%	1%	0%	С	0.094	F	0.551	6900	G	2002
<u> </u>				To		US 301; Chamberlayn	e Ave								
Wilkinson Rd	0.56	5900	G	98%	0%	1% 1%	1%	0%	F	0.085	F	0.543	6200	G	2002
				To:		Diane Lane									
				From:	4	3-7596 Azalea Gap Te	rminus								
Wilkinson Rd	1.44	6800	G							0.099	F	0.562	7000	G	2002
				To:	1.4	44 MN Azalea Near D	iane La								
_				From:		ECL Richmond									
7596) Azalea Ave	1.33	16000	G	97%	0%	1% 0%	1%	0%	С	0.093	F	0.604	17000	G	2002
				To:		Richmond-Henrico T	npk								
				From:		Williamsburg Ro									
Oakleys Lane	1.33	7300	G	97%	0%	3% 0%	0%	0%	F	0.093	F	0.563	7700	G	2002
				To:		Holly Ave									
<u> </u>		_		From:		Oakleys Ln				_					
Holly Ave	1.03	4200	G	97%	0%	3% 0%	0%	0%	С	0.088	F	0.588	4400	G	200
				To: From:		Nine Mile Rd									
607) Holly Ave	0.49	1100	G	97%	0%	3% 0%	0%	0%	F	0.111	F	0.557	1100	G	200
301)				To:		W. Washington S									
				From:		Washington St									
607) W. Washington St	0.76	280	G	97%	0%	3% 0%	0%	0%	F	0.104	F	0.508	290	G	200
				To:		SR 156; 43-7591									
				From:		NCL Richmond									
609) Richmond-Henrico Tnpk	0.23	1800	G	96%	0%	2% 1%	1%	0%	F	0.106	F	0.68	1900	G	2002
003)				т											
Dishmond Honrico Tonk	1 20	9400	_	From:	00/	Laburnum Ave	10/	00/		0.000	г	0.624	0400		200
Richmond-Henrico Tnpk	1.20	8100	G	96%	0%	2% 1%	1%	0%	С	0.098	F	0.624	8400	G	2002
				From:		Azalea Ave									
Richmond-Henrico Tnpk	1.17	8600	G	96%	0%	2% 1%	1%	0%	F	0.111	F	0.753	8900	G	2002
				To:		Hanover County Li	ne								
				From:		Nine Mile Rd									
Dabbs House Rd	1.58	2900	G	97%	0%	1% 1%	1%	0%	С	0.111	F	0.636	3000	G	2002
				To:		Creighton Rd									
				From:		West Cedar Fork I	ld.								
Cedar Fork Rd	1.51	8000	G	98%	0%	1% 0%	1%	0%	С	0.105	F	0.518	8200	G	2002
on source				To:	0,0	Creighton Rd	.,,	7,0		000	-	0.0.0	0_00	•	
				From:				-							
Creighton Rd	1.51	2600	G	99%	0%	ECL Richmond	0%	0%	С	0.111	F	0.68	2800	G	2002
Creighton Rd	1.01	2000	9	JJ /0	U /0		J /0	J /0	C	0.111	'	0.00	2000	J	200
<u> </u>			_	From:		Laburnum Ave			_		_			_	
Creighton Rd	2.56	11000	G	99%	0%	0% 0%	0%	0%	F	0.106	F	0.565	12000	G	2002
				To:		Hanover County Li	ne								
_				From:		Mechanicsville Tn	ok						-		
P ₆₂₂ Harvie Rd	1.02	6000	G	97%	0%	2% 0%	0%	0%	С	0.099	F	0.676	6300	G	2002
				To:		Laburnum Ave									
				From:		Hanover Rd									
628) Meadow Rd	2.19	500	G	97%	0%	2% 0%	1%	0%	С	0.097	F	0.558	520	G	2002
<u> </u>				To:		Grapevine Rd									
				From:		ECL Richmond		i							
Libbie Ave	0.16	17000	G	98%	0%	1% 0%	0%	0%	F	0.081	F		17000	G	2002
LIDDIE AVE	0.10	17000	3	_	J /0	170 070	0 /0	U /U	'	0.001	'		17000	J	200
	_			From:		Monument Ave			_					_	
641) Libbie Ave	0.56	17000	G	98%	0%	1% 0%	0%	0%	С	0.086	F	0.527	17000	G	200
				To:		Broad St		F							
v ₆₄₁ ) Libbie Ave	0.48	11000	G	From: 98%	0%	Broad St 1% 0%	0%	0%	F	0.084	F	0.511	11000	G	2002

Route   Length   AADT   VA   ST   Part   P						He	enrico Maintenance	Area								
	Route	Length	AADT	QA	4Tire	Bus			 2Trail	QC		QK		AAWDT	QW	Year
Three Chopt Rd	Henrico County								-							
Three Chopt Rd	Three Chant Dd	0.17	47000	_	<u> </u>	00/		00/	00/	_	0.007	_	0.510	17000	0	2002
Three Chopt Rd	7645) Three Chopt Rd	0.17	17000	G	90%	0%	1% 0%	U%	0%	Г	0.067	Г	0.510	17000	G	2002
Subject   Red   Price Chapt Rd   0.49   14000   G   98%   0%   1%   0%   0%   0%   0%   0%   0	Three Chart Dd	0.07	47000			00/		00/	00/		0.007	_	0.507	47000		2002
Three Chopt Rd	7645) Three Chopt Rd	0.37	17000	G	98%	0%	1% 0%	0%	0%	F	0.097	Г	0.587	17000	G	2002
Three Chopt Rd	Thurs Obsert Del	0.40	4 4000			00/		00/	00/		0.007	_	0.000	45000		0000
Three Chopt Rd 0.79 22000 G 98% 0% 1% 0% 0% 0% 0% 0% 0% 0 F 0.094 F 0.638 23000 G 2002  ***Examilator Note***  ***Examilator Note***  ***Problem Rd 0.62 12000 G 98% 0% 0% 0% 0% 0% 0% 0% 0% 0 C 0.098 F 0.570 13000 G 2002  ***Examilator Note***  ***Problem Rd 1.32 12000 G 98% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	7645) Three Chopt Rd	0.49	14000	G	98%	0%	1% 0%	0%	0%	C	0.097	F	0.603	15000	G	2002
Three Chopt Rd	<u> </u>															
Three Chopt Rd	(7645) Three Chopt Rd	0.79	22000	G	98%	0%	1% 0%	0%	0%	F	0.094	F	0.638	23000	G	2002
Pathen Rd	<u> </u>															
Three Chopt Rd	(7645) Three Chopt Rd	0.62	12000	G	98%	0%	1% 0%	0%	0%	С	0.098	F	0.570	13000	G	2002
Part					To: From:		Parham Rd									
Treat   Dabney Rd	(7645) Three Chopt Rd	1.32	12000	G	_	0%		0%	0%	С	0.095	F	0.544	13000	G	2002
Dabney Rd					To:		Pemberton Ave									
Bethlehem Rd	O															
Dahmer Rd	(7647) Dabney Rd	1.24	6600	G	87%	1%		7%	0%	F	0.112	F	0.520	6900	G	2002
Rethlehem Rd					From:											
Staples Mill Rd   February   Fe	(7647) Bethlehem Rd	0.39	7700	G	87%	1%		7%	0%	С	0.109	F	0.558	8000	G	2002
Bethlehem Rd					To:		Stanles Mill Pd									
Total   Bethlehem Rd   0.92   6400   G   99%   0%   1%   0%   0%   0%   0%   0%   0	Rethlehem Rd	0.84	6300	G		0%		0%	0%	F	0 119	F	0.572	6600	G	2002
Bethlehem Rd	7647) Bothlonom rtd	0.01	0000		T	070		0 70		•	0.110	•	0.072	0000	Ū	2002
Columbia	Rethlehem Pd	0.02	6400	G		0%		Λ%.	0%	C	0.116	F	0.641	6700	G	2002
Bethlehem Rd	7647) DetrileHerri Na	0.32	0400	G	3370	0 70		0 70	0 70	C	0.110	'	0.041	0700	O	2002
Part	O Dothlohom Dd	0.22	4000			00/		00/	00/		0.100		0.625	4200		2002
Company   Comp	7647) Betrilenem Ru	0.33	4000	G	99%	0%	1% 0%	U%	U%	Г	0.109	Г	0.025	4200	G	2002
Ridge Rd	<u> </u>	0.10				00/		00/	-00/		0.005	_	0.55	0000	_	0000
The color of the	7647) Betnienem Rd	0.18	3700	G		0%		0%	0%	F	0.095	F	0.57	3800	G	2002
Test   Forest Ave   0.86																
Forest Ave     Forest Ave     Forest Ave     Forest Ave     Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest Ave   Forest A	Pidge Pd	0.60	8400	G		Ω%		Ω%.	Ω%	C	0.007	E	0.626	8700	G	2002
Ridge Rd   0.98   5800   G   98%   0%   1%   0%   0%   0%   0%   0%   0	7649 Ridge Rd	0.03	0400	G	30 /0	0 70		0 70	0 70	C	0.037	'	0.020	0700	O	2002
Parham Rd	O Didge Dd	0.00	5000		From:	00/		00/	00/		0.002		0.510	6000		2002
The color of the	(7649) Ridge Rd	0.96	5000	G		0%		U%	0%	Г	0.092	Г	0.519	6000	G	2002
Test Ave   1.43   1800   G   98%   0%   1%   0%   0%   0%   0%   0%   0					From:											
Test Ave   1.43   18000   G   98%   0%   1%   0%   0%   0%   0%   0%   0	Sleeny Hollow Dr	1.07	2100	G		0%		n%	0%	C	0 101	F	0.537	2200	G	2002
Carolina Ave   1.67   9000   G   95%   1%   2%   0%   2%   0%   0%   0%   0%   0	(7651) Cloopy Hollow 21	1.01	2.00		_	070		0 70	7,0	Ü	0.101	•	0.007	2200	Ū	2002
Test Ave   1.67   9000   G   95%   1%   2%   0%   2%   0%   0%   C   0.089   F   0.504   9400   G   2002					From:											
From	(7655) Carolina Ave	1.67	9000	G	95%	1%		2%	0%	С	0.089	F	0.504	9400	G	2002
Forest Ave   0.86   11000   G   98%   0%   1%   0%   0%   0%   0%   0%   0					To:		Richmond-Henrico Tnp	k								
Patterson Ave					From:		Ridge Rd									
Three Chopt Rd	(7657) Forest Ave	0.86	11000	G	98%	0%	1% 0%	0%	0%	С	0.101	F	0.590	12000	G	2002
Three Chopt Rd					To		Patterson Ave									
Three Chopt Rd	(7657) Forest Ave	0.42	11000	G		0%		0%	0%	F	0.100	F	0.709	11000	G	2002
Forest Ave 1.43 18000 G 98% 0% 1% 0% 0% 0% 0% F 0.1 F 0.581 19000 G 2002    To   Glenside Dr   Dumbarton Rd   Dumbarton Rd   SR 356; Hilliard Rd   SR 356; Hilliard Rd   SR 356; Hilliard Rd   Glenside Rd   Glenside Dr   From   SR 356; Hilliard Rd   Glenside Dr   From   SR 356; Hilliard Rd   Glenside Dr   Glens					To		Three Chont Rd									
To Glenside Dr    To Glenside Dr	Forest Ave	1.43	18000	G		0%		0%	0%	F	0.1	F	0.581	19000	G	2002
Hermitage Rd   0.94   3500   G   97%   0%   2%   0%   0%   0%   0%   F   0.122   F   0.578   3700   G   2002					_											
Total   From   SR 356; Hilliard Rd   No.25   11000   G   97%   0%   2%   0%   0%   0%   0%   0%   0					From:		Dumbarton Rd									
Total   SR 356; Hilliard Rd   SR 356; Hill	(7663) Hermitage Rd	0.94	3500	G	97%	0%		0%	0%	F	0.122	F	0.578	3700	G	2002
To   Hermitage Rd   1.65   11000   G   97%   0%   2%   0%   0%   0%   0%   0%   0	$\cup$				To-		SR 356: Hilliard Rd									
To   43-7550   Woodman Rd	(7663) Hermitage Rd	0.25	11000	G		0%		0%	0%	С	0.112	F	0.553	12000	G	2002
Woodman Rd         1.65         9600         G         97%         0%         2%         0%         0%         C         0.119         F         0.580         10000         G         2002           Voodman Rd         0.23         19000         G         97%         0%         2%         0%         0%         F         0.112         F         0.703         20000         G         2002					To:											
7663) Woodman Rd 0.23 <b>19000 G</b> 97 % 0% 2% 0% 0% 0% F 0.112 F 0.703 20000 G 2002				_					22.	_		_				
(7663) Woodman Rd 0.23 <b>19000 G</b> 97 0% 0% 0% 0% F 0.112 F 0.703 20000 G 2002	(7663) Woodman Rd	1.65	9600	G	97%	0%	2% 0%	υ%	0%	С	0.119	F	0.580	10000	G	2002
	<u> </u>															
To: 43-7526 Hungary Rd	(7663) Woodman Rd	0.23	19000	G		0%		0%	0%	F	0.112	F	0.703	20000	G	2002
					To:		43-7526 Hungary Rd									

					H	enrico Maintena	ance Area								
Route	Length	AADT	QA	4Tire	Bus		ruck le 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henrico County								_							
				From:		43-7526 Hunga			_					_	
( ₇₆₆₃ ) Woodman Rd	0.27	16000	G	96%	1%	2% 1%	1%	0%	F	0.101	F	0.659	17000	G	2002
<u> </u>				To: From:		Aeronca Ave; Rai	msey Ct	1							
7663) Woodman Rd	1.36	13000	G	96%	1%	2% 1%	1%	0%	С	0.108	F	0.655	14000	G	2002
				To:		42.7550 Manual	.i D.J	1							
Woodman Pd	0.11	17000	G	From: 96%	1%	43-7558 Mounta 2% 1%	1%	0%	F	0.120	F	0.581	18000	G	2002
Woodman Rd	0.11	17000	G	90%	1 70	270 170	1 70	0%	Г	0.120	Г	0.561	10000	G	2002
				From:		I-295									
(7663) Woodman Rd	0.46	6200	G	96 <u>%</u>	1%	2% 1%	1%	0%	F	0.115	F	0.604	6400	G	2002
				To:		43-7685 Greenw	ood Rd	J							
				From:		Patterson A	ve								
7665) Pump Rd	0.74	12000	G	99%	0%	1% 0%	0%	0%	С	0.097	F	0.535	13000	G	2002
				To:		Gayton Ro	1								
7665) Pump Rd	1.04	14000	G	99%	0%	1% 0%	0%	0%	F	0.102	F	0.571	15000	G	2002
Pump Rd	1.04	14000	J	33 70 	0 70	170 070	070	070	'	0.102	'	0.57 1	10000	J	2002
				From:		Ridgefield Pl									
Pump Rd	0.87	15000	G	99%	0%	1% 0%	0%	0%	F	0.097	F	0.529	16000	G	2002
<u> </u>				To: From:		Church Ro	l	1							
7665) Pump Rd	1.36	14000	G	98%	0%	1% 0%	0%	0%	С	0.098	F	0.635	15000	G	2002
7009				To:		Broad St									
				From:		Three Chopt	D.J	ı							
7667) Skipwith Rd	0.53	5600	G	98%	0%	2% 0%	0%	0%	F	0.106	F	0.591	5900	G	2002
Skipwith Rd	0.55	3000	G	30 /0	0 70	270 070	070	0 70	'	0.100	'	0.551	3300	J	2002
				From:		Forest Ave									
Skipwith Rd	0.92	14000	G	98%	0%	2% 0%	0%	0%	F	0.104	F	0.583	14000	G	2002
				To		Hungary Spring	es Rd	1							
7667) Skipwith Rd	0.77	6500	G	98%	0%	2% 0%	0%	0%	С	0.096	F	0.539	6700	G	2002
7007) 5111271111	•			To	0,0	Parham Ro				0.000	•	0.000	0.00		
				From:				 T							
Hungary Springs Rd	0.64	11000	G	98%	0%	Skipwith R 1% 0%	0%	0%	F	0.103	F	0.52	12000	G	2002
Hungary Springs Rd	0.64	11000	G	90%	U%	1% 0%	0%	0%	Г	0.103	Г	0.52	12000	G	2002
				From:		Broad St									
7679) Hungary Springs Rd	0.66	12000	G	98%	0%	1% 0%	0%	0%	С	0.103	F	0.513	13000	G	2002
				To:		Parham Ro	1								
Hungary Springs Rd	0.84	12000	G	97%	0%	2% 0%	0%	0%	С	0.113	F	0.706	12000	G	2002
Hungary Springs Rd	0.04	12000	J	To:	0 70	Staples Mill		070	O	0.110	'	0.700	12000	J	2002
Output Bd	4.07	0700	_	From:	00/	Mountain R		00/	_	0.400	_	0.040	0000	0	0000
7685) Greenwood Rd	1.67	2700	G	97%	0%	2% 1%	0%	0%	F	0.122	F	0.613	2900	G	2002
				To: From:		Woodman F	Rd								
7685) Greenwood Rd	1.00	3900	G	97%	0%	2% 1%	0%	0%	С	0.116	F	0.688	4100	G	2002
				To:		Drongh Da	1								
Croopwood Rd	1 77	1500	G	From:	Ω0/	Branch Rd		00/		0.116		0.656	1600		2002
Greenwood Rd	1.77	1500	G	97% To:	0%	2% 1%		0%	F	0.116	F	0.656	1600	G	2002
						Hanover County	Line								
				From:		Hungary R									
Purcell Rd	1.53	3700	G	97 <u>%</u>	0%	2% 0%		0%	С	0.115	F	0.611	3800	G	2002
<u> </u>				To:		Mountain R	ld								
				From:		SR 33 Nine Mi	le Rd								
7689) Gordon Ln	0.49	4500	G							0.09	F	0.517	4500	G	2002
$\mathcal{O}_{\underline{}}$				To:		43-7618 Creight	ton Rd								
				From:		Patterson A		i							
7703) Lauderdale Rd	1.26	7700	G	97%	1%	2% 0%		0%	F	0.114	F	0.562	8000	G	2002
2703) Lauderdale Rd	1.20	,,,,,,	G	97 % To:	1 70	John Rolph P		0 /0	I.	0.114	1.	0.002	3000	J	2002
				From:		John Rolfe Pl		-							
						John Kune Pi								_	2002
Tan Lauderdale Pd	1 22	5800	G	Q7%	1%	2% no/-	1%	∩%	$\sim$	በ 1በ۵	F	0 505	6100	( -;	
7703 Lauderdale Rd	1.23	5800	G	97%	1%	2% 0%	1%	0%	С	0.109	F	0.505	6100	G	2002
	1.23	5800	G	97%	1%	2% 0% Ridgefield Pl	cwy	0%	С	0.109	F	0.505	6100		
7703) Lauderdale Rd	0.63	5800 6300	G G	To:	1%			0% 	C F	0.109	F F	0.505	6100	G	2002

						rinco iviamilenance									
Route	Length	AADT	QA	4Tire	Bus	Truc			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henrico County				P											
Laudordolo Pd	1 00	16000	G	From:	0%	Gayton Rd	Ω0/	00/	C	0.105	_	0.650	17000	C	2002
Lauderdale Rd	1.80	16000	G	98%	0%	1% 0% Broad St	0%	0%	С	0.105	F	0.659	17000	G	2002
Calconbridge Dr	1 21	2200	G	98%	0%	Pump Rd 1% 0%	0%	0%	С	0.109	F	0.574	2200	G	2002
Falconbridge Dr	1.31	2200	G	90 70 To:	070	Ridgefield Pkwy	070	0%	C	0.109	Г	0.574	2300	G	2002
				From:											
7705) Francistown Rd	1.58	5300	G	97%	0%	Hungary Rd 2% 0%	0%	0%	С	0.119	F	0.514	5500	G	2002
Francistown Rd	1.30	5300	G	97 70 To:	070	Springfield Rd	070	0%	C	0.119	Г	0.514	5500	G	2002
				From:											
7706) Nuckols Rd	1.65	13000	G	r tom.		SR 271				0.119	F	0.805	13000	C	2002
Nuckols Rd	1.00	13000	G	To:		43-29 Shady Grove R	2d			0.119	Г	0.603	13000	G	2002
				From:		Shady Grove Rd	···								
7706) Nuckols Rd	1.44	14000	G	95%	0%	2% 2%	1%	0%	С	0.113	F	0.783	15000	G	2002
				To		1 205									
7706) Nuckols Rd	0.82	29000	G	From: 98%	0%	I-295 1% 0%	0%	0%	F	0.118	F	0.808	30000	G	2002
Nuckols Rd	0.02	23000	J	90 /6	U /0		U /0	U /0	r	0.110		0.000	30000	J	2002
<u> </u>		40000		From:	001	Cox Rd	001		-	0.400	_	0.770	10000	-	
7706 Nuckols Rd	0.62	19000	G	98%	0%	1% 0%	0%	0%	С	0.106	F	0.756	19000	G	2002
				To: From:		Springfield Rd Chelsea Brook Ln									
Nuckols Rd	0.40	680	G			CHCISCA DIOUK LII				0.143	F	0.778	680	G	2002
7700) 11001010 110	0.40		•	To:		43-7705 Francistown	Rd			5.7-0	•	00	300	•	_002
				From:				<del></del>							
West End Dr	0.50	12000	G	98%	0%	Broad St Rd 1% 0%	0%	0%	F	0.107	F	0.645	12000	G	2002
West End Dr	0.50	12000	3	JU /0	0 /0		U /U	0 /0	'	0.101	•	0.040	12000	J	2002
	<b>^</b> ==	0=0=		From:		Greenford Dr					_	0 = = =	0===	-	200
West End Dr	0.53	9500	G	т.,						0.11	F	0.598	9500	G	2002
				To:		43-7526 Hungary Ro	d								
<u> </u>				From:		Tuckernuck Dr					_			_	
Mayland Dr	0.49	8900	G	99%	0%	1% 0%	0%	0%	С	0.09	F	0.597	9300	G	2002
				To:		Parham Rd									
^				From:		Broad St									
7709 Tuckernuck Dr	0.53	7800	G	99 <u>%</u>	0%	1% 0%	0%	0%	С	0.092	F	0.626	8100	G	2002
<u> </u>				To:		Mayland Dr									
				From:		Staples Mill Rd									
7710) Courtney Rd	0.78	860	G	96%	1%	3% 0%	0%	0%	С	0.111	F	0.677	900	G	2002
				To:		Mountain Rd									
_				From:		Bethlehem Rd									
7712) Basie Rd	0.44	3600	G	98%	0%	1% 0%	0%	0%	С	0.103	F	0.648	3800	G	2002
				To:		Bremner Blvd									
Dromner Dlud	0.00	4400	_	From:	00/	Basie Rd	00/	00/	_	0.4	_	0.504	4000	0	2000
Bremner Blvd	0.62	4100	G	98% To:	0%	1% 0%	0%	0%	F	0.1	F	0.581	4300	G	2002
						Staples Mill Rd									
Dilata I are a	0.00	4700	_	From:	40/	NCL Richmond	001	00/	_	0.000	_	0.045	4000	_	0000
7714) Pilots Lane	0.26	1700	G	96%	1%	2% 0%	0%	0%	F	0.092	F	0.615	1800	G	2002
<u> </u>				From:		Laburnum Ave									
7714) Pilots Ln	0.22	1600	G	96%	1%	2% 0%	0%	0%	F	0.124	F	0.587	1700	G	2002
				To:		Oronco Ave									
Oronas Assa	0.00	4700	_	From:	40/	Pilots Ln	00/	00/	^	0.400	_	0.500	4000	0	0000
Oronco Ave	0.30	1700	G	96%	1%	2% 0%	0%	0%	С	0.100	F	0.586	1800	G	2002
				To:		Richmond-Henrico Tr	npk	L							
<u> </u>				From:		Holly Ave									
7715) Pleasant St	1.35	2200	G	97%	0%	1% 0%	1%	0%	С	0.093	F	0.688	2300	G	2002
<u> </u>				To:		Nine Mill Rd									
				From:		43-7555 Laburnum A	ve								
( ) Autobox Dx	4 40	2500	G	· <u></u>	_			_		0 00 4	_	0.600	2500	_	2001
7716) Autobon Dr	1.40	3500	G							0.094	F	0.622	3500	G	2002

					пе	enno Mannenance A	lea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
enrico County				From:		T.1.								
Eubank Rd	0.48	4100	G	89%	1%	1 Laburnum Ave 3% 5% 5%	% 0%	C	0.092	F	0.578	4300	G	2002
Eubank Rd	0.40	4100	Ü	Tn:	1 70	Lewis Rd	70 070	1	0.002	'	0.570	4300	J	2002
				From:		Osbome Tnpk								
718) Oakland Rd	1.56	2700	G	89%	0%	1% 8% 19	% 0%	С	0.090	F	0.531	2800	G	2002
710)				To:		Darbytown Rd		1		-			_	
				From:		NCL Richmond								
Willow Lawn Dr	0.62	8600	G	98%	0%	1% 0% 09	% 0%	С	0.091	F	0.522	8900	G	2002
				To:		Broad St								
				From:		Williamsburg Rd								
723) Charles City Rd	1.92	4100	G	87%	1%	3% 7% 29	% 0%	С	0.096	F	0.530	4300	G	2002
,				To:										
723) Charles City Rd	2.58	2900	G	From: 87%	1%	1 Laburnum Ave 3% 7% 29	% 0%	F	0.101	F	0.667	3000	G	2002
723) Orianes Oity Na	2.50	2500	·	01 70	1 70		70 070	, '	0.101	'	0.007	3000	O	2002
Observations Office Dist	F 40	4000	_	From:	40/	Britton Rd	00/	一	0.404		0.754	4400		
Charles City Rd	5.43	1000	G	87% To:	1%	3% 7% 29	% 0%	F 1	0.104	F	0.754	1100	G	2002
						Darbytown Rd								
			_	From:		Woodman Rd			0.440	_	0.700	000	•	000
Aeronca Ave		980	G	To:		The sleen I or		1	0.119	F	0.736	980	G	2002
						Thacker Ln		l						
All and a language		040	_	From:		Finlay St			0.404	_	0.545	0.40	0	000
Allenshaw Dr		640	G	To:		Durch at Ct		ī	0.104	F	0.545	640	G	2002
				-		Probst St								
Abassada Dal		4400	_	From:		Michael Rd			0.400	_	0.500	4400	_	000
Alvarado Rd		1100	G	To:		N D.I		1	0.106	F	0.502	1100	G	200
				10.		Nortonia Rd								
A se al se com Del		440	_	From:		Gayton Rd			0.400	_		440	_	000
Andover Rd		440	G	To:		C DI		1	0.106	F		440	G	200
						Camrose Rd								
A ('   D			_	From:		Dilworth Cir			0.440	_		000	•	000
Antioch Rd		390	G	To:		Wl-iD-		1	0.118	F		390	G	200
						Woodview Dr								
			_	From:		Wilkerson Rd		ļ	<del>-</del>	_			_	
Antionette Dr		530	G	Tai		W 11 - B		1	0.105	F	0.55	530	G	200
				10.		Kahlua Dr								
			_	From:		Libbie Ave			0.404	_		070	•	000
Argus Ln		370	G	To:		D 1		1	0.104	F		370	G	200
						Beacon Ln								
A (1		4=00	_	From:		US 1			0.440	_	0.544	4700	•	000
Athens Ave		1700	G	To:		41 1 C		1	0.113	F	0.544	1700	G	200
						Aberdeen St								
Attama		2222	_	From:		Alf Ct			0.407	_	0.000	2200	0	200
Attems Way		2200	G	To:		Heritage Ln		ī	0.107	F	0.699	2200	G	200
Avaler Dr		4500	_	From:		Mayberry Rd		j	0 4 4 4	_	0.500	4500	^	000
Avalon Dr		1500	G	Te		Formary J.D.:		1	0.144	F	0.599	1500	G	200
						Farmwood Dr		<u> </u>						
Deletrois Del		F40	_	From:		SR 6 Patterson Ave		J	0.447	_		F 40	0	000
Baldwin Rd		540	G	To:		II-II: D.1		1	0.117	F		540	G	200
				10:		Hollins Rd								
				From:		Washington St		]						
Battery Ave		160	G	_				1	0.117	F	0.539	160	G	200
				To:		Artillery Dr		<u> </u>						
				From:	•	US 33								
Bayard Rd		540	G					•	0.107	F	0.521	540	G	200
				To:		Biloxi Rd								

				Henrico Maintenance Area							
Route	Length <b>AADT</b>	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Ye
			From:	Nuckols Rd							
Broad Meadows Dr	520	G	To:	F: :1.B	ì	0.157	F	0.756	520	G	20
				Fireside Dr							
Broad Meadows Rd	1400	G	From:	Darrowby Rd		0.117	F	0.901	1400	G	200
broad Meadows Nu	1400	G	To:	Francistown Rd		0.117		0.901	1400	G	200
			From:	Second Ave							
Broadway Ave	260	G	<u> </u>	Second Ave		0.119	F	0.548	260	G	20
<u> </u>			To:	Oakdale Ave							
			From:	Hargrove Ave							
Byron St	2500	G			· -	0.103	F		2500	G	200
			To:	Thompson St							
			From:	Lester Ln							
Camrose Rd	700	G			l	0.104	F	0.521	700	G	200
			To:	Vasser Rd							
Canadaaad l .a	200	_	From:	Meadow Rd		0.400	_		200	_	200
Candlewood Ln	380	G	To:	Mailbrook Ln	l	0.106	F		380	G	200
			From:								
Charnwood Rd	290	G		Shadow La	l	0.088	F	0.68	290	G	200
		_	To:	Higginbotham	<u></u>						
			From:	Ott St							
Chickahominy Ave	290	G	<u> </u>		ı	0.117	F	0.594	290	G	200
			To:	Springdale Rd							
			From:	River Run Dr							
Chickahominy Branch D	450	G			1	0.097	F	0.886	450	G	200
			To:	Mill Rd							
			From:	Hood Dr							
Clauson Rd	NA		To:		Ī	NA			NA		
			From:	Franconia Rd Hood Dr							
Clauson Rd	100	G	<u></u>			0.138	F	0.679	100	G	200
			To:	Franconia Rd							
			From:	Schaum Ct							
Cliffmore Dr	490	G			•	0.117	F	0.825	490	G	200
			To:	Springfield Rd							
			From:	Penick Road							
Cloverdale St	1100	G	To:	GL 11 B	Ī	0.092	F	0.673	1100	G	200
			10.	Glenside Dr							
Cole Blvd	1000	G	From:	Longdale Ave		0.186	F	0.509	1000	G	200
Cole bivu	1000	G	To:	Miller Rd	Ì	0.100	Г	0.509	1000	G	200
			From:	Norfolk St							
Cole Blvd	1000	G			1	0.174	F	0.506	1000	G	200
			To:	Longdale Rd	<u> </u>						
			From:	Subrenda Dr			_				
Colleen Rd	640	G	т		i	0.101	F	0.69	640	G	200
			Tn·	Annlyn Dr							
Colony Bluff Dr	ഭാവ	0	From:	Bonruth Pl	l	0 114	_	0.720	620	C	20
Colony Bluff Dr	630	G	To:	Dellbrooks Pl	Ì	0.114	F	0.720	630	G	200
			From:								
Comet Rd	870	G	Ш_	Rudolph Rd	l	0.107	F	0.543	870	G	200
	510	_	To:	Skipwith Rd		0.101	•	5.570	0.0	-	_0
Cometru											
Come: Nu			From:								
Copperas La	2200	G		Glen Point Cir		0.110	F	0.627	2200	G	200

				Tiermoo Maintenance 7 tiea							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	വവ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Cottage St	1400	G	From:	Maplewood Rd	_	0.124	F		1400	G	2002
			To:	Parkside Ave							
			From:	SR 271 Pouncy Tract Rd							
Country Creek Way	790	G	-	•		0.092	F	0.841	790	G	200
			To:	Country Creek Ct							
			From:	West End Dr							
Crystalwood Ln	240	G	-			0.124	F		240	G	200
			To	Donaldwood DR							
			From:	Upham Dr	1						
Damascus Dr	490	G	-	•		0.11	F	0.505	490	G	200
			To:	Old Orchard Rd							
			From:	Three Chopt Rd							
Dresden Rd	1400	G		•	_	0.107	F	0.608	1400	G	200
			To	Claymont Rd							
			From:	Westwick Rd							
Drovin Dr	70	G			_	0.125	F	0.5	70	G	200
			To:	Kingsbridge Rd							
			From:	Laburnum Ave							
Fenwick St	590	G	<u> </u>	Enountain 1270	_	0.095	F	0.786	590	G	200
			To:	Sizer Rd	1						
			From:	Alycia Ave	Ī						
Galaxie Rd	2100	G	<u> </u>	i ilyota i ive	_	0.141	F	0.502	2100	G	200
			To:	Vernon Rd	1						
			From:	Lakefield Mews Dr							
Gay Ave	6200	G	<u> </u>	Euroneid Mews Di	_	0.093	F	0.516	6200	G	200
,		_	To	Millers Ln	7		-				
			From:	Belfort Rd	ì						
Gunby Rd	730	G		Benovita	_	0.088	F	0.594	730	G	200
			To:	Wishart Rd	1						
			From:	Englewood Rd							
Hamilton Rd	1100	G	<u> </u>	Englewood Ta	_	0.152	F	0.572	1100	G	200
			To:	Mountain Rd	1						
			From:	Ridge Rd							
Henrico Ave	800	G	<u> </u>	rauge ra	_	0.188	F	0.848	800	G	200
		_	To:	David Dr			-				
			From:	Wildwood St							
Hickory Ave	130	G	<u> </u>	Wildwood St	_	0.107	F	0.679	130	G	200
			To:	SR 5; New Market Rd							
			From:	Chamberlayne Ave							
Hilliard Rd	330	G	<u> </u>	Chambertayne 11ve	_	0.103	F	0.691	330	G	200
			To	Hawthorne Ave	1	000		0.00			_00
			From:	Three Chopt Rd	1						
Hillside Ave	340	G		Tillee Chopt Ku	_	0.113	F	0.632	340	G	200
Tilliside Ave	040	J	To:	Granger Rd	7	0.110	'	0.002	340	O	200
			From:		1						
Holly Hill Dr	6800	G		N Parham Rd	J	0.101	F	0.580	6800	G	200
. lony i iii Di	0000	•	To:	Saint Michaels Ln	1	0.101	1	0.000	0000	5	200
			From:	Patterson Ave							
Horsepen Rd	7500	G	"	r aucisofi Ave	J	0.103	F	0.740	7800	G	200
. Ioroopor ra	7500	3	To:	Three Chopt Rd	1	0.100		J.1-10	7000	0	200
			From:		<del></del>						
Hungary Ridge Dr	700	G		Hungary Rd		0.118	F	0.725	700	G	200
Tungary Riuge Di	700	G	To:	Hungary Ridge Ct	7	0.110	Г	0.723	700	G	200
			From:		<del></del>						
Hungary Springs Rd	6000	G	r roill.	Staples Mill Rd	J	0.114	F	0.636	6500	G	200
riungary opinigs KO	6200	G	To:	Hungary Rd	7	0.114	٢	0.030	0000	G	∠00
				пипдагу ка	1						

Route	Length AADT	QA	4Tire	BusTruckTrail 2Trail	OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Ivy Ave	140	G	From:	Beal St	_	0.102	F		140	G	2002
			To:	Read St							
John Rolfe Pkwy	2200		From:	Lauderdale Rd	J	0.404	_	0.55	2200	-	2004
	2200	G	To:	Ridgefield Pkwy	]	0.101	F	0.55	2300	G	200
			From:	Mountain Rd							
Jordan Dr	310	G	To:	Bowles Ln	1	0.115	F	0.586	310	G	200
			From:	SR 271; Pouncy Tract Rd	I						
Kain Rd	680	G			<u>.</u>	0.098	F	0.722	680	G	200
			To:	Willane Rd							
Kinvan Rd	630	G	From:	Strath Rd	j	0.1	F	0.664	630	G	200
			To	Beowulf Dr		• • • • • • • • • • • • • • • • • • • •	•	0.00			
			From:	Linbrook Dr	]		_				
Lafayette Ave	280	G	To:	Thornrose Ave	1	0.133	F	0.622	280	G	200
			From:	Monida Rd	<u> </u>						
Lakefront Dr	240	G			- 1	0.098	F	0.83	240	G	200
			To: From:	Sunburst Rd  Creston Rd	<u> </u>						
Lakewood Rd	260	G		Creston Ku	J	0.113	F	0.55	260	G	200
			To:	Meadowbrook Rd	]						
Lambeth Rd	540	G	From:	Mountain Rd	j	0.12	F	0.554	540	G	200
	340	<u> </u>	To	Glen Lake Dr	]	0.12	'	0.004	340	0	200
Lawndell Rd			From:	Haviland Dr	]						
	1700	G	To:	Murdock Rd	1	0.09	F	0.68	1700	G	200
Lourdes Rd			From:	Hermitage Rd	<u> </u>						
	1400	G			- 1	0.119	F	0.724	1400	G	200
			To: From:	Galway La							
Marlin Dr	570	G		SR 33; Nine Mile Rd	J	0.11	F	0.651	570	G	200
			To:	Third St							
Meadow View Rd	100	G	From:	SR 157	j	0.113	F	0.727	100	G	200
	100		To:	Ceres Rd	]	0.110	'	0.727	100		200
Megan Dr			From:	Mountain Rd							
	330	G	To	Megan Way	1	0.123	F	0.6	330	G	200
Midview Rd			From:	SR 5	I						
	1400	G			-	0.109	F	0.644	1400	G	200
			To: From:	Holland St	<u> </u>						
Monaco Dr	410	G		Rasmussen Dr	1	0.142	F	0.879	410	G	200
			To:	Turka Dr	<u> </u>						
Montclair Rd	710	G	From:	Harvie Rd	]	0.090	F	0.586	710	G	200
	710		To:	E Laburnum Ave	]	0.030	'	0.000	, 10		200
			From:	Norwick Rd	]						
Mooreland Rd	1800	G	To	Tolman Rd	1	0.108	F	0.832	1800	G	200
			From:	US 360	<u> </u>						
Neal St	3600	G	_		•	0.111	F		3600	G	200
			To:	Bolling Rd							

				Henrico Maintenance Area							
Route	Length AADT	QA	4Tire	BusTruckTruck	CC	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
North Run Rd	3500	G	From:	Hungary Rd	] =	0.098	F	0.597	3500	G	200
			To:	Joycelyn Ct	<u> </u>						
Old Hanover Rd	1200	G	From:	Grapevine Rd		0.098	F	0.543	1200	G	200
	.200		To:	SR 156; Airport Dr	1	0.000	•	0.010	.200		
			From:	Nuckols Rd							
Opaca Ln	220	G			_	0.134	F		220	G	200
			To:	Chapel Rd	<u> </u>						
Penick Rd	4000	_	From:	Delwood St		0.400	_	0.500	4000	_	000
	1600	G	To:	Cloverdale St	1	0.102	F	0.503	1600	G	200
			From:	Yates Ln							
Pleasant St	2000	G		I dies Lai	_	0.097	F		2000	G	200
			To:	Apple Grove Ln							
			From:	Charles City Rd	]						
Poplar Spring Rd	1600	G			_	0.107	F	0.55	1600	G	200
			To:	Portugee Rd	<u> </u>						
Deines Ave	4000	•	From:	Gray St		0.404	_	0.050	1000	_	200
Raines Ave	1000	G	To:	Wooton Rd	1	0.124	F	0.659	1000	G	200
			From:	Pepperbill Ln	1						
Raintree Dr	3200	G	<u> </u>	геррион Еп		0.113	F	0.519	3200	G	200
			To:	Falconbridge Dr							
Raleigh Rd	530		From:	US 60	0.109 F 0.53						
		G				0.539	530 G	G	200		
			To	Caswell St							
Sandston Ave	200	_	From:	Roy Rd	]	_	0.701			000	
	320	G	To:	Huntsman Rd	7	0.096	F	0.721	320	G	200
			From:	Harvie Rd	1						
Sandy Ln	1400	G	<u> </u>	пагую ки	0.102	F		1400	G	200	
			To:	Glenda Rd							
Santa Clara Dr	280		From:	Barck Pl	0.154		0.659	280	G	200	
		G				F					
			To:	Tarrytown Dr							
Scotland Ln		_	From:	Glasgow St			_			_	
	380	G	To:	Sadler Rd	7	0.089	F		380	G	200
			From:		<u> </u>						
Scott Rd	390	G		Best Plaza	J	0.13	F	0.651	390	G	200
			To	Level Green Ln	1	J					
Second Ave	Ave 280 G		From:	Broadway Ave							
		G			_	0.095	F	0.793	280	G	200
			To:	Ackley Ave							
Sedgwick St		-	From:	Confederate Ave							
	150	G	To:	Wiles, W	7	0.125	F	0.579	150	G	200
			From:	Wilson Way							
Springdale Rd	1500	G	From:	Gaines Rd	J	0.102	F	0.536	1500	G	200
	1500	5	To:	Thomas Dr	7	0.102	•	0.000	1500	J	ے ص
			From:	Glidewell Rd							
St Charles Rd	1600	G	<u> </u>		-	0.094	F	0.605	1600	G	200
			To	Diane Ln							
			From:	Buckingham Ave	]						
Stoneleigh St	440	G			-	0.09	F	0.628	440	G	200
			To-	Essex Rd							

				1.0	Truels			Darti		D:-			
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Terry Dr			From:		Timber Rd								
	1100	G	To:		Royerton Dr			0.097	F	0.534	1100	G	200
			From:		Sadler Rd								
Thorncroft Dr	230	G			Saulei Ku			0.109	F	0.571	230	G	200
			To:		Waterfront Dr								
Thorncroft Dr	800	G	From:		Riverdale Ave			0.135	F	0.532	800	G	200
	000	G	To:		Chicopee Rd			0.100	'	0.552	000	O	200
			From:		Garland Ave								
Union St	160	G						0.148	F		160	G	200
			Tn·		Medlock Rd								
Valloyfield Pd	040	G	From:		Stoneman Rd			0 102	F	0.520	010	G	200
Valleyfield Rd	910	G	To:		Wistar Rd			0.103	r	0.529	910	G	200
			From:		Evansdale Rd	l							
Warren View Rd	240	G	<u> </u>					0.105	F	0.588	240	G	200
			To:		Poplar Forest Dr								
Watts Ln	0400		From:		US 360			0.004	_		0400		000
	3100	G	To:		Rosser Rd			0.091	F		3100	G	200
			From:		Parham Rd								
Weldon Dr	290	G						0.122	F	0.676	290	G	200
			To:		Bridle La								
Wilde Lake Dr		_	From:		Causeway Dr			0.404	_	0.500	500	_	000
	560	G	To:		Northlake Dr			0.104	F	0.509	560	G	200
Wilderness Dr			From:		Dead End								
	50	G	<u> </u>		Dodd End			0.188	F	0.5	50	G	200
			To:		Kilgore St								
Wistar St		_	From:		US 250- Broad St				_			_	
	480	G	To:		Oak Ridge Rd	1		0.101	F	0.802	480	G	200
			From:		Baldwin Rd								
Wood Rd	180	G			Dardwin Nu			0.115	F	0.674	180	G	200
			To:		Sunderland Rd								
Woodbury Rd			From:		Westham Pkwy							_	
	120	G	To:		Поможен В З	ī		0.107	F	0.731	120	G	200
			From:		Horsepen Rd Wyndam Lake Dr								
Wyndham Park Dr	4200	G			w yndam Lake Dr			0.105	F	0.735	4200	G	200
			To:		Dominion Club Dr								
			From:		Wilson Rd								
Yarnell Rd	80	G	, —					0.128	F	0.727	80	G	200
			To-		Miller Rd								